TECHNICAL WORKING GROUP (TWG)

Thursday, November 19, 2015: 10:00 a.m.

SCAG Offices
818 West 7th Street, 12th Floor
Board Room
Los Angeles, CA 90017
(213) 236-1800

Teleconferencing Information: Number: 1-800-832-0736 – Participant Code: 7334636
Please use for web connection: http://scag.adobeconnect.com/twg91814/

AGENDA

Introductions

Receive and File
2. 2016 RTP/SCS Agenda Outlook (Attachment)
3. 2016 RTP/SCS Policy Committee Meetings Outlook (Attachment)

Information Items
4. Transportation Conformity (Rongsheng Luo) (Attachment)
5. Draft 2016 RTP/SCS Update (Naresh Amatya) (No Attachment)
6. Draft 2016 PEIR Overview (Lijin Sun) (Attachment)
Item 1 Attachment:
Meeting Summary
Meeting Summary

The following is a summary of discussions at the Technical Working Group meeting of October 15, 2015.

Receive and File

1. Meeting Summary 9-17-15
2. 2016 RTP/SCS Agenda Outlook
3. 2016-2040 Potential Policy Committee Meetings Outlook

Information Items

4. Draft 2016-2040 RTP/SCS – Model/Tools, Analysis & Results
   Dr. Frank Wen, SCAG staff, introduced various staff members, including Guoxiong Huang, Philip Law, and Marco Anderson, who provided key elements of a diverse Draft 2016-2040 RTP/SCS – Model/Tools, Analysis & Results. Among the models highlighted were auto availability, trip generation and distribution, mode choice, heavy-duty truck, highway assignment, and model convergence.
Item 2 Attachment:
2016 RTP/SCS Agenda Outlook
Agenda Outlook for the Development of the 2016 RTP/SCS
(Note: Revised to put the outlook in chronological order as suggested at the Sept. 2014 TWG)

• Strikethrough signifies item was not covered

June 2013
• Potential approach/process, coordination between various technical working groups and policy committees, and updated overall schedule for the development of the 2016 RTP/SCS

January 2014
• System Preservation and system operation focus in the 2012 RTP/SCS and our current efforts on Pavement and Bridge condition database/management

February 2014
• System Performance Measures and MAP-21 requirements under Performance Based Planning and implications of MAP-21
• Local Input Process for Growth Forecast/Land Use (Scenario Planning) for 2016 RTP/SCS, including growth forecast and technology

March 2014
• Performance Based Planning and implications of MAP-21: Safety Performance Measures
• Overview of baseline and innovative funding sources adopted in the 2012 RTP/SCS including underlying technical assumptions/methodology/analysis under Transportation Finance
• Overview of cost assumptions/cost modal for the 2012 RTP/SCS under Transportation Finance
• Model and Tools and Datasets to be used in the 2016 RTP/SCS
• Overview of Aviation program in the 2012 RTP/SCS with a focus on ground transportation improvements

May 2014
• OCTA Draft Long Range Plan Update
• System Preservation Update
• Draft Paper on TOD benefits, challenges and best practices
• Active Transportation Program Update
• Local Input Survey Update
• MAP-21 Safety NPRM Update
• CalEnviro Screen Tool

June 2014
• SCAG Active Transportation Results from the 2011 Household Travel Survey
• 2016 RTP/SCS Modeling variables matrix
• Statewide and MPO Planning Rules NPRM Update
• California Active Transportation Program Update

July 2014
• 2016 RTP/SCS Modeling Variables Matrix
September 2014

- 2016 RTP/SCS Development Agenda Outlook
- Status of Local Input for the 2016 RTP/SCS; Growth Forecast Update
- Modeling Update
- CAL LOTS Update

October 2014

- Overview of SCS in the 2012 RTP/SCS
- Current status of SCS implementation (Local Implementation survey)
- Environmental Justice (First EJ Workshop will be held on 10/23)
- Map Collaborator Database (A web based tool to collect data and develop open space plan.)

November 2014

- Discussion on existing and proposed Performance Measures
- Role of Technology in the 2016 RTP/SCS
- Development of alternative scenarios (Scenario Planning) for 2016 RTP/SCS, including growth forecast, technology
- Emerging issues/themes that could influence 2016 SCS
  - Zero/Near Zero/Clean Technology Applications, including Slow Speed/ Electric Vehicle programs (Nov. 2014)
  - Emerging New Technology Applications

