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JOINT MEETING OF THE

REGIONAL COUNCIL, COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT ENERGY & ENVIRONMENT AND TRANSPORTATION COMMITTEES

PLEASE NOTE DATE AND TIME
Thursday, March 1, 2012
10:30 a.m. – 12:00 p.m.

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

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at (213) 236-1993 or via email at salcido@scag.ca.gov. In addition, joint meetings of the Regional Council and Policy Committees may be viewed live or on-demand at www.scag.ca.gov/scagtv

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1993. We request at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible

**SPECIAL MEETING OF THE
REGIONAL COUNCIL,
COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT
ENERGY & ENVIRONMENT AND TRANSPORTATION COMMITTEES
AGENDA
MARCH 1, 2012
10:30 a.m. – 12:00 p.m.**

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Pam O'Connor, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Council, 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 provided that the Chair has the discretion to reduce this time limit based upon the number of speakers. The Chair may limit the total time for all public comments to twenty (20) minutes.

DISCUSSION ITEM

Overview of the Draft 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and Program Environmental Impact Report (PEIR) Comments and Revision Approach

Attachment to be distributed under separate cover.

All comments can be viewed at: <http://rtpscs.scag.ca.gov/Pages/Draft-2012-2035-RTP-SCS.aspx>

ADJOURNMENT

The next meeting of the RC and Joint Policy Committees is scheduled for Wednesday, March 21, 2012, at the SCAG Los Angeles Office.

The next meeting of the Regional Council will be held on Wednesday, April 4, 2012, 12:30 p.m., in conjunction with the SCAG Regional Conference and General Assembly, April 4 & 5, 2012 at the Westin Bonaventure, 404 South Figueroa Street, Los Angeles, CA 90071.

REPORT

DATE: March 1, 2012

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

FROM: Hasan Ikhtrata, Executive Director, 213-236-1944, ikhtrata@scag.ca.gov

SUBJECT: Overview of Draft 2012-2035 RTP/SCS Comments and Revision Approach



RECOMMENDED ACTION:

For information and discussion only.

EXECUTIVE SUMMARY:

Staff would like to inform the Regional Council and the Policy Committee members; and receive input on staff's intended approach for responding to comments and preparing revisions regarding the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (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: c) Provide practical solutions for moving new ideas forward.

BACKGROUND:

As the designated Metropolitan Planning Organization for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, SCAG is required by federal and state law to develop and update the RTP every four years. The RTP must address a minimum 20-year planning horizon and include strategies and actions that lead to the development of an integrated multi-modal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. Under federal law, the RTP must demonstrate conformity for meeting air quality standards established under the Clean Air Act. Conformity requirements include regional emissions analyses; timely implementation of transportation control measures; financial constraint; and interagency consultation and public involvement. New to this RTP, in accordance with state law, SCAG must also develop a Sustainable Communities Strategy (SCS) as part of the RTP to meet state targets for the reduction of greenhouse gas emissions from cars and light trucks.

Through a continuing, cooperative, and comprehensive planning process with its stakeholders, SCAG developed the Draft 2012-2035 RTP/SCS, which meets the state and federal requirements and lays out a collective vision for improving the region's mobility, economy, and sustainability. SCAG released the Draft RTP/SCS for a 45-day public comment period that began on December 30, 2011 and ended on February 14, 2012. As of the preparation of this report, SCAG has received over 160 separate communications containing a total of 1,600 comments on the Draft RTP/SCS. A summary list of commenters is attached with this report (Attachment 1). To access individual comments, please visit the web at: <http://rtpscs.scag.ca.gov/Pages/Draft-2012-2035-RTP-SCS.aspx>.

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REPORT

Based upon staff's review, the majority of comments regarding the Draft RTP/SCS were positive. A matrix (see, Attachment 2) summarizing general comments on the Draft RTP/SCS provides the Regional Council and the Policy Committee members with information where clarification or additional information was requested. At a summary level, comments can be combined into seven (7) major categories as described below. The matrix lays out more detailed categories of clarification comments together with the suggested approach for resolving identified issues. 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. Staff will provide the final proposed RTP/SCS and comment responses on March 19, 2012 in advance of the March 21, 2012 special joint meeting of the Policy Committees. At that meeting, staff will seek a recommendation from the Policy Committees to forward a recommendation to the Regional Council on April 4, 2012 to certify the Final PEIR and adopt the Final 2012-2035 RTP/SCS.

