

SOUTHERN CALIFORNIA



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Transportation Commission

MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

***Thursday, April 4, 2013
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**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Energy and Environment Committee are also available at: www.scag.ca.gov/committees/eec.htm

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) 236-1858. We require 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.

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Energy and Environment Committee
Members Roster – April 2013

Members

Representing

Chair*	1. Hon. Cheryl Viegas-Walker	El Centro	District 1
Vice-Chair*	2. Hon. James Johnson	Long Beach	District 30
	* 3. Hon. Sylvia Ballin	San Fernando	District 67
	* 4. Hon. Lisa Bartlett	Dana Point	TCA
	5. Hon. Denis Bertone	San Dimas	SGVCOG
	6. Hon. Brian Brennan	Ventura	VCOG
	* 7. Hon. Margaret Clark	Rosemead	District 32
	8. Hon. Jeff Duclos	Hermosa Beach	SBCCOG
	9. Hon. Jordan Ehrenkranz	Canyon Lake	WRCOG
	* 10. Hon. Mitchell Englander	Los Angeles	District 59
	11. Hon. Larry Forester	Signal Hill	Gateway Cities
	* 12. Hon. Ed Graham	Chino Hills	District 10
	13. Hon. Steven Hernandez	Coachella	CVAG
	14. Hon. Linda Krupa	Hemet	WRCOG
	15. Hon. Rafi Manoukian	Glendale	SFVCOG
	16. Hon. Thomas Martin	Maywood	Gateway Cities
	* 17. Hon. Judy Mitchell	Rolling Hills Estates	District 40
	18. Hon. Mike Munzing	Aliso Viejo	District 12
	19. Hon. Sam Pedroza	Claremont	SGVCOG
	20. Hon. David Pollock	Moorpark	VCOG
	21. Hon. Jeffrey Prang	West Hollywood	WSCCOG
	* 22. Hon. Lupe Ramos Watson	Indio	District 66
	23. Hon. Edward Scott	Rialto	SANBAG
	* 24. Hon. Jack Terrazas		Imperial County
	25. Hon. Mark Waldman	La Palma	OCCOG
	24. Hon. Diane Williams	Rancho Cucamonga	SANBAG
	25. Hon. Edward Wilson	Signal Hill	Gateway Cities
	* 26. Hon. Dennis Zine	Los Angeles	District 50

* Regional Council Member

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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

APRIL 4, 2013

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 & PLEDGE OF ALLEGIANCE

(Hon. Cheryl Viegas-Walker, Chair)

ELECTION FOR CHAIR AND VICE-CHAIR (10 mins.)

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 Committee, must fill out and present a speaker’s card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Time Page No.

Approval Item

- | | | |
|--|-------------------|----------|
| 1. <u>Minutes of the March 7, 2013 Meeting</u> | Attachment | 1 |
|--|-------------------|----------|

ACTION ITEMS

- | | | | |
|--|-------------------|----------------|----------|
| 2. <u>Transportation Conformity Determination for Morongo, Pechanga, and the Rest of South Coast Air Basin (SCAB) Nonattainment Areas for 2008 8-hour Ozone National Ambient Air Quality Standards (NAAQS)</u>
<i>(Rongsheng Luo, SCAG Staff)</i> | Attachment | 5 mins. | 6 |
|--|-------------------|----------------|----------|

Recommended Action: Recommend that the Regional Council adopt the Transportation Conformity Determination for Morongo, Pechanga, and the rest of South Coast Air Basin nonattainment areas for 2008 8-hour ozone standards and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

- | | | | |
|--|-------------------|-----------------|-----------|
| 3. <u>Public Health Subcommittee Recommendations</u>
<i>(Hon. Deborah Robertson, Chair)</i> | Attachment | 25 mins. | 15 |
|--|-------------------|-----------------|-----------|

Recommended Action: Review and recommend Regional Council approval of the Public Health Subcommittee recommendations.

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

APRIL 4, 2013

<u>INFORMATION ITEMS</u>		<u>Time</u>	<u>Page No.</u>
4. <u>Western Riverside Council of Governments (WRCOG) Home Energy Renovation Opportunity (HERO) Program Presentation</u> <i>(Rick Bishop, Executive Director, WRCOG)</i>	Attachment	25 mins.	19
5. <u>Update on the California Environmental Protection Agency (Cal/EPA) California Communities Environmental Health Screening Tool</u> <i>(Ping Chang, SCAG Staff)</i>	Attachment	15 mins.	28
6. <u>Addendum No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report (PEIR)</u> <i>(Pamela Lee, SCAG Staff)</i>	Attachment	5 mins.	30
7. <u>Transportation Conformity Analysis for Draft Amendment No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Draft Amendment No.13-04 to the 2013 Federal Transportation Improvement Program (FTIP)</u> <i>(Rongsheng Luo, SCAG Staff)</i>	Attachment	5 mins.	90
8. <u>Summary Report from Subcommittees</u>	Attachment		92
9. <u>Update - Presentation on Administration's Draft Cap-and-Trade Auction Proceeds Investment Plan</u> <i>(Cynthia Marvin, Division Chief, ARB)</i>	Attachment	25 mins.	95

CHAIR'S REPORT

(Hon. Cheryl Viegas-Walker, Chair)

- 2013 Regional Conference and General Assembly Update

STAFF REPORT

(Jonathan Nadler, SCAG Staff)

FUTURE AGENDA ITEMS

ADJOURNMENT

The next EEC meeting is scheduled for Thursday, June 6, 2013, at the SCAG Los Angeles Office.

All Policy Committee Members are invited to attend the SCAG Regional Conference and General Assembly, May 2-3, 2013, to be held at the JW Marriott Desert Springs Resort & Spa, 78455 Country Club Drive, Palm Desert, CA 92260.

Energy and Environment Committee
of the
Southern California Association of Governments
March 7, 2013

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG’S OFFICE.

The Energy and Environment Committee held its meeting at the SCAG Los Angeles Office. The meeting was called to order by the Hon. Cheryl Viegas-Walker, Chair. There was a quorum.

Members Present

Hon. Lisa Bartlett, Dana Point	TCA
Hon. Denis Bertone, San Dimas	SGVCOG
Hon. Margaret Clark, Rosemead	District 32
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Larry Forester, Signal Hill	GCCOG
Hon. Ed Graham, Chino Hills	District 10
Hon. Keith Hanks, Azusa	District 33
Hon. Steve Hernandez, Coachella	CVAG
Hon. James Johnson, Long Beach	District 30
Hon. Linda Krupa, Hemet	WRCOG
Hon. Jack Terrazas	Imperial County
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Diane Williams, Rancho Cucamonga	SANBAG
Hon. Dennis Zine, City of Los Angeles	District 50

Members Not Present

Hon. Sylvia Ballin, San Fernando	District 67
Hon. Brian Brennan, San Buenaventura	VCOG
Hon. Jeff Duclos, Hermosa Beach	SBCCOG
Hon. Mitchell Englander, Los Angeles	District 59
Hon. Rafi Manoukian, Glendale	SFVCOG
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Thomas Martin, Maywood	GCCOG
Hon. Sam Pedroza, Claremont	SGVCOG
Hon. David Pollock, Moorpark	VCOG
Hon. Jeffery Prang, West Hollywood	WSCCOG
Hon. Lupe Ramos Watson, Indio	District 66
Hon. Ed Scott, Rialto	SANBAG
Hon. Mark Waldman, La Palma	OCCOG
Hon. Edward Wilson, Signal Hill	Gateway Cities

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Cheryl Viegas-Walker, Chair, called the meeting to order at 10:04 a.m.

PUBLIC COMMENT PERIOD - None

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Item

1. Minutes of the February 7, 2013 Meeting

A MOTION was made (Bertone) to approve the Consent Calendar. The MOTION was SECONDED (Forester) and unanimously APPROVED.

Receive and File

2. Summary Report from Subcommittees – A written report was distributed to the committee. There were no comments or questions.

INFORMATION ITEM

3. U.S Environmental Protection Agency (EPA) Publication on Creating Equitable, Healthy and Sustainable Communities

Ma'Ayn Johnson, SCAG Staff, stated that the EPA's publication contains a list of strategies and principles some of which have already been implemented in the region's communities. The strategies in the report are organized under seven (7) common shared goals and principles that connect environmental justice, smart growth, and equitable development:

1. Facilitate meaningful community engagement in planning and land use decisions
2. Promote public health and a clean and safe environment
3. Strengthen existing communities
4. Provide housing choices
5. Provide transportation options
6. Improve access to opportunities and daily necessities
7. Preserve and build on the features that make a community distinctive

Strategies are presented alongside relevant case studies in each section. Examples of strategies reviewed in the publication include: conducting multilingual outreach; redeveloping commercial corridors; designing safe streets for all users; creating safe routes to school; and providing access to parks and green space.

Local governments using this information can choose approaches that best suit their needs and goals. The publication will be useful to SCAG jurisdictions that are developing or updating local plans and looking for case studies and potential strategies for guidance. The full report can be accessed on the web at <http://www.EPA.gov/smartgrowth> .

ACTION ITEMS

4. Conformity Re-determination for 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2013 Federal Transportation Improvement Program (FTIP) for 2008 8-hour Ozone National Ambient Air Quality Standards

Rongsheng Luo, SCAG Staff, stated that the U.S. Environmental Protection Agency finalized the area designations for the new 8-hour ozone standards effective July 20, 2012. As a result, transportation conformity needs to be re-determined for the 2012-2035 RTP/SCS and 2013 FTIP by July 20, 2013.

SCAG staff has performed the transportation conformity re-determination analyses for Imperial County, West Mojave Desert Air Basin, South Coast Air Basin, Coachella Valley, and Ventura County ozone nonattainment areas. The RTP/SCS and FTIP Conformity Re-determination Draft Report was released for public review ending February 15, 2013. No comments were received by the close of the public comment period.

The analysis demonstrates that the 2012-2035 RTP/SCS and 2013 FTIP meet all the federal transportation conformity requirements.

A MOTION was made (Forester) to approve the conformity re-determination and recommend that the Regional Council adopt 2012-2035 RTP/SCS and 2013 FTIP conformity re-determination for 2008 8-hour ozone standards and direct staff to submit it to Federal Highway Administration and Federal Transit Administration for approval. The MOTION was SECONDED (Johnson) and unanimously APPROVED.