December 2014

- Technical assumptions/methodology/data/analysis in the 2012 RTP/SCS
- Potential changes in the 2016 RTP/SCS to technical assumptions/methodology/data/analysis
- Updated forecast/land use distribution for 2016 RTP/SCS
- Updated SCS for 2016 RTP/SCS
- Overview of Active Transportation Strategy in the 2012 RTP/SCS
- Progress update on Active Transportation Strategy and emerging issues and their implications to the 2016 RTP/SCS
- Zero/Near Zero/Clean Technology Applications, including Slow Speed/ Electric Vehicle programs (Nov. 2014)
- Update on 2016 RTP/SCS Schedule
- Update on research and analysis for RTP/SCS strategies

January 2015

- Asset Management and Infrastructure Performance Measures
- Overview of Goods Movement (GM) Strategy in the 2012 RTP/SCS with a focus on technical assumptions (including technology assumptions)/data/analysis
- Progress update on the GM Strategy with focus on emerging issues and implications on the 2016 RTP/SCS
- Technical assumptions/methodology/data/analysis in the 2012 RTP/SCS
- Potential changes in the 2016 RTP/SCS to technical assumptions/methodology/data/analysis
- Updated forecast/land use distribution for 2016 RTP/SCS
- Updated SCS for 2016 RTP/SCS
- Overview of Active Transportation Strategy in the 2012 RTP/SCS
- Progress update on Active Transportation Strategy and emerging issues and their implications to the 2016 RTP/SCS
- Draft 2016-2040 RTP/SCS Datasets for two Scenarios 1) Local Input 2) Updated 2012-35 RTP/SCS and analysis relative to HQTAs, TPAs and Local Specific Plans
- Preview of the Progress Report/General Framework presentation for the 2016 RTP/SCS to be given at the February 5 Joint Regional Council/Policy Committee Meeting

February 2015
- Program EIR
- Overview of RTP/SCS Transit Element
- Overview of RTP/SCS Passenger Rail Element
- 2015 Active Transportation Program
- Public Health Framework for 2016-2040 RTP/SCS
- Environmental Justice Framework
- Draft Scenario Planning Matrix
- 2015 Local Profiles Status Update
- Best Practices Research Project Status Update

March 2015
- Affordable Housing Sustainable Communities Grant Criteria
- Draft Scenario Matrix
- 2016 RTP/SCS Performance Measures
- Asset Management and Condition Overview
- Active Transportation Program (ATP) Regional Guidelines
- 2016 RTP/SCS Active Transportation Progress Update
- California Transportation Plan 2040
- Public Participation Plan

April 2015
- Progress Update on Active Transportation and the 2016 RTP/SCS
- Public Health Analysis Framework
- Scenario Planning Model
- Overview of Goods Movement (GM) Strategy in the 2012 RTP/SCS with a focus on technical assumptions (including technology assumptions)/data/analysis
- Progress update on the GM Strategy with focus on emerging issues and implications on the 2016 RTP/SCS

May 2015
- Overview of Aviation Program Update in the RTP/SCS
- 2016 RTP/SCS Performance Measures
• Scenario Planning Model- Performance Results
• Overview of Highways/Arterials in the RTP/SCS
• 2016 RTP/SCS Workshop Overview and Schedule
• Progress update on the PEIR development for the 2016 RTP/SCS

June 2015
• 2016 RTP/SCS Transportation Finance
• 2016 RTP/SCS Overview of HOV/HOT/Toll Roads/Express Lanes
• California’s Active Transportation Program – Cycle 2 Update
• Governor’s Climate Change Executive Order Update

July 2015
• Overview of the PEIR for the 2016 RTP/SCS
• Policy Growth Forecast: Local Review and Input Process
• Public Health Update

August 2015
• Summary of Findings from the 2016 RTP/SCS Workshops
• Local Input Coordination
• Environmental Justice Update
• PEIR Update

September 2015
• Policy Growth Forecast
• Draft 2016 RTP/SCS Public Health Strategies and Actions
• Draft 2016 RTP/SCS Active Transportation Plan
• Active Transportation Program (ATP) update
• OPR Proposed Updates to CEQA Guidelines (Preliminary Discussion Draft)

October 2015
• Model/Tools, Assumptions and Model/Off-Model Results for Draft 2016 RTP/SCS

October 2015 – Special Meeting
• Draft 2016 RTP/SCS Performance Outcomes
• Draft Update to General Plan Guidelines by OPR

November 2015
• Draft 2016 RTP/SCS Components
• Draft PEIR
• Transportation Conformity

Note: The Agenda Outlook is intended as a reference for TWG and is subject to change as needed and
appropriate as things progress.