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

1. TRANSPORTATION FINANCE

Areas Seeking Clarification – Many commenters, including member agencies, requested clarification on whether the proposed new revenue sources (e.g., the mileage-based user fee) require more analysis and consideration, including assurances about how funds will be distributed, ensuring an appropriate nexus between those who pay and those who benefit, and evaluation of the impact of such fees on low-income populations. Many seek clarification on the implications for the RTP/SCS if these new revenue sources are not realized. Additionally, commenters urge SCAG to uphold and protect the priorities and projects in voter-approved local sales tax measures.

Proposed Approach – SCAG concurs that additional action is needed before revenue strategies such as mileage-based user fees become effective. As such, the RTP does not assume implementation by Congress or the State Legislature prior to 2025. SCAG is further detailing implementation steps and providing information on activities to be conducted beyond adoption of the RTP in the Financial Plan Supplemental report. Additionally, SCAG will clarify that the financing strategies are consistent with priorities and projects identified in voter-approved sales tax measures and County Transportation Commission (CTC) long range plans.

2. GOODS MOVEMENT

Areas Seeking Clarification – Many commenters seek clarification on the goods movement environmental strategy including timeline, funding commitment and responsible parties for implementation. Some identify availability and unresolved issues with zero and near-zero emission technologies and the implementation of these technologies within the timeframe identified in the RTP/SCS. On the other hand, many support and encourage near-term zero-emission projects to garner benefits as quickly as possible and mitigate the negative impacts of the existing system.

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 Supplemental report appropriately includes broad timeframes to accommodate different technology readiness levels and allows for technologies to be deployed as they meet necessary criteria. SCAG

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will include further clarifications as needed including identification of funding commitments and responsible parties for implementation.

3. ACTIVE TRANSPORTATION AND PUBLIC HEALTH

Areas Seeking Clarification – Many commenters, including advocacy groups and public health agencies and organizations, encourage SCAG to increase the proposed funding for Active Transportation and transit investments over the levels identified in the Draft RTP/SCS. Many also encourage SCAG to front-load or prioritize investments in active transportation and transit over highway investments. Additionally, many commenters encourage SCAG to include goals and measures for public health and provide suggestions for improved assessment of the health benefits of active transportation.

Proposed Approach – SCAG will prepare appropriate responses to explain the proposed funding for Active Transportation in the 2012-2035 RTP/SCS, propose to pursue higher levels of funding in future RTP updates after assessing the progress made around the region over the next four years in advancing Active Transportation, and attempt to provide a more complete picture related to local efforts that are not fully captured in the regional plan. In addition, SCAG will also offer to monitor the progress made in achieving the goals set in the 2012-2035 RTP/SCS over the next four years and consider developing measurable goals and targets related to public health in future plan updates.

4. SUSTAINABLE COMMUNITIES STRATEGY

Areas Seeking Clarification – Many commenters, including member agencies and advocacy groups, seek clarification on the consistency of the proposed land use development strategy with local plans, including General Plans, Community Plans, Conservation Plans, etc. Some express concern over the utilization of TAZ-level maps versus jurisdictional level maps for the adoption of growth forecasts, and eligibility for CEQA incentives. Additionally, other commenters encourage SCAG to address possible negative impacts on public health, lower income communities, housing affordability, and rural areas. Comments related to the subregional SCSs were also included, which ask for clarification on the relationship between subregional implementation strategies and the regional implementation strategies, along with requests to explicitly state that land use inputs for the two subregional SCSs were unchanged.

Proposed Approach – SCAG will provide clarifying responses to each of the comments submitted and will consider incorporating edits changed to the text in the Final 2012-2035 RTP/SCS. In general, the SCS is based upon local input from SCAG's local jurisdictions, including their general plans. There is no requirement under state law that a city or county must revise its land use policies and regulations, including its general plan, to be consistent with SCS. In some cases, in developing the SCS, SCAG adjusted small area land use assumptions to better reflect recent trends occurring in many transit-rich areas of the region. For CEQA streamlining purposes, the consistency determination of a project with the SCS would be at the discretion of lead agencies.