5. Sustainability Program Call for Proposal Ranking Criteria

Grieg Asher, SCAG Staff, stated that over the past year SCAG's Green Region Initiative has been combined together with the agency's Compass Blueprint Program and SCAG's Active Transportation Program. The result is SCAG's Sustainability Program that consists of small grants. There is currently one million dollars available in the program. Over time, SCAG is looking to expand the program to make additional grant funding available.

In general, SCAG is looking to encourage innovative projects and proposals from the region's cities. The proposed 2013 Project Ranking Criteria includes general criteria for all the proposals and specific criteria for the three (3) components of the program which are: Compass Blueprint, Green Region Initiative, and Active Transportation.

Funding for the selected proposals is in the Fiscal Year 2013/14 Overall Work Program, which includes five hundred thousand dollars (\$500,000) from a Strategic Growth Council grant awarded to SCAG.

A MOTION was made (Bertone) to recommend Regional Council approval of Call for Proposals ranking criteria. The motion was SECONDED (Forester) and UNANIMOUSLY APPROVED.

PUBLIC HEALTH SUBCOMMITTEE REPORT - No oral report was given.

CHAIR'S REPORT

Hon. Cheryl Viegas-Walker announced that today was the last meeting that Hon. Keith Hanks would be attending and thanked him for his many years of valuable contribution to the EEC. SCAG Executive Director Hasan Ikhrata also commended and thanked Mr. Hanks for his excellent service to SCAG and the region.

STAFF REPORT – No report

FUTURE AGENDA ITEMS

- Hon. Cheryl Viegas-Walker - sewer rehabilitation vs. sewer reconstruction
- Hon. Cheryl Viegas-Walker - Interplay between the Orange County and Los Angeles County HOT Lane transponders
- Hon. Denis Bertone - Los Angeles County Public Works Clean Beach Program
- Hon. Larry Forester - Air Quality Management District's proposed Rule 1148.2 regarding fracking

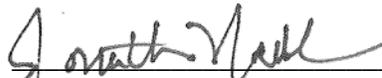
ANNOUNCEMENTS - None

ADJOURNMENT

Hon. Cheryl Viegas-Walker adjourned the meeting at 10:30 a.m.

The next meeting of the Energy & Environment Committee will be held on Thursday, April 4, 2013 at the SCAG Los Angeles Office.

Action Minutes Approved by:


Jonathan Nadler, Manager
Compliance & Performance
Monitoring

Energy and Environment Committee Attendance Report

2013

Member (including Ex-Officio) LastName, FirstName	Date Appointed if after 1/1/13	Representing	X = County Represented					X = Attended Black Shading = Dark NM = New Member												Total Mtgs Attended				
			Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov		Dec			
Ballin, Sylvia*		San Fernando		X						X	X													
Bartlett, Lisa*		OCCOG			X					X	X	X												
Bertone, Denis		SGVCOG		X						X	X	X												
Brennan, Brian		VCOG							X															
Clark, Margaret*		Rosemead		X						X	X	X												
Duclos, Jeff		SBCCOG		X																				
Ehrenkranz, Jordan		WRCOG					X			X	X													
Englander, Mitchell*		Los Angeles		X																				
Forester, Larry		Gateway Cities		X						X	X	X												
Graham, Ed		Chino Hills						X		X	X	X												
Hanks, Keith		Azusa		X						X		X												
Hernandez, Steven	7-Feb	CVAG						X			X	X												
Krupa, Linda	7-Feb	Hemet					X				X	X												
Johnson James		Long Beach		X							X	X												
Manoukian, Rafi		SFVCOG		X																				
Martin, Thomas		GCCOG		X						X	X													
Mitchell, Judy*		SBCCOG		X																				
Pedroza, Sam		SGVCOG		X						X	X													
Pollock, David		VCOG							X	X	X													
Prang, Jeffery		W. Hollywood		X																				
Ramos Watson, Lupe		CVAG					X				X													
Scott, Edward		SANBAG						X																
Terrazas, Jack		Imperial County	X							X	X	X												
Viegas Walker, Cheryl*		EI Centro	X							X	X	X												
Waldman, Mark		La Palma			X																			
Williams, Diane		SANBAG						X		X	X	X												
Wilson, Edward		Signal Hill		X						X														
Zine, Dennis*		Los Angeles		X						X	X	X												
TOTALS			2	15	2	3	3	2																

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DATE: April 4, 2013

TO: Energy and Environment Committee (EEC)
Regional Council (RC)

FROM: Huasha Liu, Director of Land Use & Environmental Planning, (213) 236-1838,
liu@scag.ca.gov

SUBJECT: Transportation Conformity Determination for Morongo, Pechanga, and Rest of South Coast Air Basin Nonattainment Areas for 2008 8-hour Ozone National Ambient Air Quality Standards (NAAQS)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED EEC ACTION:

Recommend that the Regional Council adopt the Transportation Conformity Determination for Morongo, Pechanga, and the rest of South Coast Air Basin nonattainment areas for 2008 8-hour ozone standards and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

RECOMMENDED RC ACTION:

Adopt the Transportation Conformity determination for Morongo, Pechanga, and the rest of South Coast Air Basin nonattainment areas for 2008 8-hour ozone standards and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

EXECUTIVE SUMMARY:

Morongo, Pechanga, and the rest of South Coast Air Basin (SCAB) have been designated as nonattainment areas by the U.S. Environmental Protection Agency (EPA) for the new 2008 8-hour ozone NAAQS. As required by EPA's transportation conformity regulations, conformity needs to be determined for these new nonattainment areas for the new 8-hour ozone standard by July 20, 2013. SCAG staff has performed the required transportation conformity analysis demonstrating conformity.

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 collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

The U.S. EPA promulgated the new 8-hour ozone NAAQS on March 27, 2008. This EPA action tightened the primary standard for the 8-hour ozone and revised the secondary standard for the 8-hour ozone to be identical to the new primary standard. Subsequently, EPA published a final rule in the Federal Register establishing initial air quality designations for most areas in the United States including California for the 2008 8-hour ozone standard.

In the SCAG region, seven areas including two areas of Indian Country were designated as new ozone non-attainment areas, effective July 20, 2012. By law, transportation conformity must be determined for these new nonattainment areas for the new ozone standards by July 20, 2013. On March 7, 2013, the Regional

REPORT

Council adopted the conformity redetermination report for five (out of seven areas in the region) that were designated as non-attainment areas, and such report was submitted to FHWA/FTA for approval. This report covers the last two nonattainment areas of Indian Country and also updates the previous RTP/SCS and FTIP conformity re-determination for the whole South Coast Air Basin (to account for the exclusion of the Morongo and Pechanga Indian Country nonattainment areas).

Under the U.S. Department of Transportation's metropolitan planning regulations and U.S. EPA's transportation conformity regulations, a conformity determination consists of five tests: consistency with the adopted RTP/SCS, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement. Staff has completed the draft transportation conformity analysis demonstrating conformity for the Morongo, Pechanga, and the rest of SCAB nonattainment areas. The conformity analysis was presented to and discussed by the Transportation Conformity Working Group, which includes representatives from federal, state, and regional air quality and transportation planning agencies, on November 27, 2012, and March 13 and 26, 2013, respectively. In addition, the draft conformity analysis was released for a 15-day public review concluding late March 2013. Staff will report to the EEC and Regional Council on any comments received and SCAG's responses.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2012/13 Overall Work Program (13-025.SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENT:

Transportation Conformity Determination for the Morongo, Pechanga, and Rest of SCAB Nonattainment Areas for the 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS) Final Report

SOUTHERN CALIFORNIA



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Keith Millhouse, Ventura County
Transportation Commission

Transportation Conformity Determination for the Morongo, Pechanga, and Rest of South Coast Air Basin Nonattainment Areas for the 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS)

Final Report

April 2013

I. INTRODUCTION

Transportation conformity is required under the federal Clean Air Act (CAA) to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standard (NAAQS). Conformity applies to nonattainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

The U.S. Environmental Protection Agency (EPA) promulgated the new 8-hour ozone NAAQS on March 27, 2008 [Federal Register (FR)/Vol. 73, No. 60]. Effective on May 27, 2008, the EPA action tightened the primary standard for the 8-hour ozone to 0.075 parts per million (ppm) and revised the secondary standard for the 8-hour ozone to be identical to the new primary standard.

Subsequently, EPA published a final rule in the Federal Register on May 21, 2012 establishing initial air quality designations for most areas in the United States including California for the 2008 8-hour ozone standard (FR/Vol. 77, No. 98).

In the SCAG region, seven areas were designated as nonattainment areas (see Map 1 on page 5) for the new 8-hour ozone standard with different classifications and different attainment years including:

- Imperial County – Classification Marginal; Attainment year 2015
- West Mojave Desert Air Basin – Classification Severe; Attainment year 2027
- South Coast Air Basin – Classification Extreme; Attainment year 2032
- Coachella Valley – Classification Severe; Attainment year 2027
- Ventura County – Classification Serious; Attainment year 2021
- Morongo Areas of Indian Country (Morongo Band of Mission Indians) – Classification Serious; Attainment year 2021
- Pechanga Areas of Indian Country (Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation) – Classification Moderate; Attainment year 2018

These new area designations became effective July 20, 2012. As a result, conformity needs to be re-determined for the 2012-2035 RTP/SCS and 2013 FTIP for the new 8-hour ozone standard by July 20, 2013. A previous report, *the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2013 Federal Transportation Improvement Program (FTIP) Conformity Re-determination for the 2008 8-Hour Ozone National Ambient Air Quality Standard Final Report*, covers the first five nonattainment areas. This report covers the last two nonattainment areas of Indian Country and also updates the previous RTP/SCS and FTIP conformity re-determination for the whole South Coast Air Basin (to account for the exclusion of the Morongo and Pechanga Indian Country nonattainment areas).



Under the U.S. Department of Transportation (DOT) Metropolitan Planning Regulations and U.S. EPA's Transportation Conformity Regulations, an RTP/FTIP conformity determination consists of five tests: consistency with the adopted RTP; regional emissions analysis; timely implementation of transportation control measures (TCMs); financial constraint; and interagency consultation and public involvement.