Legend:
  Light Grey Font: Items already presented
  Regular Grey Font: Future Agenda Items
  Bold Face Fonts: New or revised Agenda Items
Item 3 Attachment:
2016 RTP/SCS Policy Committee Meetings Outlook
## 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)
### Policy Committee Meetings Outlook

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<td>Draft Highway and Arterial Framework</td>
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<td>Transmittal of Draft 2016 South Coast Air Quality Management Plan Appendix IV-C</td>
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<td>Draft 2016 RTP/SCS and Draft PEIR - Summary of Public Comments</td>
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<td>Review Draft 2016 RTP/SCS and Draft PEIR and Consider Recommending for Regional Council Adoption</td>
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<td>April 7</td>
<td>Review Draft 2016 RTP/SCS and Draft PEIR and Consider Adoption</td>
<td>Regional Council</td>
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¹ Committee abbreviations include (in order of appearance): Joint (Joint Policy Committee); TC (Transportation Committee); CEHDC (Community, Economic & Human Development Committee); and EEC (Energy & Environment Committee).
Item 4 Attachment:
Transportation Conformity
A Presentation to the Transportation Working Group
November 19, 2015

Rongsheng Luo
Program Manager, Air Quality and Conformity
Southern California Association of Governments
Presentation Outline

• Background
  • Regional Emissions Analysis
  • Fiscal Constraint Analysis
  • Timely Implementation of TCMs Analysis
  • Interagency Consultation and Public Involvement Analysis
  • Transportation Conformity Findings
• Next Steps
What Is Transportation Conformity?

Air quality planning
State Implementation Plan (SIP)/Air Quality Management Plan (AQMP)

Transportation planning
Regional Transportation Plan (RTP)/Federal Transportation Improvement Program (FTIP)

Transportation Conformity
What Needs to Meet Conformity?

- Regional Transportation Plan (RTP)
- Federal Transportation Improvement Program (FTIP)
- Federal Funded or Supported Transportation Projects
How Often Is Conformity Required?

• RTP and FTIP:
  ✓ Every four years
  ✓ For a significant RTP and FTIP amendment
  ✓ When EPA approves new SIP emissions budget
  ✓ When EPA promulgates a new national ambient air quality standard (NAAQS)

• Federal Funded or Supported Transportation Projects:
  ✓ As needed
Who Makes Conformity Determination?

- MPO’s Governing Board (the Regional Council):
  Proposed conformity determination

- Federal Highway Administration (FHWA) and Federal Transit Administration (FTA):
  Final conformity determination
What Areas Are Subject to Conformity?

• Every Nonattainment and Maintenance Areas for Transportation Related Criteria Pollutants:
  ✓ Carbon Monoxide (CO)
  ✓ Nitrogen Dioxide (NO₂)
  ✓ Ozone
  ✓ Particulate Matter of 2.5 Microns or Less (PM₂.₅)
  ✓ Particulate Matter of 10 Microns or Less (PM₁₀)
What Are the Roles of Involved Agencies?

• Federal Agencies:
  ✓ U.S. Environmental Protection Agency (EPA)
  ✓ FHWA/FTA

• State Agencies:
  ✓ California Air Resources Board (ARB)
  ✓ California Department of Transportation (Caltrans)

• Regional/Local Agencies:
  ✓ SCAG
  ✓ Air Districts
  ✓ County Transportation Commissions
What Are Regional Conformity Requirements?

- Regional Emissions Analysis
- Financial Constraint Analysis
- Timely Implementation of Transportation Control Measures (TCMs) Analysis
- Interagency Consultation and Public Involvement Analysis
- For FTIP: Consistency with RTP
What Are Consequences of Conformity Failure?

- **Conformity Freeze/Grace Period:**
  - ✓ Projects in the current conforming RTP/FTIP can move forward
  - ✓ No new RTP/FTIP or amendment

- **Conformity Lapse:**
  - ✓ Only exempt projects and TCM projects can move forward
  - ✓ No new RTP/FTIP or amendment
SCAG Region

- Six Counties, 15 Subregions, and 191 Cities
- Four Air Basins
- Five Air Districts
- 19 Nonattainment and Maintenance Areas
Four Air Basins
Five Air Districts
One CO Maintenance Area
One NO$_2$ Maintenance Area
Seven Ozone Nonattainment Areas
One 1997 PM$_{2.5}$ NAAQS Nonattainment Area
Two 2006 PM\textsubscript{2.5} NAAQS Nonattainment Areas
Two 2012 PM$_{2.5}$ NAAQS Nonattainment Areas
Five PM$_{10}$ Nonattainment/Maintenance Areas
Presentation Outline

• Background

• **Regional Emissions Analysis**

• Fiscal Constraint Analysis

• Timely Implementation of TCMs Analysis

• Interagency Consultation and Public Involvement Analysis

• Transportation Conformity Findings

• Next Steps
Planning Assumptions and Modeling

• Draft Plan Growth Forecast

• Draft Plan Transportation Policies, Programs, and Projects

• Regional Travel Demand Model

• EMFAC2014 (Anticipated EPA Approval by End of 2015) (EMFAC2011)
Regional Emissions Analysis