5. ENVIRONMENTAL JUSTICE CONCERNS OR QUESTIONS

Areas Seeking Clarifications – Some commenters have noted their concern with the disparate health and emissions impacts related to the plan region wide and particularly for environmental justice communities. Some have also requested that the health and emissions impacts of the RTP/SCS on population less than five years of age be included in SCAG's Environmental Justice (EJ) Appendix.

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REPORT

Proposed Approach – Staff will include an addendum in the final Environmental Justice (EJ) Appendix that measures the health and emissions impacts for population less than five years of age. Included in this section will be the existing cancer and respiratory risk for areas with high concentrations of young children, along with projected emissions impacts from the RTP on young children at the regional level and for those who live within 500 feet of the region’s freeways and highly traveled corridors. Moreover, staff will clarify that while there may be disparities for environmental justice communities as a result of the RTP/SCS in a few hot spots across the region, the disparate impacts are only seen marginally at the regional level. Overall, the RTP/SCS will improve mobility, accessibility, funding equity, noise impacts, and environmental quality for all communities.

6. CONCERNS OR QUESTIONS ON INDIVIDUAL PROJECTS

Areas Seeking Clarification – Several commenters support or oppose, or seek clarification on, individual projects in the RTP/SCS.

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.

7. OTHER

Areas Seeking Clarification – Other comments raise questions or concerns that do not fit into the above categories.

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).

UPDATE REGARDING RTP/SCS PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

Staff has received 101 separate communications containing comments on the PEIR. At the February 21, 2012 Joint Meeting of the Regional Council and Policy Committees, staff provided an overview of issues raised in those comments and the general approach to be used in responses and revisions for the final PEIR. Of note, several structural and text changes will be made to clarify intent of mitigation measures identified for non-SCAG parties including local governments. All of these measures will be moved to an appendix and cited as “example measures” that lead agencies may consider at their discretion. Staff will provide the proposed Final PEIR and comment responses in advance of the March 21, 2012 Joint Policy Committees meeting. At that meeting, staff will seek a recommendation to certify the PEIR.

FISCAL IMPACT:

Funding for the RTP/SCS development is included in the FY 2011/12 OWP.

ATTACHMENTS:

1. Summary List of Commenters on the Draft RTP/SCS
2. Matrix summarizing general comments to Draft RTP/SCS
3. Matrix summarizing general comments to the Draft PEIR for the RTP/SCS (Updated 2/27/12)
4. Power Point Presentation on the Comments

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Draft 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy Summary List of Commenters (See Note*)

Agencies/Organizations:

- American Institute of Architects
- American Lung Association
- American Society of Civil Engineers
- Ameron International Corporation
- Arroyo Verdugo Cities
- Association of California Cities Orange County
- Automobile Club of Southern California
- Breathe LA
- Brooks Street
- Burbank Glendale Pasadena Airport Authority
- California Department of Parks and Recreation
- California Department of Public Health
- California Department of Transportation
- California Environmental Associates
- California National Gas Vehicle Coalition
- California Rural Legal Assistance
- California Trucking Association
- Canyon Land Conservation Fund
- Centennial Founders
- Center for Community Action and Environmental Justice
- Center for Demographic Research
- Citizens Alliance for Property Rights
- City of Alhambra
- City of Anaheim
- City of Brea
- City of Burbank
- City of Chino Hills
- City of Colton
- City of Diamond Bar
- City of Hemet
- City of La Canada Flintridge
- City of La Habra
- City of Los Angeles (Department of City Planning, Department of Transportation, Los Angeles World Airports)
- City of Mission Viejo
- City of Newport Beach
- City of Ontario
- City of Palmdale
- City of Pasadena
- City of Pico Rivera
- City of Riverside
- City of Santa Ana
- City of Santa Clarita
- City of South Pasadena
- City of Stanton
- City of Tustin
- Clean Energy
- Climate Plan
- Coachella Valley Association of Governments and Western Riverside Council of Governments
- Coalition for Clean Air
- County of Los Angeles Public Health
- DesertXpress Enterprises
- Downeygreen
- El Toro Info Site
- Four Corners Coalition
- Friends of Coyote Hills
- Friends of Harbors Beaches and Parks
- Gateway Cities Council of Governments
- Global Land Use and Economic Council
- Governor's Office of Planning and Research
- GRID System
- Hills for Everyone
- Imperial County Air Pollution Control District
- Kennedy Commission
- Kohl Ranch Company