The ozone conformity determinations for Morongo, Pechanga, and rest of South Coast Air Basin (SCAB) reaffirm all applicable conformity findings for the 2012-2035 RTP/SCS and the 2013 FTIP as well as all applicable conformity findings in the previous RTP/SCS and FTIP conformity re-determination report and addresses additional emissions analyses and interagency consultation and public involvement required for the new 8-hour ozone standard for these two Indian Country nonattainment areas.

Conformity Status of the Currently Conforming RTP/SCS and FTIP

The effective date for the conformity determination for the 2012-2035 RTP/SCS and the 2013 FTIP, including all of the air basins in the SCAG region, is June 4, 2012. The conformity determination is currently effective for four years; thus the 2012-2035 RTP/SCS and 2013 FTIP conformity will remain effective until June 4, 2016.

The new 8-hour ozone conformity determination for Morongo, Pechanga, and rest of SCAB does not affect the existing conformity schedule for the RTP/SCS or FTIP. However, the new federal conformity regulation for ozone requires SCAG to make a positive conformity determination for these two Indian Country nonattainment areas and receive approval from the U.S. DOT by July 20, 2013.

Process for Ozone Conformity Determination for Morongo, Pechanga, and Rest of SCAB

1. Conduct interagency consultation through SCAG's Transportation Conformity Working Group (TCWG) which includes representatives from the respective air quality and transportation planning agencies.
2. Perform regional emissions analysis. Since Morongo and Pechanga areas are donut nonattainment areas within the SCAB and there are existing ozone emission budgets for the SCAB, a budget test has been performed for these two Indian Country nonattainment areas.
3. Reaffirm the existing conformity findings for the 2012-2035 RTP/SCS and the 2013 FTIP as well as all applicable conformity findings in the previous RTP/SCS and FTIP conformity re-determination report.
4. Release the draft conformity analysis and documentation for Morongo, Pechanga, and rest of SCAB areas for the new ozone standard for a public review and public comment period.
5. SCAG Energy and Environment Committee approves the conformity determination and recommends adoption by SCAG Regional Council.
6. SCAG Regional Council adopts the resolution making the final conformity determination.
7. Submit SCAG's Conformity Determination to federal agencies for approval.
8. Approval by the federal agencies by July 20, 2013.



Reaffirming Approved Conformity Findings for CO, NO₂, Ozone, PM_{2.5}, and PM₁₀

The ozone conformity determination for Morongo, Pechanga, and rest of SCAB nonattainment areas includes a re-affirmation of the approved conformity findings for both the 2012-2035 RTP/SCS and the 2013 FTIP as previously amended as well as all applicable conformity findings in the previous RTP/SCS and FTIP conformity re-determination report. This re-affirmation includes consistency with the adopted 2012-2035 RTP/SCS, regional emissions analyses including the new attainment years (2015, 2021, 2027, and 2032), financial constraint test, timely implementation of TCMs, and interagency consultation and public participation.

II. OZONE EMISSIONS ANALYSIS

Table 1 on page 6 present the results of the budget tests for the Morongo, Pechanga, and rest of SCAB nonattainment areas for the new 2008 8-hour ozone standard. Note that the values of total emissions from the 2012-2035 RTP/SCS and 2013 FTIP in Table 1 utilize the rounding convention used by the California Air Resources Board to set the budgets (i.e., any fraction rounded up to the nearest ton) and are the basis of the conformity findings for these areas.

III. CONFORMITY DETERMINATION

SCAG has determined the following RTP/SCS and FTIP conformity findings for the Morongo, Pechanga, and rest of SCAB nonattainment areas under the required federal tests for the new ozone standard:

Regional Emissions Tests

- Finding: The regional emissions for the ozone precursors from the 2012-2035 RTP/SCS and the 2013 FTIP meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo, Pechanga, and rest of SCAB nonattainment areas for the 2008 8-hour ozone NAAQS.

Re-affirmation of the 2012-2035 RTP/SCS and 2013 FTIP Conformity Tests

- Finding: SCAG reaffirms the applicable conformity findings for both the 2012-2035 RTP/SCS¹ and the 2013 FTIP² as well as in the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2013 Federal Transportation Improvement Program (FTIP) Conformity Re-determination for the 2008 8-Hour Ozone National Ambient Air Quality Standard Final Report*³.
- This reaffirmation covers the findings of all applicable pollutants, including consistency with the adopted 2012-2035 RTP/SCS, regional emissions analyses, financial constraint test, timely implementation of TCMs, and interagency consultation and public participation.

¹ http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_TransportationConformityReport.pdf

² http://www.scag.ca.gov/ftip/pdf/final/2013/Final2013FTIP_TA_Sec01.pdf

³ http://www.scag.ca.gov/tcwg/documents/Submittal_to_FHWA_FTA.pdf



Inter-agency Consultation and Public Involvement Test

- Finding: In addition to reaffirming the public involvement and interagency consultation test for the 2012-2035 RTP/SCS and the 2013 FTIP and the 8-hour ozone conformity re-determination for the RTP/SCS and FTIP, the 8-hour ozone conformity determination for Morongo, Pechanga, and rest of SCAB will undergo an appropriate process for interagency consultation and public participation. This process includes TCWG consultations on November 27, 2012, and March 13 and 26, 2013, respectively. The draft conformity determination report was released for a 15-day public review period. The final conformity determination report will be presented to SCAG's Energy and Environment Committee and Regional Council on April 4, 2013 for approval.



MAP 1 2008 8-HOUR OZONE NONATTAINMENT AREAS IN THE SCAG REGION

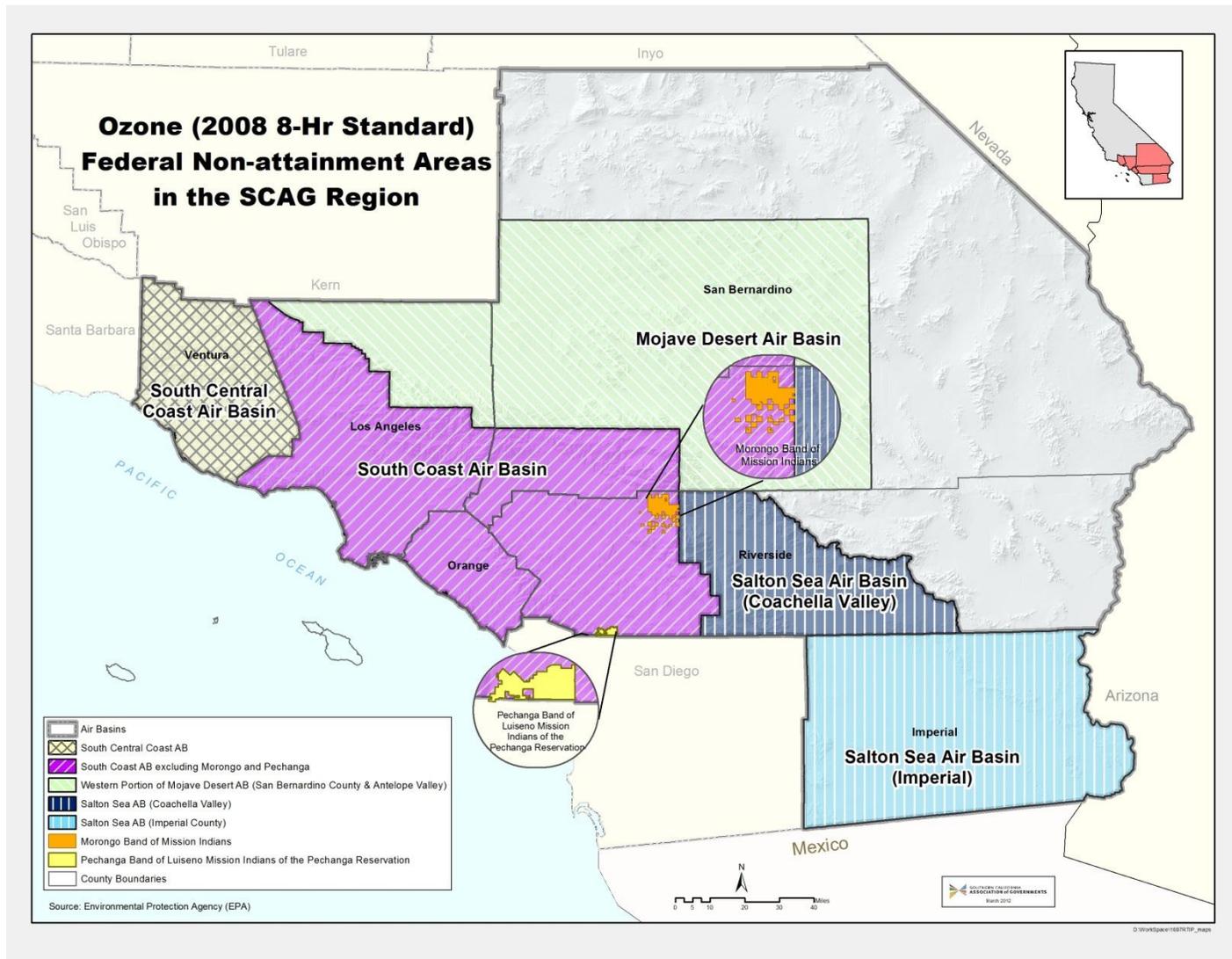


TABLE 1 2008 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		Nonattainment Area	2014	2017 ^a	2018	2020	2021	2023	2032	2035	
ROG	Budget	SCAB	136	119	119	108	108	99	99	99	
	Plan	Morongo Band	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3
		Pechanga Band	0.0 (<0.05)	0.0 (<0.05)	0.0 (<0.05)	0.0 (<0.05)	0.0 (<0.05)	0.0 (<0.05)	0.0 (<0.05)	0.0 (<0.05)	0.0 (<0.05)
		SCAB excluding Morongo and Pechanga	140.9	123.4	117.6	108.5	104.4	97.4	78.0	73.5	
		Adjustments provided by ARB	-14.8	-12.4	n/a	-9.6	n/a	-7.7	n/a	-5.8	
		Sum	126.5	111.4	118.0	99.2	104.7	90.0	78.3	68.0	
		SCAB	127	112	118	100	105	90	79	68	
Budget - Plan			9	7	1	8	3	9	20	31	
NOx	Budget	SCAB	277	224	224	185	185	140	140	140	
	Plan	Morongo Band	1.9	1.5	1.3	1.1	1.1	1.0	0.8	0.9	
		Pechanga Band	0.0 (<0.05)	0.0 (<0.05)	0.0 (<0.05)	0.0 (<0.05)	0.0 (<0.05)	0.0 (<0.05)	0.0 (<0.05)	0.0 (<0.05)	
		SCAB excluding Morongo and Pechanga	278.7	223.9	205.7	179.1	164.5	154.1	119.1	117.4	
		Adjustments provided by ARB	-23.7	-19.8	n/a	-15.7	n/a	-32.0	n/a	-15.0	
		Sum	256.9	205.6	207.0	164.5	165.6	123.1	119.9	103.3	
		SCAB	257	206	207	165	166	124	120	104	
Budget - Plan			20	18	17	20	19	16	20	36	

^a2017 emissions interpolated between 2014 and 2018.