• Emissions Budget Test Is Required for Each Nonattainment and Maintenance Area with Emissions Budget

• Interim (Build vs. No-Build) Emissions Test Is Required for Each Nonattainment and Maintenance Area without Emissions Budget

• Plan Emissions Values Follow Rounding Convention Used by ARB to Set the Budget
Applicable Emissions Budgets

- Ventura County Portion of SCCAB:
  - ✓ 2008 8-hour Ozone Early Progress Plan

- SCAB:
  - ✓ 2007 Ozone SIP (budgets effective 4/30/2012)
  - ✓ 2007 PM2.5 SIP (budgets effective 1/9/2012)
  - ✓ 2007 NO2 SIP (Maintenance Plan) (budgets effective 1/4/2010)
  - ✓ 2010 PM10 SIP (Maintenance Plan) (budgets effective 7/26/2013)
Applicable Emissions Budgets (cont.)

- Riverside County Portion of SSAB (Coachella Valley):
  - ✓ 2008 8-Hour Ozone Early Progress Plan (using budgets found adequate by EPA May 2008)
  - ✓ 2003 PM10 SIP

- Western MDAB:
  - ✓ 2008 8-Hour Ozone Early Progress Plan

- Imperial County Portion of SSAB:
  - ✓ 2008 8-Hour Ozone Early Progress Plan
Areas without Emissions Budgets

- San Bernardino County Portion of MDAB (PM10)
- Searles Valley Portion of MDAB (PM10)
- Imperial County Portion of SSAB (PM2.5 and PM10)
Summary of Regional Emissions Analysis

• Regional Emissions Analysis Has Been Performed with Both EMFAC2014 and EMFAC2011


• Summary Emissions Tables Presented Are Based on EMFAC2014
**Ventura County Portion of SCCAB**

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* Reactive Organic Gases

South Central Coast Air Basin – Ventura County Portion

Table 21 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])
# South Coast Air Basin (Ozone)

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**South Coast Air Basin**

**Table 22** 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])
### South Coast Air Basin (1997/2006/2012 PM$_{2.5}$)

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<td>132</td>
<td>132</td>
</tr>
<tr>
<td>RTP</td>
<td>76</td>
<td>72</td>
<td>48</td>
<td>35</td>
</tr>
<tr>
<td>Budget – RTP</td>
<td>56</td>
<td>60</td>
<td>84</td>
<td>97</td>
</tr>
<tr>
<td><strong>NO$_x$</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget</td>
<td>290</td>
<td>290</td>
<td>290</td>
<td>290</td>
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<tr>
<td>RTP</td>
<td>165</td>
<td>135</td>
<td>71</td>
<td>64</td>
</tr>
<tr>
<td>Budget – RTP</td>
<td>125</td>
<td>155</td>
<td>219</td>
<td>226</td>
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<tr>
<td><strong>PM$_{2.5}$</strong></td>
<td></td>
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<tr>
<td>Budget</td>
<td>35</td>
<td>35</td>
<td>35</td>
<td>35</td>
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<tr>
<td>RTP</td>
<td>10</td>
<td>8</td>
<td>4</td>
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<tr>
<td>Budget – RTP</td>
<td>25</td>
<td>27</td>
<td>31</td>
<td>33</td>
</tr>
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</table>
### South Coast Air Basin (PM$_{10}$)

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>2020</th>
<th>2030</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ROG</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget</td>
<td>110</td>
<td>81</td>
<td>81</td>
</tr>
<tr>
<td>RTP</td>
<td>73</td>
<td>47</td>
<td>32</td>
</tr>
<tr>
<td><strong>Budget − RTP</strong></td>
<td>37</td>
<td>34</td>
<td>49</td>
</tr>
<tr>
<td><strong>NO$_x$</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget</td>
<td>180</td>
<td>116</td>
<td>116</td>
</tr>
<tr>
<td>RTP</td>
<td>149</td>
<td>71</td>
<td>64</td>
</tr>
<tr>
<td><strong>Budget − RTP</strong></td>
<td>31</td>
<td>45</td>
<td>52</td>
</tr>
<tr>
<td><strong>PM$_{10}$</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget</td>
<td>164</td>
<td>175</td>
<td>175</td>
</tr>
<tr>
<td>RTP</td>
<td>85</td>
<td>90</td>
<td>89</td>
</tr>
<tr>
<td><strong>Budget − RTP</strong></td>
<td>79</td>
<td>85</td>
<td>86</td>
</tr>
</tbody>
</table>