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REPORT

- LA32 Neighborhood Council and NELA Coalition
- Latino Health Access
- Los Angeles Alliance for a New Economy
- Los Angeles County Bicycle Coalition
- Los Angeles County Business Federation
- Los Angeles County Department of Regional Planning
- Los Angeles County Metropolitan Transportation Authority
- March Joint Powers Authority
- Metropolitan Water District of Southern California
- Mobility 21
- MoveLA
- National Association of Industrial and Office Properties
- Natural Resources Defense Council
- No 710 Action Committee
- Orange County (collaborative letter from multiple County agencies)
- Orange County Business Council
- Orange County Council of Governments
- Orange County Transportation Authority
- Orangeline Development Authority
- Pasadena Chamber of Commerce
- Physicians for Social Responsibility
- Port of Long Beach
- Puente Chino Hills Task Force Sierra Club
- Regent Properties
- Riverside County Department of Public Health
- Riverside County Transportation Commission
- Riverside Transit Agency
- Safe Routes to School National Partnership
- San Bernardino Associated Governments
- San Bernardino Community College District
- San Fernando Valley Council of Governments
- San Fernando Valley Green Team
- San Geronimo Chapter Sierra Club
- San Manuel Band of Mission Indians
- South Bay Cities Council of Governments
- South Coast Air Quality Management District
- Southern California Contractors Association
- Southern California Edison
- Southern California Gas Company
- Southern California Leadership Council
- Southern California Regional Rail Authority
- Southern California Safe Routes to School Network and Los Angeles County Bicycle Coalition
- Transit Coalition
- Transportation Corridor Agencies
- United States Environmental Protection Agency
- Urban and Environmental Policy Institute Occidental College
- Valley Industry and Commerce Association
- Ventura Climate Care Options Organized Locally and Ventura Bicycle Coalition
- Ventura County Air Pollution Control District
- Ventura County, First District
- Western States Petroleum Association
- Wildlife Corridor Conservation Authority

Contacts with no Affiliation

- A Ball
- Anna Rahtz
- C P
- Carol Teutsch
- Cristi Ritchey
- Cyrus Hojjaty
- Dan Crain
- Danny Morgan
- Darryl Parker
- Deirdre Hennings
- Denise Savoie
- Dennis Baxter
- Elise Kalfayan
- Erin Cornwell

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REPORT

- Ezequiel Gutierrez
- Gerardo Hinojosa
- Gerry Lease
- Ghassan Roumani
- Gopi Shah
- Greg Adams
- Greg Nord
- Hank Fung
- Irene Rauschenberger
- Jaemi Jackson
- James Fujita
- Jason Herring
- Jennifer Anderson
- Jenny Wilder
- John Bednarski
- John Bonilla
- John Portera
- Judy Bergstresser
- Karen Doris Wright
- Karyl Partenheimer
- Michael Greer
- Miriam Stryzik
- Paul Coombs
- Phillip Brown
- Randy Strapazon
- Richard Risemberg
- Rose Gonzales
- Stephanie Johnson
- Stephen Rogers
- Stephen Shapiro
- Susan Sulsky
- Tom Williams

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Summary of Comments on Draft 2012 RTP/SCS