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DATE: April 4, 2013
TO: Energy and Environment Committee (EEC)
FROM: Hon. Deborah Robertson, Chair, Public Health Subcommittee
SUBJECT: Public Health Subcommittee Recommendations

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Review and recommend Regional Council approval of the Public Health Subcommittee recommendations.

EXECUTIVE SUMMARY:

The Public Health Subcommittee (Subcommittee) has held six (6) meetings since October 2012 to discuss different components of Public Health and how they relate to implementation of the 2012-2035 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). In addition to the meetings, Subcommittee members and stakeholders were also given the opportunity to provide written comments. Based on the discussions and written comments, SCAG staff developed recommendations that were approved by the Subcommittee on March 18, 2013. This report presents the Public Health Subcommittee's recommendations.

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:

At the April 5, 2012 meeting, the Regional Council unanimously approved a motion to form various Subcommittees as part of the implementation strategy for the 2012-2035 RTP/SCS. The Subcommittees are: 1) Active Transportation; 2) Goods Movement; 3) High-Speed Rail and Transit; 4) Public Health; 5) Sustainability; and 6) Transportation Finance.

The goals of the Subcommittees are to facilitate information exchange and policy development around their respective emphasis areas, identify regional priorities, and help facilitate the implementation of the 2012-2035 RTP/SCS. The Subcommittees may consider other related tasks.

At the commencement of the Public Health Subcommittee, five (5) components were presented for members to consider, discuss and define for a final deliverable to the SCAG Policy Committees. The components were: definitions, needs assessments, performance measures, strategy, and investments. Subcommittee meetings and dialogue were held on the five components presented, the considerations for each component, and potential recommendations/actions were provided. In addition to the meetings, Subcommittee members were also given the opportunity to provide written comments.

After reviewing the dialogue of the Subcommittee meetings and the written comments provided, SCAG staff developed a set of policy staff recommendations for the Public Health Subcommittee. These

REPORT

recommendations were brought to the Subcommittee for deliberation and approval. The Public Health Subcommittee approved the policy recommendations at their sixth meeting, a joint meeting of the Active Transportation, Public Health and Sustainability Subcommittees, on March 18, 2013, and took action to forward these recommendations to EEC for review and recommended approval by the Regional Council. The recommendations are attached with this report and pending input from EEC, it is anticipated that these recommendations will be presented at the Regional Conference and General Assembly May 2-3, 2013 and the Regional Council at its June 6, 2013 meeting.

FISCAL IMPACT:

Funds related to the work of the Public Health Subcommittee are included in the FY 2012/13 budget.

ATTACHMENT:

Public Health Subcommittee Recommendations

Public Health Subcommittee

Public Health Subcommittee Policy Staff Recommendations

At the commencement of the Public Health Subcommittee, five components were presented for members to consider, discuss and define for a final deliverable to the SCAG Policy Committees. The components were: definitions, needs assessments, performance measures, strategy, and investments. Subcommittee meetings and dialogue were held on the five components presented, the considerations for each component, and potential recommendations/actions were provided. In addition to the meetings, subcommittee members were also given the opportunity to provide written comments. After reviewing the dialogue of the subcommittee meetings and the written comments provided, SCAG staff has developed a set of policy staff recommendations for the Public Health Subcommittee. Staff is also providing annotation of the full policy framework for participants to review the status of any individual input (see attachment).

1. Seek opportunities to promote transportation options with an active component/physical activity

- Support goals and principles of Active Transportation Work Plan, as it pertains to public health for all communities, particularly sensitive communities
- Promote active transportation as a means to encourage active and healthy lifestyles, and as a means to reduce greenhouse gas emissions (GHG) and reduce vehicle miles traveled (VMT)
- Support and seek opportunities to further promote safety (including both related to crime and violence, and also to collision and injury) in active transportation

Next Steps to 2016-2040 RTP/SCS Development: Develop cost effective investments and strategies that promote an active life style as part of 2016-2040 RTP/SCS development process, subject to further stakeholder input and technical review, and work with transportation finance division to quantify costs and identify funding. This will be discussed further at Joint Meeting #6 with the Active Transportation, Public Health and Sustainability Subcommittees.

2. 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 the extent feasible, include information in the following emphasis areas:
 - Monetary and health impacts of different plan alternatives
 - Physical activity
 - Emissions and exposure
 - Consider implementation of zero and/or near-zero emissions vehicles
 - Safety
 - ¹Health outcomes (for example, incidence of chronic disease)
- Pursue feasible enhancements in data and analysis with regards to Environmental Justice report of RTP/SCS; for example, exposures and likely health issues

¹ SCAG currently does not possess data or technical capacity to produce health outcomes.

- Coordinate and provide data and technical foundation for potential regional public health policy and expanded performance measures, as feasible

Next Steps to 2016-2040 RTP/SCS Development: Pursue scenario planning tool enhancements to include increased and dynamic public health data. Solicit technical review through technical working groups and other forums. Final recommendations on plan methodologies, data and performance measures in advance of release of draft plan in late 2015.

3. Promote and seek on-going partnerships with regional partners, local public health departments and other stakeholders

- Participate, gather information and provide information in the So Cal Collaborative Active Transportation Team (run by the Southern California Chronic Disease Collaborative Public Health Institute), and includes County Public Health Departments and SANDAG
- Reach out to non-traditional stakeholders; for example, school districts
- Engage regional partners, including transportation agencies, on how they include health considerations in planning and project delivery
- Seek collaboration and partnership on data sharing to assist in planning efforts
- Promote public health best practices through webinars, Toolbox Tuesday workshops, or other forums

Next Steps to 2016-2040 RTP/SCS Development: Staff participation in partnerships and continue reaching out to non-traditional stakeholders. On-going report out to partners (for example, Regional CEOs Sustainability Working Group and technical working groups) and policy committees.

DATE: April 4, 2013

TO: Energy and Environment Committee (EEC)
Community, Economic and Human Development (CEHD) Committee

FROM: Grieg Asher, Senior Regional Planner, asher@scag.ca.gov, 213-236-1869

SUBJECT: Western Riverside Council of Governments (WRCOG) Home Energy Renovation Opportunity (HERO) Program Presentation

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
Rick Bishop, WRCOG Executive Director, will present an update on the WRCOG HERO Program. The purpose of the program is to provide energy and water efficiency upgrades to residential and commercial properties.

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

BACKGROUND:
The Western Riverside Council of Governments is a joint powers agency that coordinates policy discussions on various regional issues such as air quality, solid waste, transportation, and the environment. Over the past two years, WRCOG staff has been working to develop the HERO Program. This program is a partnership between WRCOG and Renovate America, Inc. The program's purpose is to provide low interest rate financing to spark the local economy by creating jobs, reduce utility costs, and reduce greenhouse gas emissions. The program provides HERO Financing for permanently affixed energy efficiency, water efficiency, and renewable energy products. HERO Financing is repaid through an assessment on property tax bills over 5-20 years.

FISCAL IMPACT:
None

ATTACHMENT:
PowerPoint Presentation: HERO



- Creating jobs
- Saving energy
- Improving properties
- Lowering utility bills



1



2

What is the California HERO Program?

- California HERO is a residential and commercial Property Assessed Clean Energy (PACE) Program
- Authorized by state law (AB 811 and AB 474)
- Allows jurisdictions to offer financing to property owners for the purchase and installation of energy efficiency, renewable energy, and water conservation improvements
- Financing to property owners is repaid over time through voluntary annual assessments on the property tax bill



3

California HERO Program: Guiding Principles

- Based on successful Program in Western Riverside County: *Proven track record of experience*
- PACE is a funding tool
- Regional / Statewide Program provides economies of scale
- Consistent funding is vital for Program success
- Simplicity of use is vital for broad acceptance
- Contractors in region familiar based on existing Program success
- Summary: Turnkey Program provided at no cost to jurisdictions



4

Benefits to property owners

- ✓ Provides access to financing that might not be available through traditional means such as equity loans, etc.
- ✓ Provides “no-money-down” approach to financing improvements
- ✓ Provides savings on utility bills
- ✓ Repayment stays with property (most cases)



5

Benefits to participating jurisdictions

- ✓ **Economy** Creates / maintains construction-related jobs
- ✓ **Energy** Reduces / delays the need for costly construction of energy generation / transmission facilities
- ✓ **Environment** Improves air quality and reduces greenhouse gas emissions
- ✓ **Financial** No local jurisdictional debt; funding is self-replenishing



6

Year 1 results (January 2012 thru March 17, 2013)

Approved Apps: 4,600+

Approved Financing: \$131,000,000 (residential program)

Commercial program just launching

Largest Program in United States



7

Program partners

- WRCOG – Program administrator
- Public Financial Management, Inc. – Financial Advisor
- Best Best & Krieger – Bond Counsel
- David Taussig & Associates – Assessment Administrator
- U.S. Bank – Trustee
- Westhoff, Cone & Holmstedt – Placement Agent
- Renovate America – Residential Funding Partner
- Samas Capital – Commercial Funding Partner



8

How does it work for the property owner?

- It's a voluntary program
- (wrcog.herofinancing.com): Property owners apply for Program coverage and select improvements desired
- If approved, property owner enters into contract with administrator; all up-front costs are paid and assessment lien is placed on property
- Property owner / subsequent property owner repays through property tax assessment over a period of years



9

Examples of eligible improvements

- Heating and air conditioning
- Cool roofs
- Natural gas storage water heater
- Tankless water heater
- Windows and glass doors
- Outside irrigation
- Insulation
- Window filming
- Home sealing
- Lighting control systems
- Solar thermal systems (hot water)
- Solar thermal systems for pool heating
- Photovoltaic systems
- Low flush toilets



10

Contractors are key...