South Coast Air Basin

Table 24  PM10 (Annual Emissions [Tons/Day])
**South Coast Air Basin (CO)**

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>2020</th>
<th>2030</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO Budget</td>
<td>2,137</td>
<td>2,137</td>
<td>2,137</td>
</tr>
<tr>
<td>RTP</td>
<td>572</td>
<td>318</td>
<td>233</td>
</tr>
<tr>
<td>Budget – RTP</td>
<td>1,565</td>
<td>1,819</td>
<td>1,904</td>
</tr>
</tbody>
</table>

**South Coast Air Basin**

**Table 25**  
CO (Winter Emissions [Tons/Day])
### South Coast Air Basin (NO$_2$)

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>2020</th>
<th>2030</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO$_2$ Budget</td>
<td>680</td>
<td>680</td>
<td>680</td>
</tr>
<tr>
<td>RTP</td>
<td>148</td>
<td>70</td>
<td>62</td>
</tr>
<tr>
<td>Budget – RTP</td>
<td>532</td>
<td>610</td>
<td>618</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>South Coast Air Basin</th>
</tr>
</thead>
<tbody>
<tr>
<td>Table 26</td>
</tr>
<tr>
<td>NO$_2$ (Winter Emissions [Tons/Day])</td>
</tr>
</tbody>
</table>
## Western Mojave Desert Air Basin (WMDAB)

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>2020</th>
<th>2026</th>
<th>2031</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ROG</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget</td>
<td>22</td>
<td>22</td>
<td>22</td>
<td>22</td>
</tr>
<tr>
<td>RTP</td>
<td>8</td>
<td>6</td>
<td>6</td>
<td>5</td>
</tr>
<tr>
<td><strong>Budget – RTP</strong></td>
<td>14</td>
<td>16</td>
<td>16</td>
<td>17</td>
</tr>
<tr>
<td><strong>NO\textsubscript{X}</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget</td>
<td>77</td>
<td>77</td>
<td>77</td>
<td>77</td>
</tr>
<tr>
<td>RTP</td>
<td>18</td>
<td>10</td>
<td>9</td>
<td>11</td>
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<tr>
<td><strong>Budget – RTP</strong></td>
<td>59</td>
<td>67</td>
<td>68</td>
<td>66</td>
</tr>
</tbody>
</table>

Western Mojave Desert Air Basin – Antelope Valley Portion of Los Angeles County and San Bernardino County Portion of MDAB

Table 27  2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])
<table>
<thead>
<tr>
<th></th>
<th>2021</th>
<th>2031</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PM$_{10}$</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Build</td>
<td>9.9</td>
<td>12.3</td>
<td>14.3</td>
</tr>
<tr>
<td>Build</td>
<td>8.9</td>
<td>10.9</td>
<td>12.7</td>
</tr>
<tr>
<td>No Build – Build</td>
<td>1.0</td>
<td>1.4</td>
<td>1.6</td>
</tr>
</tbody>
</table>

Mojave Desert Air Basin – San Bernardino County Portion Excluding Searles Valley

Table 28  PM$_{10}$ (Annual Emissions [Tons/Day])
## MDAB – Searles Valley

<table>
<thead>
<tr>
<th>PM$_{10}$</th>
<th>2021</th>
<th>2031</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Build</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
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<tr>
<td>Build</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>No Build – Build</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
</tbody>
</table>

Mojave Desert Air Basin – Searles Valley Portion

Table 29 PM$_{10}$ (Annual Emissions [Tons/Day])
## SSAB – Coachella Valley (Ozone)

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>2021</th>
<th>2026</th>
<th>2031</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ROG</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>RTP</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td><strong>Budget – RTP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>4</td>
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<tr>
<td>RTP</td>
<td>8</td>
<td>5</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td><strong>Budget – RTP</strong></td>
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<tr>
<td>NO&lt;sub&gt;x&lt;/sub&gt;</td>
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<tr>
<td>Budget</td>
<td>26</td>
<td>26</td>
<td>26</td>
<td>26</td>
</tr>
<tr>
<td>RTP</td>
<td>8</td>
<td>5</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td><strong>Budget – RTP</strong></td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Budget</td>
<td>18</td>
<td>21</td>
<td>22</td>
<td>21</td>
</tr>
</tbody>
</table>

Salton Sea Air Basin – Coachella Valley Portion
Table 30 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])
SSAB – Coachella Valley (PM$_{10}$)

<table>
<thead>
<tr>
<th>PM$_{10}$</th>
<th>2021</th>
<th>2031</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget</td>
<td>10.9</td>
<td>10.9</td>
<td>10.9</td>
</tr>
<tr>
<td>RTP</td>
<td>5.1</td>
<td>5.6</td>
<td>5.8</td>
</tr>
<tr>
<td>Budget – RTP</td>
<td>5.8</td>
<td>5.3</td>
<td>5.1</td>
</tr>
</tbody>
</table>

Note: budget set to one decimal place by 2003 Coachella SIP.