Category	Comments	Proposed Staff Responsive Approach
<p>(1) Transportation Finance</p>	<p>New revenue sources (e.g., VMT fee) need more analysis and evaluation, including assurances about the distribution of funds and consideration of the impacts of the fee on different segments of the population</p>	<p>SCAG concurs that additional work is needed before revenue strategies such as mileage-based user fees become effective. As such, the RTP does not assume implementation by Congress or the State Legislature prior to 2025. SCAG is further detailing implementation steps and providing information on activities to be conducted beyond adoption of the RTP in the Financial Plan Supplement Report.</p>
	<p>Identify implications to the RTP/SCS if the proposed new revenue sources are not realized</p>	<p>As noted above, SCAG is further detailing specific implementation steps, including identification of risk mitigation strategies as appropriate.</p>
	<p>Protect/uphold priorities and projects included in voter-approved local sales tax measures</p>	<p>SCAG’s current draft RTP is consistent with priorities and projects identified in voter-approved sales tax measures and County Transportation Commissions’ (CTC) long range plans.</p>
<p>(2) Goods Movement</p>	<p>Clarification is needed on the goods movement environmental strategy timeline, funding commitment, and responsible parties for implementation</p>	<p>SCAG will include further clarification as needed including identification of funding commitments and responsible parties for implementation.</p>
	<p>Unresolved issues with zero/near-zero emission technologies and the implementation of such technologies should be considered and discussed</p>	<p>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 Supplemental Report appropriately includes broad timeframes to accommodate different technology readiness levels and allows for technologies to be deployed as they meet necessary criteria.</p>
<p>(3) Active Transportation and Public Health</p>	<p>Increase funding for active transportation investments</p>	<p>SCAG will prepare appropriate responses that will clarify proposed funding for Active Transportation in the 2012-2035 RTP/SCS; propose to pursue higher levels of funding in future RTPs after assessing the progress made around the region over the next four years in advancing Active Transportation; and attempt to provide a more complete picture related to local efforts that are not fully captured in the regional plan.</p>

Summary of Comments on Draft 2012 RTP/SCS

Category	Comments	Proposed Staff Responsive Approach
	<p>Front-load or prioritize non-highway investments (transit and active transportation) over highway investments</p>	<p>Only 13 % of the plan is allocated for highway capital improvements. Compared to the 2008 RTP, there is a 300% increase in Active Transportation funding. Staff will further clarify these facts and that by law these funds are not fungible. Staff will work closely with local municipalities before the next RTP to better capture local investments (current and planned) and how they tie into the regional network. Further significant increases in funding for active transportation is largely predicated on additional revenues from new sources that will require future actions at the state and/or federal level. Therefore, the plan realistically assumes that these funds will not be available in the near term. The earliest these funds are expected to be available is 2026.</p>
	<p>Include goals for safety and active transportation</p>	<p>SCAG will offer to monitor the progress made in achieving the goals set in the 2012-2035 RTP/SCS over the next four years and consider developing additional measurable goals and targets in future plan updates. Also, additional goals for safety and active transportation are already provided in the technical appendix for Active Transportation provided as a separate report.</p>
	<p>Improve the assessment of health benefits of active transportation and include public health goals</p>	<p>SCAG will explore further improving the assessment of health benefits of active transportation in future RTP/SCS updates.</p>
<p>(4) Sustainable Communities Strategy</p>	<p>Clarification of the designation and benefits of High-Quality Transit Areas</p>	<p>HQTAs are geographic areas within a half mile radius of an existing or planned major transit stop or high-quality transit corridor with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute period. Development projects proposed in these areas are subject to potential CEQA relief if they meet a number of defined criteria.</p>

Summary of Comments on Draft 2012 RTP/SCS

Category	Comments	Proposed Staff Responsive Approach
	Clarification regarding consistency of the proposed land use development strategy with local plans (General Plans, Community Plans, Conservation Plans, etc.)	SCAG’s SCS is based upon local input from local jurisdictions and SB 375 legislation does not require that a jurisdiction’s land use policies and regulations, including its general plan, be consistent with the SCS. In some cases, SCAG altered small area land use assumptions to better reflect recent trends occurring in many transit-rich areas of the region.
	Utilization of TAZ-level maps versus jurisdictional-level maps to determine eligibility for CEQA streamlining incentives	The TAZ level maps have been developed for the purpose of modeling performance. Lead agencies, including local jurisdictions, maintain their own discretion in how to determine consistency of any future project with the SCS.
	Ensuring conservation of natural resources and open space in the future land use development pattern.	The RTP/SCS describes (in Chapter 2) a policy for the consideration of open space resources in future planning efforts. This policy involves a strategic planning process engaging CTCs, local governments, resource agencies and others. This process will lead to identification of priority open space resources for future consideration by local agencies.
	Clarification of how subregional SCS implementation strategies (GCCOG and OCCOG) relate to the regional implementation strategies of the 2012 RTP/SCS	The subregional SCS documents submitted by GCCOG and OCCOG are incorporated into the regional RTP/SCS in their entirety, and as such, the policies included are part of the regional plan for implementation in the sub-region. Regional strategies included in the RTP/SCS such as financing strategies apply region-wide.
	Addressing any possible effects resulting from the elimination of redevelopment agencies on the ability of local jurisdictions to encourage the future land use pattern in the 2012-2035 RTP/SCS	The elimination of RDAs may limit some jurisdictions’ ability to finance various local plans and projects intended to support the policies in the 2012-2035 RTP/SCS. SCAG will continue to identify funding resources for local governments pursuing such policies.
	Questioning the geographical level for the adoption of growth forecasts	The growth and land use assumptions for the RTP/SCS are proposed to be adopted at a broad geographic scale.