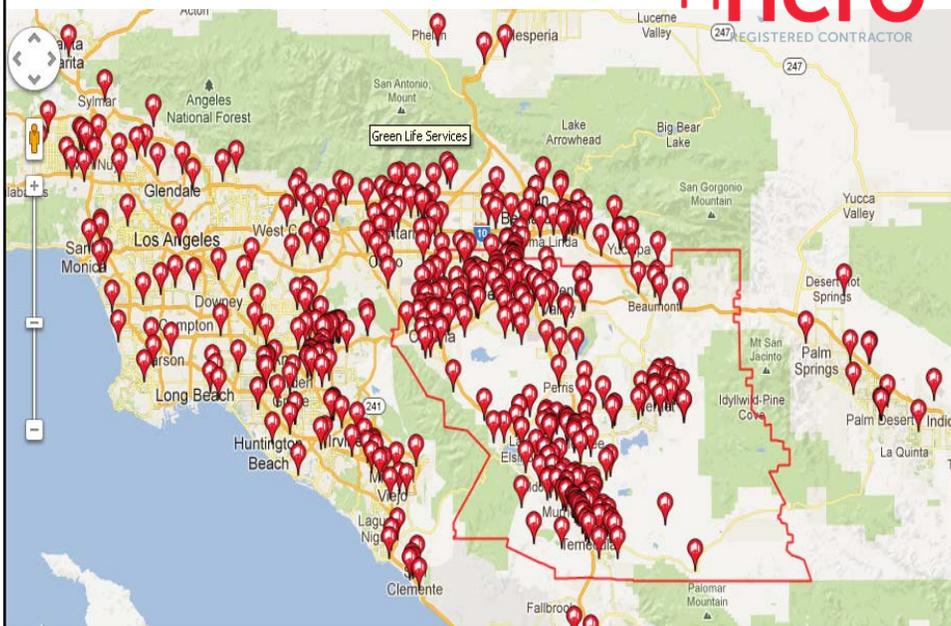


More than 650 participating in the Program

- Must have an active California State License Board (CSLB) license
- Must meet CSLB's bond and workers' compensation insurance requirements
- Must provide evidence of jurisdictional business license if no jurisdictional permit is required for project
- Must register on the website



Participating contractor locations...



Who qualifies to participate?

- Property owners may be individuals, associations, business entities, cooperatives
- Bottom line: Any qualifying owner paying property taxes
 - have clear title to property
 - be current on property taxes
 - be current on mortgage payments
 - have some equity in the property



13

What happens when the owner sells the property?

- Assessment obligation may remain an obligation of the property upon sale depending on lender
 - DISCLOSURE, DISCLOSURE, DISCLOSURE

IN ADDITION, ON AUGUST 31, 2010, FANNINE MAE AND FREDDIE MAC STATED THAT THEY WOULD NOT PURCHASE HOME LOANS WITH ASSESSMENTS SUCH AS THOSE OFFERED UNDER THIS PROGRAM, THIS MAY MEAN THAT PROPERTY OWNERS WHO SELL OR REFINANCE THEIR PROPERTIES MAY BE REQUIRED TO PREPAY SUCH ASSESSMENTS AT THE TIME THEY CLOSE THEIR SALE OR REFINANCING.

What's has happened thus far?

- 34 Refinanced and/or sold
- 4 Repaid

** Program will be adjusted to meet any adopted federal regulations.



14

How do jurisdictions join the California HERO Program?

Step 1: Jurisdiction needs to adopt a Resolution of Participation to join California HERO Program

- Initiation of validation process
- Once the validation is complete, property owners can begin applying
- 3 – 4 months to launch

Step 2: There is no Step 2!

- Your jurisdiction staff time requirements: Only related to normal permit processing



15

Questions?

Contact Information:

Laura Franke, Public Financial Management, Inc.
(213) 404-0077 or email frankel@pfm.com

Rick Bishop, Western Riverside Council of Governments
(951) 955-8303 or e-mail bishop@wrcog.cog.ca.us

Barbara Spoonhour, Western Riverside Council of Governments
(951) 955-8313 or e-mail spoonhour@wrcog.cog.ca.us



16

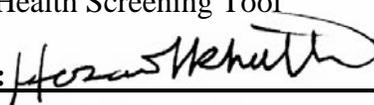
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DATE: April 4, 2013

TO: Community, Economic and Human Development (CEHD)
Energy and Environment Committee (EEC)

FROM: Ping Chang, Program Manager, chang@scag.ca.gov, 213-236-1839

SUBJECT: Update on the California Environmental Protection Agency (Cal/EPA) California Communities Environmental Health Screening Tool

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

The Office of Health Hazard Assessment (OEHHA) within the California Environmental Protection Agency (Cal/EPA) has developed a proposed method for evaluating the combined impacts of pollution on communities, known as the California Communities Environmental Health Screening Tool (CalEnviroScreen). Cal/EPA has statutory responsibilities to address environmental justice. The tool is intended to be used by Cal/EPA to prioritize, focus resources, and help Cal/EPA comply with statutory mandates related to environmental justice. It will also be used to identify impacted communities for investment opportunities pursuant to Senate Bill 535. As set forth in a guidance document prepared by Cal/EPA, the tool is not intended to be a substitute for focused risk assessment for a specific area or site, nor will the results of the tool be used for California Environmental Quality Act (CEQA) purposes. At the time of the preparation of this report, the CalEnviroScreen has not been finalized. SCAG staff will continue to monitor the process and apprise the EEC and CEHD Committee of any new developments.

STRATEGIC PLAN:

This item supports Strategic Plan Goal 2. Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

- a. Develop, monitor or support state legislation that promotes increased investment in transportation programs in Southern California.

BACKGROUND:

CalEnviroScreen presents a screening methodology to identify California communities that are disproportionately burdened by multiple sources of pollution and presents the statewide results of the analysis using the screening tool. CalEnviroScreen uses existing environmental, health and socioeconomic data to consider the extent to which communities across the state are burdened by and vulnerable to pollution. The results generated by CalEnviroScreen represent the confluence of a numerous environmental, economic, social, and health related factors.

Cal/EPA and OEHHA expects the tool to enable state decision makers to focus their time, resources and programs on those portions of the state that are in greater need of assistance due to their higher environmental burdens and greater vulnerability to, or reduced ability to withstand, these burdens as compared to other areas. Specifically, CalEnviroScreen will inform Cal/EPA's implementation of the mandate to identify communities per SB 535 for the purposes of targeted investment of a portion of California Cap-and-Trade Auction Proceeds. CalEnviroScreen is also anticipated to be useful in the

REPORT

administration of Cal/EPA's Environmental Justice Small Grant Program, and may guide other grant programs as well as environmental educational and community programs throughout the state. Of note, as set forth in a guidance document prepared by Cal/EPA and discussed in stakeholder meetings, the tool is not intended to be a substitute for focused risk assessment for a specific area or site, nor will the results of the tool be used for CEQA purposes.

SCAG held a Cal/EPA workshop on December 12, 2012 in cooperation with other interested stakeholders intended to offer businesses, local governments and other stakeholders the opportunity to receive relevant information and provide input to Cal/EPA on the draft CalEnviroScreen. The workshop was well attended with several members of the Regional Council, staff from various jurisdictions and agencies, representatives of interested groups and other stakeholders participating in the workshop. Our members and stakeholders engaged in a constructive question and answer session with Cal/EPA. As a follow up, a second Cal/EPA workshop was held at SCAG on February 5, 2013 to provide an overview of the second draft of CalEnviroScreen released for public review. Cal/EPA Secretary Matthew Rodriguez of Cal/EPA made opening remarks and participated at the workshop. Arsenio Mataka, Assistant Secretary at Cal/EPA, and Allan Hirsch, Chief Deputy Director at the OEEHA presented information on the second draft CalEnviroScreen tool and Guidance Document and addressed questions from the audience. SCAG President Glen Becerra presided over the workshop and offered that SCAG serve as a vehicle for future outreach.

A summary of the SCAG workshops and related information is available on SCAG's website at <http://www.scag.ca.gov/new.htm#calEPAwksp>.

More detailed information on CalEnviroScreen and the on-going public process is available on the OEHHA website at: <http://oehha.ca.gov/ej/index.html>

FISCAL IMPACT:

Work associated with this item is included in the current FY 2012/13 Overall Work Program (13-055.SCG01531.01 and 080.SCG00153.04).

ATTACHMENT:

None

DATE: April 4, 2013

TO: Energy and Environment Committee (EEC)

FROM: Pamela Lee, Associate Regional Planner, 213-236-1895, leep@scag.ca.gov

SUBJECT: Addendum No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report (PEIR)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

Since the adoption of the 2012-2035 RTP/SCS, SCAG has received requests from several county transportation commissions (CTCs) to amend the RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule for a number of critical transportation projects. As such, SCAG has prepared a Draft Amendment No. 1 to the 2012-2035 RTP/SCS. SCAG staff has assessed the additional and modified projects at the programmatic level, and finds that the projects identified in 2012-2035 RTP/SCS Amendment No. 1 are programmatic consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR. Further, SCAG finds that the proposed changes to the 2012-2035 RTP/SCS Project List identified in 2012-2035 RTP/SCS Amendment No. 1 would not result in a substantial change to the region-wide impacts programmatic addressed in the 2012-2035 RTP/SCS PEIR. Thus, SCAG has prepared an Addendum No. 1 to the 2012-2035 RTP/SCS PEIR, in accordance with the provisions of the California Environmental Quality Act (CEQA).

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 collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

At its April 4, 2012, the Regional Council (RC) certified the associated PEIR and adopted the 2012-2035 RTP/SCS. On June 4, 2012, the Federal Highway Administration and Federal Transit Administration approved the Clean Air Act transportation conformity determination for the 2012-2035 RTP/SCS, and the California Air Resources Board accepted SCAG's quantification of greenhouse gas emission reductions from the SCS in compliance with new state law (Senate Bill 375).

Since that time, staff has received requests from several CTCs to amend the 2012-2035 RTP/SCS to reflect additions or changes to project descriptions including the scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects. To address these requests, 2012-2035 RTP/SCS Amendment No. 1 is being proposed.