Salton Sea Air Basin – Coachella Valley Portion

Table 31 PM$_{10}$ (Annual Emissions [Tons/Day])
### SSAB – Imperial County (Ozone)

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>2017</th>
<th>2021</th>
<th>2031</th>
<th>2040</th>
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</thead>
<tbody>
<tr>
<td><strong>ROG</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>RTP</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td><strong>Budget – RTP</strong></td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td><strong>NO\textsubscript{x}</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget</td>
<td>17</td>
<td>17</td>
<td>17</td>
<td>17</td>
</tr>
<tr>
<td>RTP</td>
<td>7</td>
<td>5</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td><strong>Budget – RTP</strong></td>
<td>10</td>
<td>12</td>
<td>13</td>
<td>13</td>
</tr>
</tbody>
</table>

Salton Sea Air Basin – Imperial County Portion

Table 32 2008 Ozone (Summer Planning Emissions [Tons/Day])
## SSAB – Imperial County (2006/2012 PM$_{2.5}$)

<table>
<thead>
<tr>
<th>Pollutant</th>
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<th>2031</th>
<th>2040</th>
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<tr>
<td>No Build</td>
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<td>Build</td>
<td>2.4</td>
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<tr>
<td>No Build – Build</td>
<td>0.0</td>
<td>0.1</td>
<td>0.0</td>
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<tr>
<td>PM$_{2.5}$</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>No Build</td>
<td>0.3</td>
<td>0.3</td>
<td>0.3</td>
</tr>
<tr>
<td>Build</td>
<td>0.2</td>
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</tr>
<tr>
<td>No Build – Build</td>
<td>0.1</td>
<td>0.1</td>
<td>0.1</td>
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</tbody>
</table>

Salton Sea Air Basin – Imperial County Portion

Table 33 2006 and 2012 PM$_{2.5}$ (Annual Emissions [Tons/Day])
SSAB – Imperial County (PM$_{10}$)

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>2021</th>
<th>2031</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM$_{10}$</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>No Build</td>
<td>1.4</td>
<td>1.6</td>
<td>1.8</td>
</tr>
<tr>
<td>Build</td>
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<td>1.4</td>
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<tr>
<td>No Build – Build</td>
<td>0.4</td>
<td>0.4</td>
<td>0.4</td>
</tr>
</tbody>
</table>

Salton Sea Air Basin – Imperial County Portion

Table 34 PM$_{10}$ (Annual Emissions [Tons/Day])
Presentation Outline

• Background
• Regional Emissions Analysis
• Fiscal Constraint Analysis
• Timely Implementation of TCMs Analysis
• Interagency Consultation and Public Involvement Analysis
• Transportation Conformity Findings
• Next Steps
Financial Constraint Analysis

FY16-FY40 RTP/SCS Revenue Sources
($555.4 billion in nominal dollars)

- Core State $63.8 (11%)
- Additional State $65.4 (12%)
- Core Federal $37.7 (7%)
- Additional Federal $70.8 (13%)
- Core Local $254.7 (46%)
- Additional Local $63.1 (11%)

FY16-FY40 RTP/SCS Expenditures
($555.4 billion in nominal dollars)

- Capital Projects $251.9 (45%)
- O&M Transit $156.7 (28%)
- O&M State Highways $65.3 (12%)
- Debt Service $30.7 (6%)
- O&M Passenger Rail $15.7 (3%)
- O&M Regionally Significant Local Streets and Roads $35.1 (6%)

Documented in Draft 2016-2040 RTP/SCS Transportation Finance Appendix

Note: numbers may not sum to total due to rounding
Presentation Outline

• Background
• Regional Emissions Analysis
• Fiscal Constraint Analysis

• **Timely Implementation of TCMs Analysis**
• Interagency Consultation and Public Involvement Analysis
• Transportation Conformity Findings
• Next Steps
Timely Implementation of TCMs

• Applicable TCM SIPs:
  
  **SCAB Ozone SIP**
  a. HOV & HOT lanes and pricing alternatives
  b. Transit, intermodal transfer, & active transportation
  c. Information-based transportation strategies

  **Ventura County Ozone SIP**
  a. Ridesharing
  b. Non-motorize strategies
  c. Traffic flow improvement strategy
  d. Land use strategy transit strategy
Timely Implementation of TCMs (cont.)