Summary of Comments on Draft 2012 RTP/SCS

Category	Comments	Proposed Staff Responsive Approach
	The Plan Alternative TAZ level forecasts were not released for public review.	The TAZ level dataset was provided upon request during the comment period.
	Ensuring adequate housing and transportation options are available in rural areas, especially for farmworkers.	Consideration of the housing needs in rural areas (including farmworker housing) have been addressed through the RHNA methodology process, and resulting 2014-2021 RHNA plan.
	Explanation of the methodology used to determine GHG emission reductions for 2020 and 2035	Explanation of GHG emission reduction methodology will be provided in the final Appendix, and through the comment responses as needed and appropriate.
(5) Environmental Justice	Addressing possible health impacts of projecting housing and employment growth along freeways and major arterials.	There is substantial information and analysis on health impacts related to transportation infrastructure included in both the Environmental Justice Supplemental Report and in the Program Environmental Impact Report (PEIR). Staff will provide further analysis as requested in several comments in both the Plan and the PEIR. The basic conclusion concerning health risks associated with mobile source emissions within 500 feet of freeways will decrease substantially and other health risks (i.e., respiratory illnesses) are anticipated to decrease from now through 2035.

Summary of Comments on Draft 2012 RTP/SCS

Category	Comments	Proposed Staff Responsive Approach
	<p>These are largely disparate health and emissions impacts related to the plan region wide and particularly for environmental justice communities.</p>	<p>SCAG will provide a report as an addendum that details the overall results and conclusions related to environmental justice for the 2012 RTP. Anticipated items of note:</p> <ol style="list-style-type: none"> 1) Region-wide environmental performance related to emissions is mostly improved from the base year, and also shows improvement when comparing the plan to the future baseline scenario. 2) Analysis on gentrification/displacement in TOD areas is inconclusive, and SCAG will continue to monitor these matters in the coming years. <p>There may be disparities for environmental justice communities as a result of this plan in pockets or a few hot spots across the region, but disparate impacts are only seen marginally at the regional level. Overall, the plan will improve mobility, accessibility, funding equity, noise impacts, and environmental quality for all communities.</p>
	<p>The health and emissions impacts of the RTP/SCS on population less than five years of age should be included in SCAG’s Environmental Justice (EJ) Appendix.</p>	<p>An addendum will be included in SCAG’s final EJ Appendix that measures the health and emissions impacts for population less than five years of age. Included in this section will be the existing cancer and respiratory risk for areas with high concentrations of young children, along with projected emissions impacts from the RTP on young children at the regional level and for those who live within 500 feet of the region’s freeways and highly traveled corridors.</p>
	<p>The buffer used to measure emissions impacts for areas close to freeways and highly traveled corridors should be increased from 500 feet to 1,000 feet.</p>	<p>Information on emissions impacts for areas within 1,000 feet of highways will be included as an addendum to the EJ Appendix.</p>