At the April 4, 2013 meeting, the Transportation Committee (TC) is considering the release of Draft Amendment No. 1 to the 2012-2035 RTP/SCS and (Draft Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program) for a 30-day public review and comment period. On June 6, 2013, after the public comment period closes, the Draft Amendment No. 1 to the 2012-2035 RTP/SCS will be

REPORT

scheduled for recommended approval by the TC and final approval by the RC. On the same day, the Addendum No. 1 to the 2012-2035 RTP/SCS PEIR will be scheduled for recommended approval by the EEC and RC.

BASIS FOR A PEIR ADDENDUM:

When an EIR has been certified and the project is modified or otherwise changed after certification, additional review may be necessary pursuant to the CEQA. The key considerations is determining the need and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code and CEQA Guidelines Section 15162, 15163 and 15164. In general, an Addendum is allowed when there are not substantial changes to the project or new information that would require major revisions to the EIR. Substantial changes are defined as those which “will require major revisions of the previous EIR...due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.” An Addendum is not required to be circulated for public review.

ENVIRONMENTAL ASSESSMENT:

SCAG staff conducted a programmatic environmental assessment of the changes to the 2012-2035 RTP/SCS Project List documented in proposed Amendment No. 1 pursuant to CEQA. SCAG finds that adoption of the proposed modifications would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects. SCAG staff also finds that the proposed modifications are consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR. Therefore, it is determined that a subsequent or supplemental PEIR is not required and Addendum No. 1 to the 2012-2035 RTP/SCS PEIR fulfills the requirements of CEQA.

FISCAL IMPACT:

Funding for these amendments is provided in the FY 2012/13 Overall Work Program under WBS No. 020.SCG00161.04.

ATTACHMENT:

2012-2035 RTP/SCS Amendment No. 1



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



Southern California Association of Governments
 PROPOSED DRAFT—MARCH 25, 2013
 FOR THE TRANSPORTATION COMMITTEE'S
 APRIL 4, 2013 REVIEW AND DISCUSSION

Amendment #1
 and Amendment #13-04 to the
 2013 Federal Transportation
 Improvement Program

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Introduction

On April 4, 2013, the Southern California Association of Governments (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the six-county region including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The 2012-2035 RTP/SCS represents the region's commitment to reduce emissions from transportation sources to comply with Senate Bill 375 (SB 375), improve public health, and meet the National Ambient Air Quality Standards set forth by the federal Clean Air Act.

A major component of the 2012-2035 RTP/SCS is a Project List containing more than 3,600 transportation projects that aim to improve the region's mobility and air quality, and revitalize our economy. Since its adoption, some of these projects have experienced technical changes that are time-sensitive and require amendment to the RTP/SCS and the Federal Transportation

Investment Program (FTIP) in order to allow these projects to move forward in a timely manner.

The purpose of this document is to identify the project changes being made via Amendment #1 to the 2012-2035 RTP/SCS and the associated Amendment #13-04 to the 2013 FTIP, and provide documentation demonstrating that the 2012-2035 RTP/SCS as amended will continue to be consistent with federal and state requirements, including the recently-enacted Moving Ahead for Progress for the 21st Century Act (MAP-21) planning requirements, the Transportation Conformity Rule, and Senate Bill 375. An Addendum to the 2012-2035 RTP/SCS Program Environmental Impact Report (PEIR) has also been prepared to evaluate the potential environmental impacts associated with the changes to the 2012-2035 RTP/SCS Project List as detailed herein. The analyses and findings for this Addendum to the PEIR Addendum #1 are also included in this document.

Project Modifications

The project changes identified in this Amendment can be broadly categorized as follows:

- Project is new and is not currently included in the 2012-2035 RTP/SCS Project List
- Project currently exists in the 2012-2035 RTP/SCS Project List, but:
 - has a revised description,
 - has a revised schedule,
 - has a change in total cost, or
 - includes a combination of the above changes

- Project is being removed from the 2012-2035 RTP/SCS Project List

The tables on the following pages provide details of the project changes from the current Plan and are intended to illustrate a before-and-after scenario for each of the projects. For modeled projects, the “Project Completion By” year represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis. For more specific individual project information as part of the RTP modeling and regional emissions analysis, please refer to the Amendment’s modeled projects list available at <http://scag.ca.gov>.

Modifications to FTIP Projects

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
IMPERIAL	6OM0701	IMP091001	LOCAL HIGHWAY	0	EXISTING: WIDEN AND IMPROVE CESAR CHAVEZ BLVD. TO 4 LANES (2+2) FROM 2ND STREET TO SR 98. OTHER IMPROVEMENTS INCLUDE: SURFACE REHAB, TURN LANES, TRAFFIC SIGNAL, LIGHTING, AND SIDEWALKS.	EXISTING: 2014	EXISTING: \$8,930	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
					REVISED: WIDEN AND IMPROVE CESAR CHAVEZ BLVD. TO 5 LANES (3+2) FROM 2ND STREET TO SR 98. OTHER IMPROVEMENTS INCLUDE: SURFACE REHAB, TURN LANES, TRAFFIC SIGNAL, LIGHTING, AND SIDEWALKS	REVISED: 2015	REVISED: \$8,930		
LOS ANGELES	LA990359	LA990359	LOCAL HIGHWAY	0	EXISTING: GRADE SEP XINGS SAFETY IMPR; 35-MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY - EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA &L.A. SUBDIV - ITS 2318 SAFETEA #2178; 1436 #1934 PPNO 2318	2018	EXISTING: \$1,347,101	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: GRADE SEP XINGS SAFETY IMPR; 35- MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY - EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA & L.A. SUBDIV - ITS 2318 SAFETEA #2178; 1436 #1934 PPNO 2318. NOGALES (LA) PROJECT INCLUDES WIDENING FROM 2 TRAVEL LANES TO 4 TRAVEL LANES OF E.WALNUT DRIVE NO. EAST OF NOGALES FOR 2600 LINEAR FEET AND WIDENING FROM 2 TRAVEL LANES TO 4 TRAVEL LANES OF GALE AVE. WEST OF NOGALES FOR 1900 LINEAR FEET.		REVISED: \$1,286,500		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	LAE0465	LA0G440	STATE HIGHWAY	5	EXISTING: ROUTE 005: PHASE 2 AND 3 OF 3-- IN LA/SANTA CLARITA: PHASE 2 (N/B FR RTE 14 TO WELDON CNYN ROAD; CONSTRUCT HOV LANE)& PHASE 3 (FR SR14 TO PARKER RD OC; CONSTRUCT HOV, TRUCK & AUX LANES (EA 2332C, PPNO 3189A & EA 2332E PPNO 3189B), SAFTETEA-LU#465. PE & RW \$ ARE PROGRAMMED FOR EA 2332E ONLY.	EXISTING: 2017	\$410,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE
					REVISED: ROUTE 005: PHASE 2, FROM SR-14 TO PARKER ROAD, CONSTRUCT HOV/HOT, TRUCK & AUX LANES (EA 2332C, PPNO 3189A & EA 2332E PPNO 3189B), SAFTETEA-LU#465. PE & RW \$ ARE PROGRAMMED FOR EA 2332E ONLY.	REVISED: 2018			

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	REG0703	LA0G872	STATE HIGHWAY	110	<p>EXISTING: ROUTE 110: NORTHBOUND 405/SOUTHBOUND 110 CONNECTOR WIDENING OR REPLACEMENT WITH A FLYOVER AND CONSTRUCT A NEW AUXILIARY LANE ON SOUTHBOUND 110 FROM I-405/I-110 INTERCHANGE TO DEL AMO BLVD. (EA 29370 PPNO 4552) - STUDY ONLY.</p> <p>REVISED: ROUTE 110: NORTHBOUND 405/SOUTHBOUND 110 CONNECTOR WIDENING OR REPLACEMENT WITH A FLYOVER AND CONSTRUCT A NEW AUXILIARY LANE ON SOUTHBOUND 110 FROM I-91/I-110 INTERCHANGE TO TORRANCE BLVD. (EA 29370 PPNO 4552)</p>	2014	\$1,150	NEW RTP PROJECT COST.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	7120010	LA000789	TRANSIT	0	EXISTING: BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK FEASIBILITY STUDY AND CONDUCT PE, DESIGN AND CONSTRUCTION OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES.	EXISTING: 2015	EXISTING: \$5,484	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION, SCHEDULE, AND FTIP PROJECT COST
					REVISED: BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK FEASIBILITY STUDY: CONDUCT PE, DESIGN OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES. (CONSTRUCTION IN LA000789A)	REVISED: 2017	REVISED: \$3,696		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	7120010	LA000789A	TRANSIT		BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK: CONSTRUCTION OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES, INCLUDING CONSTRUCTION OF A NEW METROLINK STATION AT HOLLYWOOD WAY/SAN FERNANDO ROAD ON THE ANTELOPE VALLEY LINE AND A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES. (CONSTRUCTION OF LA000789)	2018	\$1,788	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	NEW PROJECT
LOS ANGELES	1TL0703	LA0D376	TRANSIT	0	CONSTRUCTION OF GRADE SEPARATIONS ON 35 MILE FREIGHT RAIL CORRIDOR FROM LOS ANGELES TO POMONA.	2015	\$959	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	DELETION, PROJECT COMBINED WITH LA990359

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	LA0D29	LA0D29	TRANSIT	0	EXISTING: HEART OF THE CITY BUS TRANSFER STATION AMENITIES.	2014	EXISTING: \$9,378	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION AND COST
					REVISED: HEART OF THE CITY BUS TRANSFER STATION AMENITIES. RELOCATE THE EXISTING INTERMODAL TRANSIT TERMINAL AND CONSTRUCT A NEW TRANSIT CENTER WITH 12 BUS BAYS, PASSENGER WAITING AREA AND INFORMATION CENTER, AND A DRIVER OPERATOR LOUNGE. THE PROPERTY WILL ALSO PROVIDE 339 PUBLIC PARKING SPACES (PLUS 2 FOR STAFF: MAINTENANCE & SECURITY) AND BICYCLE FACILITIES. LOCATION - 1521 KINGSDALE AVENUE, REDONDO BEACH, CA 90278		REVISED: \$10,045		
LOS ANGELES	LA0G901	LA0G901	TRANSIT		HISTORIC LOS ANGELES STREETCAR	2018	\$125,000	NEW RTP PROJECT COST.	NEW PROJECT