• TCMs Are Included in 2015 FTIP:
  ✓ with fund programmed for right-of-way or construction in first two years

• Implementation Status Documented for Each TCM
  ✓ On schedule
  ✓ Overcoming implementation obstacles
  ✓ Under substitution
Presentation Outline

• Background
• Regional Emissions Analysis
• Fiscal Constraint Analysis
• Timely Implementation of TCMs Analysis
• **Interagency Consultation and Public Involvement Analysis**
• Transportation Conformity Findings
• Next Steps
Interagency Consultation and Public Involvement

• TCWG – Ongoing RTP and FTIP Interagency Consultation

• Extensive Public Outreach

• Public Hearings by SCAG’s RC and Policy Committees

• Documented in Draft 2016-2040 RTP/SCS Public Participation and Consultation Appendix
Presentation Outline

• Background
• Regional Emissions Analysis
• Fiscal Constraint Analysis
• Timely Implementation of TCMs Analysis
• Interagency Consultation and Public Involvement Analysis
• Transportation Conformity Findings
• Next Steps
Transportation Conformity Determination

• Draft 2016-2040 RTP/SCS and 2015 FTIP Consistency Amendment #15-12 Demonstrate Conformity:
  ✓ Meet Regional Emissions Tests
  ✓ Meet Financial Constraint Test
  ✓ Meet Timely Implementation of TCMs Test
  ✓ Meet Interagency Consultation and Public Involvement Test
Presentation Outline

• Background
• Regional Emissions Analysis
• Fiscal Constraint Analysis
• Timely Implementation of TCMs Analysis
• Interagency Consultation and Public Involvement Analysis
• Transportation Conformity Findings

• Next Steps
Next Steps

• December 3, 2015: RC Approval of Release for a 55-day Public Review

• April 7, 2016: RC Adoption

• June 4, 2016: FHWA/FTA Approval
Questions?
Thank you!

Learn more by visiting www.scag.ca.gov.
Item 5: No Attachment
Draft 2016 RTP/SCS Update
Item 6 Attachment:
Draft 2016 RTP/SCS PEIR Overview
PROGRAM ENVIRONMENTAL IMPACT REPORT

Technical Working Group

A Presentation by the Southern California Association of Governments
November 19, 2015
Draft Program Environmental Impact Report

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

California Environmental Quality Act (CEQA)
- SCAG is the lead agency to prepare a PEIR
- A programmatic, region-wide assessment of potential significant environmental effects
- Assesses direct and indirect, growth-inducing and cumulative effects
- Considers a range of reasonable alternatives
- Identifies feasible mitigation measures

Energy & Environment Committee
- Authorized the release of the Notice of Preparation of the Draft PEIR on March 5, 2015
- Reviewed framework, summary of contents and approaches to major components of the Draft PEIR between July and November, 2015
- Approved Guiding Principles and performance standards-based approach to mitigation measures
Draft Program Environmental Impact Report

Scope of Impact Analysis: 18 Resource Categories

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- 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
Draft Program Environmental Impact Report

Health Risk Assessment (HRA): Methodology

- Evaluated potential cancer risk associated with diesel emissions from freeway segments
- Used the latest CARB-developed emissions model (EMFAC 2014)\(^1\)
- Followed 2015 Air Toxics Hot Spots Program Guidance Manual (“Guidance”)\(^2\) for the Preparation of Risk Assessments by the Office of Environmental Health Hazard Assessment (OEHHA)
- Doubled the number of freeway segments evaluated in 2012 RTP/SCS PEIR from 8 to 16
- Considered VMT and location of sensitive receptors (e.g., daycare centers, schools and senior centers) nearby freeway segments
- Used “10 chances per million” (e.g., 10 people having a chance of having cancer) with a 30-year exposure as a threshold (OEHHA Guidance, 2015) to determine significance
- Compared to existing conditions to provide perspectives on the cancer risk under the Plan

*Source: 1. CARB. EMFAC Web Database. [http://www.arb.ca.gov/emfac/](http://www.arb.ca.gov/emfac/)
HRA Results: Comparing Proposed 2016 RTP/SCS to Existing Conditions

*Risk Assessment Diesel Particulate Matter Threshold – 10 per 1 million persons

Freeway Segments:
- IMP I-8
- IMP SR-78
- LA I-110
- LA I-710
- LA SR-60 DB
- LA SR-60 SEM
- ORA I-5
- ORA I-405
- RIV I-10
- RIV I-15
- RIV SR-91
- SB I-15 ONT
- SB I-15 VIC
- SB SR-60
- VEN US-101 SB
- VEN US-101 TO

Draft 2016 RTP/SCS
Existing Conditions
HRA Results: Comparing Proposed 2016 RTP/SCS to Alternatives