Summary of Comments on Draft 2012 RTP/SCS

Category	Comments	Proposed Staff Responsive Approach
	A measure on the number of households that are below market rate (BMR) vs. market rate (MR) should be included in the Environmental Justice (EJ) Appendix.	A related measure is currently available in the EJ Appendix: household distribution by income quintile. Below market rate households generally fall within the lowest two income quintiles. Market rate households fall in the middle quintile. Above market rate households generally are within the highest two income quintiles.
	Mitigation of gentrification and displacement of low-income communities.	Analysis on gentrification/displacement is inconclusive, but SCAG will continue to monitor the presence of these matters in the coming years.
	Methods for analyzing rail related environmental justice impacts should be the same as those for highway related impacts.	A demographic analysis of areas within 500 feet of all major rail corridors will be included in the Environmental Justice (EJ) Appendix, as has been done for highway related impacts. Also, the Rail-Related Health Risk Impacts map shown in Exhibit 34 and related discussion will be revised or deleted.
(6) Project specific concerns	Comments specific to projects, e.g., 710 North Extension and East-West Freight Corridor.	SCAG will review and address project specific comments on a case-by-case basis.
(7) Other	Other comments that do not fit in the categories identified in this table.	SCAG will review and address such comments on a case-by-case basis.
	Suggestions for monitoring the implementation of the RTP/SCS.	SCAG currently has a number of mechanisms for monitoring implementation of the RTP/SCS. Those include periodic reports on State of the Region, local Profiles, Performance Monitoring and Assessment Program, periodic household travel survey and bi-annual FTIP update. SCAG will consider further strengthening our monitoring program for the RTP/SCS in coming years.
	Comments largely reference the conservation planning policy and environmental justice mitigation toolbox	Comments can be addressed with text changes and clarification statements in the final document.

Summary of Comments on Draft 2012 RTP/SCS

Category	Comments	Proposed Staff Responsive Approach
	<p>Conduct a more thorough assessment of the costs and benefits of the RTP/SCS and ensure that all elements of the plan support regional economic growth and job creation.</p>	<p>The Final RTP/SCS will include a more complete assessment of the costs and benefits of the proposed RTP/SCS, including estimates of regional economic growth and job creation.</p>

Summary of Comments on Draft PEIR (updated 2/27/12)

Comments	Proposed Staff Responsive Approach
Too many mitigation measures listed that are not under SCAG's purview	Move all "non-SCAG" measures to the Appendix labeled "Examples of Measures that Could Reduce Impacts from Planning, Development and Transportation Projects." Such measures would no longer be included in the PEIR as mitigation measures, and thus not subject to mitigation monitoring. A "catch all" measure will be added to each resource area section in the PEIR, 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." Rationale will be added to the Introduction to further clarify the intent of this approach is to reflect SCAG's lack of authority to implement such measures.
"Can and should" imply feasibility of mitigation measures notwithstanding local project conditions	Move non-SCAG measures to the Appendix as example measures, and revise language to reflect "may" instead of "can and should"
Some non-SCAG measures are termed "shall," "will," or "must"	Note that such language was inadvertent and revise to "may" in all cases
Delete mitigation measures which refer to existing regulations	Moving measures to the Appendix and describing as "examples" substantially resolves this issue. Introductory language will be added to the Appendix to clarify that measures incorporating or referring to compliance with existing regulations is for informational purposes only, and does not supersede existing regulations.
Some SCAG and non-SCAG measures appear to be over-reaching of SCAG's authority and policies, e.g., implication that Compass Blueprint is mandatory	Revise or remove measures that are contrary to SCAG's current authority or policies. e.g., replace words such as "ensure" with words such as "coordinate," "work with members," and "provide information."
Duplicative measures should be deleted	Duplicative measures will be deleted and overlapping measures will potentially be consolidated in the Appendix

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Comments	Proposed Staff Responsive Approach
<p>Clarify the effects of air pollution on sensitive receptors. SCAG should identify further mitigation to reduce near-freeway pollution exposure.</p>	<p>SCAG will review issues related to localized emissions and health effects and provide clarification as appropriate. SCAG will add additional examples of measures to the Appendix described above and further add a mitigation measure for SCAG stating to the effect: "SCAG shall pursue the following activities in reducing the impact associated with health risk within 500 feet of freeways and high-traffic volume roadways: • Participate in on-going statewide deliberations on health risks near freeways and high-traffic volume roadways. This involvement includes inputting to the statewide process by providing available data and information such as the current and projected locations of sensitive receptors relative to transportation infrastructure; • Work with air agencies including ARB, SCAQMD, and all air districts in the SCAG region to support their work in monitoring the progress on reducing exposure to emissions of PM10 and PM2.5 for sensitive receptors, including schools and residents within 500 feet of high-traffic volume roadways;• Work with stakeholders to identify planning and development practices that are effective in reducing health impacts to sensitive receptors; and• Share information on all of the above efforts with stakeholders, member cities, counties and the public."</p>
<p>Project specific concerns</p>	<p>Defer to subsequent project analysis</p>
<p>Other</p>	<p>Review and address on case by case basis</p>