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2A0704	ORA130401	LOCAL HIGHWAY		WIDEN CERRITOS AVENUE EASTBOUND 4 TO 5 LANES, FROM WALKER STREET TO ANGELA AVENUE.	2014	\$378	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	NEW PROJECT
ORANGE	2H0703	ORA111210	STATE HIGHWAY	5	<p>EXISTING: I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD (EXTEND MERGE LANES BY 100 FEET)</p> <p>REVISED: I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD</p>	2018	\$46,356	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2M0730	ORA111801	STATE HIGHWAY	5	<p>EXISTING: I-5 WIDENING (EL TORO TO SR-73) - ADD 2 GP LANES FROM AVERY TO ALICIA IN BOTH DIRECTIONS; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN BOTH DIRECTIONS; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONFIGURE INTERCHANGES AT AVERY PKWY & LA PAZ. CONSISTENT WITH THE 2012 RTP</p> <p>REVISED: I-5 WIDENING (EL TORO TO SR-73) - ADD 1 GP LANES FROM AVERY TO ALICIA IN EACH DIRECTIONS; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN EACH DIRECTIONS; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONSTRUCT INTERCHANGES AT AVERY PKWY & LA PAZ RD. CONSISTENT WITH THE 2012 RTP</p>	2023	\$6,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2M0733	ORA100511	STATE HIGHWAY	55	EXISTING: SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP THROUGH PROJECT LIMITS (PS&E AND PAED). CONSISTENT WITH THE 2012 RTP	EXISTING: 2021	EXISTING: \$297,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION, SCHEDULE, AND FTIP PROJECT COST
					REVISED: SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS (PS&E AND PAED). CONSISTENT WITH THE 2012 RTP	REVISED: 2020	REVISED: \$274,900		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	ORA030605	ORA030605	STATE HIGHWAY	405	<p>EXISTING: I-405 FROM SR-73 TO I-605. IN EACH DIRECTION ADD 1 MF LAND, CONVERT EXISTING HOV TO HOT, ADD 1 ADDITIONAL HOT LANE, AND ADDITIONAL CAPITAL IMPROVEMENTS. COMBINED WITH ORA045, ORA151 AND ORA120310. CONSISTENT WITH THE 2012 RTP</p> <p>REVISED: I-405 FROM SR-73 TO I-605 ADD 1 MF LANE EACH DIR AND PROVIDE ADDITIONAL CAPITAL IMPROVEMENTS. #317. COMBINED WITH ORA045, ORA151 AND ORA120310</p>	2023	\$1,694,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2TR0701	ORA080908	TRANSIT	0	EXISTING: A TRANSIT CORRIDOR FOR THE CITY OF ANAHEIM - ANAHEIM RAPID CONNECTION (ARC) FIXED GUIDEWAY SYSTEM LINKING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER (ARTIC) TO THE PLATINUM TRIANGLE TO THE ANAHEIM RESORT. ALTERNATIVES ANALYSIS, EIR/EIS, LPA AND CONCEPTUAL AND ADVANCED ENGINEERING, PROJECT DEVELOPMENT ACTIVITIES AND PRELIMINARY ENGINEERING.	EXISTING: 2015	EXISTING: \$18,536	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION, SCHEDULE, AND FTIP PROJECT COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: A TRANSIT CORRIDOR FOR THE CITY OF ANAHEIM - ANAHEIM RAPID CONNECTION (ARC) FIXED GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER (ARTIC) THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT. ALTERNATIVES ANALYSIS, EIR/EIS, LPA AND CONCEPTUAL AND ADVANCED ENGINEERING, PROJECT DEVELOPMENT ACTIVITIES AND PRELIMINARY ENGINEERING.	REVISED: 2020	REVISED: \$319,000		
RIVERSIDE	30M0701-RIV110302	RIV110302	STATE HIGHWAY	10	EXISTING: ON I-10 IN THE CITY OF BLYTHE - PROVIDE NEW W/B ON AND W/B OFF RAMPS TO HOBSON WAY APPROX 1,800' W/O EXISTING RAMPS TO RIVIERA DR/INSPECTION STATION. THE NEW RAMPS WILL REPLACE EXISTING CONNECTION TO RIVIERA DR.	2015	EXISTING: \$3,635	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: ON I-10 IN THE CITY OF BLYTHE - PROVIDE NEW W/B ON AND W/B OFF RAMPS TO HOBSON WAY APPROX 3,500" W/O EXISTING RAMPS TO RIVIERA DR/INSPECTION STATION. THE NEW RAMPS WILL REPLACE EXISTING CONNECTION TO RIVIERA DR.		REVISED: \$3,998		
SAN BERNARDINO	200018	200018	LOCAL HIGHWAY	0	EXISTING: BOULDER AV ACROSS CITY CREEK S/O BASELINE - RECONSTRUCT EXISTING BRIDGE FROM 2 TO 4 LANES; ALSO WIDEN BOULDER AVE FROM 190 FT NORTH TO 1,430 FT SOUTH OF BRIDGE FROM 2-4 LANES (54C0648)(TOLL CREDITS \$600 FOR FY12/13 CON)	EXISTING: 2012	EXISTING: \$21,898	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: BOULDER AV ACROSS CITY CREEK S/O BASELINE - RECONSTRUCT EXISTING BRIDGE FROM 2 TO 4 LANES; ALSO WIDEN BOULDER AVE FROM 190' NORTH TO 1,430' SOUTH OF BRIDGE FROM 2-4 LANES (54C0648)	REVISED: 2014	REVISED: \$16,765		
SAN BERNARDINO	20130403	20130403	LOCAL HIGHWAY	0	IN RIALTO, CONSTRUCT PEPPER AVE - 4 LANES FROM NORTHERN TERMINUS TO APPROX 1,300 FT S/O HIGHLAND AVE AND 2 LANES FROM APPROX 1,300 FT S/O HIGHLAND AVE TO HIGHLAND AVE	2014	\$15,000	NEW RTP PROJECT COST.	NEW PROJECT

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SAN BERNARDINO	20084104	20084104	LOCAL HIGHWAY	0	EXISTING: JOSHUA STREET PARK & RIDE EXPANSION - ON JOSHUA STREET WEST OF US 395,C ITY OF HESPERIA, EXISTING PNR HAS 188 SPACES AND NEEDS TO ADD 150 SPACES, TO INCLUDE LANDSCAPING, LIGHTING AND VARIOUS NON-CAPACITY STREET IMPROVEMENTS TO FACILITATE ADDITIONAL SPACES (TOLL CREDITS TO BE USED IN ENG & CON PHASES.CMAQ ADDED \$5 IN 10/11 AND \$67 2011/12)	EXISTING: 2012	EXISTING: \$638	PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
					REVISED: JOSHUA STREET PARK & RIDE EXPANSION - ON JOSHUA STREET WEST OF US 395,C ITY OF HESPERIA, EXISTING PNR HAS 188 SPACES AND NEEDS TO ADD 200 SPACES, TO INCLUDE LANDSCAPING, LIGHTING AND VARIOUS NON-CAPACITY STREET IMPROVEMENTS TO FACILITATE ADDITIONAL SPACES	REVISED: 2014	REVISED: \$743		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SAN BERNARDINO	200622	200622	LOCAL HIGHWAY	0	LENWOOD GRADE SEPARATION - NORTH OF WEST MAIN ST; APPROX.400 FT. N/O TO 600 FT. S/O BNSF AND SANTA FE RR RIGHT-OF-WAY-4 TRAVEL LANE GRADE SEPARATION (CA627)	EXISTING: 2014 REVISED: 2015	\$31,732	NO CHANGE TO PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
SAN BERNARDINO	20130401	20130401	LOCAL HIGHWAY	0	ON ORANGE ST. FROM 2,000 FT. S/O GREENSPOT RD. TO 7,800 FT. N/O PIONEER AVE-BRIDGE REPLACEMENT 2 LANE TO 4 LANE BRIDGE	2018	\$4,630	NEW PROJECT COST.	NEW PROJECT
SAN BERNARDINO	20130402	20130402	LOCAL HIGHWAY	0	RESTRIPE EXISTING STRUCTURAL SECTION OF BAKER BLVD BETWEEN I-15 RAMPS AND SH 127 FROM 2 - 4 LANE CONFIGURATION IN CONJUNCTION WITH PROJECT TO REPLACE EXISTING 2 LANE BRIDGE 54CO127 WITH 4 LANE BRIDGE	2015	\$25	NEW PROJECT COST.	NEW PROJECT