*Risk Assessment Diesel Particulate Matter Threshold – 10 per 1 million persons
Draft Program Environmental Impact Report
Greenhouse Gas Emissions and Climate Change

SB 375 Greenhouse Gas Emissions Reduction (per capita) Trajectory

-8.0%
-13.0%
-18.0%
-22.0%

2020 2025 2030 2035 2040 2045 2050

-8.0% -13.0% -18.0% -22.0%

CARB Greenhouse Gas Emissions Reduction Target Trajectory for SCAG Region
Draft 2016 RTP/SCS Greenhouse Gas Emissions Reduction Trajectory

7
Draft Program Environmental Impact Report

Alternatives Analysis

Framework

• A range of reasonable alternatives to the proposed 2016 RTP/SCS was considered

• An “environmentally superior” alternative with the fewest adverse impacts was selected

• CEQA (Section 15162.6(e)) requires a “No Project” Alternative must be evaluated

Analysis

• Alternatives to the proposed 2016 RTP/SCS were substantively aligned with the scenarios.

• They included:
  • No Project Alternative (based on Scenario 1)
  • 2012 RTP/SCS Updated with Local Input Alternative (based on Scenario 2)
  • Intensified Land Use Alternative (based on a transportation network of Scenario 3 and land use pattern of Scenario 4)

• They were evaluated to assess ability to:
  • Meet proposed 2016 RTP/SCS goals
  • Avoid or reduce the significant impacts of the proposed 2016 RTP/SCS
## Draft Program Environmental Impact Report

### Alternatives Analysis Results: Comparing Alternatives to Proposed 2016 RTP/SCS Goals*

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Align the Plan investments and policies with improving regional economic development and competitiveness.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximize mobility and accessibility for all people and goods in the region.</td>
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<td>Ensure travel safety and reliability for all people and goods in the region.</td>
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<td>Preserve and ensure a sustainable regional transportation system.</td>
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<td>Maximize the productivity of our transportation system.</td>
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<td>Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).</td>
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<td>Actively encourage and create incentives for energy efficiency, where possible.</td>
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<td>Encourage land use and growth patterns that facilitate transit and non-motorized transportation.</td>
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<td>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</td>
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*Note: results will be published in the Draft 2016 RTP/SCS PEIR upon release.*
### Draft Program Environmental Impact Report

#### Alternatives Analysis Results: Comparing Alternatives to Proposed 2016 RTP/SCS

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<td><strong>TOTAL NUMBER OF RESOURCE CATEGORY WITH “MORE ADVERSE” IMPACT COMPARED TO PROPOSED 2016 RTP/SCS</strong></td>
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*Note: results will be published in the Draft 2016 RTP/SCS PEIR upon release.*
Draft Program Environmental Impact Report
Performance Standards-Based Mitigation Measures

Rationale

• Recent CEQA litigation warrants evaluation of the mitigation approach for the 2016 RTP/SCS PEIR

• Program EIRs must identify mitigation for significant impacts

Guiding Principles

• Maintain flexibility at project-level while fulfills SCAG’s responsibilities as the lead agency under CEQA in light of recent CEQA case law

• Recognize SCAG’s limited authorities and distinguish SCAG commitments and project-level lead agency responsibilities

• Facilitate CEQA streamlining and tiering at project level, where appropriate

Components

• Based on the Guiding Principles, SCAG staff evaluated a wide range of mitigation approaches and recommended the use of performance-based mitigation measures for the 2016 RTP/SCS PEIR

• Three components:
  • SCAG mitigation measures
  • A “catch-all” mitigation measure
  • Project-level mitigation measures

EEC Review and Approval

• EEC took action at its October 8th meeting to support use of a performance standards-based approach for the mitigation measures
2016 RTP/SCS and PEIR

Schedule

**2016 RTP/SCS Open House**
May - June

**Release of Draft 2016 RTP/SCS**
December

**PEIR Scoping Period**
March 9 – April 7

**Public Outreach for PEIR: Ongoing**
June – September

**Native American Consultation**
September 14, 2015

**Two Draft PEIR workshops**
during the minimum 55-day public review and comment period

**Additional public outreach during preparation of the Final PEIR (planned)**

**Release of Draft PEIR**
December 4, 2015

**Public Review of Draft PEIR:** A minimum 55-day public review and comment period (Public review will close on January 27, 2016)

**Regional Council consideration of Final PEIR for certification**
April 2016
Recommended Action

Approve the recommendation made jointly by SCAG’s three (3) Policy Committees to 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, beginning December 4, 2015 and ending January 27, 2016.
Thank you!

Learn more by visiting www.scag.ca.gov. Contact SCAG at: 2016PEIR@scag.ca.gov