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SAN BERNARDINO	200064	200064	LOCAL HIGHWAY	0	EXISTING: WASHINGTON ST FROM RECHE CANYON TO HUNTS LN - ELIMINATE BOTTLENECK ADD NB TURN POCKET; WIDEN 2-4 LNS ON WASHINGTON FROM RECHE CYN. TO HUNTS LN. USING EXISTING WIDTH; MODIFY SIGNALS	EXISTING: 2012	\$570	NO CHANGE TO PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND COST
					REVISED: WASHINGTON ST FROM RECHE CANYON TO HUNTS LN - ELIMINATE BOTTLENECK BY ADDING NB TURN POCKET AT RECHE CANYON RD. (EXCLUSIVE LEFT AND RIGHT) THROUGH RESTRIPING AND WIDENING WITHIN R/W; MODIFY TRAFFIC SIGNALS	REVISED: 2014			
SAN BERNARDINO	44810-44812	44812	STATE HIGHWAY	10	EXISTING: I-10 TIPPECANOE RECONFIGURE INTERCHANGE & LOCAL RD IMP/MOD (HP 1366)(FORMERLY PART OF RTP ID 44810)(WESTBOUND)(NON-CAPACITY LOCAL ROAD IMPROVEMENTS - NO THRU LANES)	EXISTING: 2014	EXISTING: \$57,070	PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: I-10 TIPPECANOE RECONFIGURE INTERCHANGE & LOCAL RD IMP/MOD (HP 1366)(WESTBOUND - PHASE II)(FORMERLY PART OF RTP ID 44810)	REVISED: 2015	REVISED: \$61,863		
SAN BERNARDINO	200048	200048	STATE HIGHWAY	15	EXISTING: I-15 AT BASELINE INTERCHANGE - FROM 1,800 N/O BASELINE TO 2,400' S/O; 1800' W/O TO EAST AVE. TO 1500' E/O EAST AVE-WIDEN RAMPS (INCLUDING BRIDGES), WIDEN BASELINE RD. FROM 4-6 LANES, WIDEN EAST AVE. FROM 2-4 LANES, REALIGN AND WIDEN S/B AND N/B DIAMOND RAMPS FROM 1-2 LNS (INCLUDG BRIDGES, AD S.B LOOP ON-RAMP (INCL BRIDGES) ADD I-15 ACCEL/DECEL LANES, AND OPERATIONAL IMPROVEME	EXISTING: 2014	EXISTING: \$43,100	PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: I-15 AT BASELINE INTERCHANGE - FROM 1,800 N/O BASELINE TO 2,400FT S/O; 1800FT W/O TO EAST AVE. TO 1500FT E/O EAST AVE- WIDEN RAMPS (INCLUDING BRIDGES), WIDEN BASELINE RD. FROM 4-6 LNS, WIDEN EAST AVE. FROM 2-4 LNS, REALIGN AND WIDEN S/B AND N/B DIAMOND RAMPS FROM 1-2 LNS (INCLUDG BRIDGES, AD S.B LOOP ON-RAMP (INCL BRIDGES) ADD I-15 ACCEL/DECEL LNS, AND OPERATIONAL IMPRVMNTS (EA497100)(CA435)	REVISED: 2015	REVISED: \$53,378		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SAN BERNARDINO	20061201	20061201	STATE HIGHWAY	15	EXISTING: I-15/I-215 I/C IMPRVMTS-DEVORE I/C S/O GLEN HELEN PKWY TO N/O KENWOOD & ON I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PKWY TO 3100 FT N/O I-215 I/C, CONSTRUCT TRUCK BYPASS LNS S/O I-15/215 I/C TO N/O KENWOOD I/C RECONFIG OF I-15/215 I/C DEVORE RD. I/C & KENWOOD I/C RECONNECT OF CAJON BTWN DEVORE RD & KENWOOD(TLL CRDTS)	2018	EXISTING: \$324,246	PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 12/215I/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.		REVISED: \$323,865		
SAN BERNARDINO	4M1007	20110110	STATE HIGHWAY	210	EXISTING: CONSTRUCT NEW FULL-SERVICE INTERCHANGE WITH DIAMOND CONFIGURATION AT SR-210 AND PEPPER AVENUE IN THE CITY OF RIALTO. ADD WB AND EB ACCEL AND DECEL LANES AND LOCAL STREET IMPROVEMENTS (CONSTRUCT 4 LANES ON PEPPER AVE FROM HIGHLAND AVE TO 160 FT SOUTH OF SR-210).	2015	\$18,965		REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: CONSTRUCT NEW FULL-SERVICE INTERCHANGE WITH DIAMOND CONFIGURATION AT SR-210 AND PEPPER AVENUE IN THE CITY OF RIALTO. ADD WB AND EB ACCEL AND DECEL LANES AND WIDEN PEPPER FROM 2-4 LANES FROM HIGHLAND AVE. TO EXISTING 4 LANE SECTION S/O INTERCHANGE				
SAN BERNARDINO	4M01005	20111625	STATE HIGHWAY	210	EXISTING: SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE(S/B). TO I-10 (REDLANDS) INCLUDES AUX. LANES BETWEEN HIGHLAND AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. S/B ON RAMP	2020	\$143,939		REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE(S/B). TO LUGONIA (REDLANDS) INCLUDES AUX. LANES BETWEEN BASE LINE AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. S/B ON RAMP				
SAN BERNARDINO	4M01043	OM630	STATE HIGHWAY	215	EXISTING: I-215 MT. VERNON/WASHINGTON ST. INTERCHANGE- RECONSTRUCT I/C- (PROJECT IS IN REPLACE O/C STRUCTURE; RECONFIGURE ON/OFF RAMPS; ADD SB ACCEL AND NB DECEL LANE- IMPROVEMENTS TO LOCAL STREETS (PA & ED ONLY)	EXISTING: 2018	EXISTING: \$85,000		REVISED DESCRIPTION, SCHEDULE, AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: I-215 MT. VERNON/WASHINGTON ST. INTERCHANGE- RECONSTRUCT I/C- REPLACE O/C STRUCTURE; RECONFIGURE ON/OFF RAMPS; ADD SB ACCEL AND NB DECEL LANE- IMPROVEMENTS TO LOCAL STREETS	REVISED: 2020	REVISED: \$71,500		
SAN BERNARDINO	4TR0101	20061012	TRANSIT	0	EXISTING: DOWNTOWN S.B. PASSENGER RAIL – FROM SAN BERNARDINO METROLINK STATION TO APPROX. 1 MILE EAST TO A NEW METROLINK STATION AT RIALTO AVE AND E ST. IN DOWNTOWN SAN BERNARDINO	EXISTING: 2014	EXISTING: \$66,021		REVISED DESCRIPTION, SCHEDULE, AND COST
					REVISED: DOWNTOWN S.B. PASSENGER RAIL – FROM SAN BERNARDINO METROLINK STATION TO APPROX. 1 MILE EAST TO A NEW TRANSIT STATION AT RIALTO AVE AND E ST. IN DOWNTOWN SAN BERNARDINO	REVISED: 2015	REVISED: \$83,713		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
VENTURA	5AL07	VEN121201	LOCAL HIGHWAY		MADERA RD IN SIMI VALLEY. WIDEN EASTSIDE FROM SIMI VILLAGE DR TO LOS ANGELES AVE TO ADD THIRD LANE AND RIGHT-TURN LANE.	2014	\$600		NEW PROJECT

* For modeled projects, represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis

Modifications to RTP Projects

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
IMPERIAL	6120011	LOCAL HIGHWAY	0	CESAR CHAVEZ FROM 2 ND STREET TO SR-98: WIDEN AND IMPROVE	2018	\$13,196	DUPLICATE RTP PROJECT COST REMOVED.	REMOVED DUPLICATE PROJECT
IMPERIAL	6120002	STATE HIGHWAY	I-8	RECONSTRUCT I-8 INTERCHANGE AT IMPERIAL AVE.: FROM A TWO-LANE TO A FOUR-LANE DIAMOND TYPE OVERCROSSING, REALIGN AND RECONSTRUCT ON AND OFF-RAMPS, AND PROVIDE ACCESS TO IMPERIAL AVE. SOUTH OF I-8.	2020	\$39,635	DUPLICATE RTP PROJECT COST REMOVED.	REMOVED DUPLICATE PROJECT
ORANGE	2121001	LOCAL HIGHWAY	0	NEW RAIL GRADE SEPARATION ON LOSSAN CORRIDOR (ANAHEIM)	2013	\$439	NEW RTP PROJECT COST.	NEW PROJECT (PREVIOUSLY IN 2012-2035 RTP/SCS STRATEGIC PLAN)

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2A0704	LOCAL HIGHWAY	REGIONAL CAPACITY PROGRAM	COMPLETE MPAH, IMPROVE ARTERIAL CAPACITY.	2035	\$1,984,650	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED MODELING DETAILS INCLUDING THE REMOVAL OF THE 19 TH STREET ADDITION FROM BALBOA TO BANNING; AND A COMPLETION DATE OF 2016 FOR THE BROOKHURST STREET SEGMENT 600' NORTH OF THE I-5 TO SR-91
ORANGE	2H0703	STATE HIGHWAY	I-5	EXISTING: ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD; EXTEND MERGE LANES BY 100 FEET REVISED: ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD	2018	\$46,400	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2M0730	STATE HIGHWAY	I-5	<p>EXISTING: ADD 2 GP LANES FROM AVERY TO ALICIA IN BOTH DIRECTIONS; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN BOTH DIRECTIONS; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONFIGURE INTERCHANGES AT AVERY PKWY & LA PAZ</p> <p>REVISED: ADD 1 GP LANE FROM AVERY TO ALICIA IN EACH DIRECTION; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN EACH DIRECTION; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONSTRUCT INTERCHANGES AT AVERY PKWY & LA PAZ RD.</p>	2023	\$558,700	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION
ORANGE	ORA030605	STATE HIGHWAY	I-405	EXISTING: I-405 FROM SR-73 TO I-605. IN EACH DIRECTION, ADD 1 MF LANE, CONVERT EXISTING HOV TO HOT, ADD 1 ADDITIONAL HOT LANE, AND ADDITIONAL CAPITAL IMPROVEMENTS	EXISTING: 2023	EXISTING: \$1,694	NO CHANGE TO RTP PROJECT COST (COST REVISION	REVISED DESCRIPTION, SCHEDULE, AND COST (COST REVISION CORRECTS TYPOGRA-

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
				REVISED: ADD 1 MF LANE IN EACH DIRECTION, AND ADDITIONAL CAPITAL IMPROVEMENTS (BY 2022); CONVERT EXISTING HOV TO HOT, ADD 1 ADDITIONAL HOT LANE EACH DIRECTION (BY 2035)	REVISED: 2035	REVISED: \$1,694,000	CORRECTS TYPOGRAPHICAL ERROR; ORIGINAL RTP/SCS FISCAL IMPACT ANALYSIS BASED ON CORRECT COST). NO FISCAL IMPACT.	PHICAL ERROR)
ORANGE	2M0733	STATE HIGHWAY	SR-55	EXISTING: ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO SR-22; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS	EXISTING: 2023	EXISTING: \$343,055	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
				REVISED: ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMPS AND OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS	REVISED: 2020	REVISED: \$274,900		

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2TR0701	TRANSIT	0	EXISTING: ANAHEIM RAPID CONNECTION: ELEVATED FIXED-GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER, THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT	2020	EXISTING: \$676,000	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST
				REVISED: ANAHEIM RAPID CONNECTION: FIXED-GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER, THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT		REVISED: \$394,895		
ORANGE	2TR1001	TRANSIT	0	EXISTING: SANTA ANA AND GARDEN GROVE FIXED GUIDEWAY BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE.	2018	EXISTING: \$252,000	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
				REVISED: SANTA ANA AND GARDEN GROVE FIXED GUIDEWAY BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE. SEGMENT 1: SARTC TO BRISTOL SEGMENT 2: BRISTOL TO HARBOR		REVISED: \$246,613		
SAN BERNARDINO	4120194	TRANSIT	0	ADD A SECOND TRACK/ADDITIONAL PASSING TRACK THROUGHOUT THE CORRIDOR OF PHASE 1 PROJECT	EXISTING: 2020 REVISED: 2023	\$183,490	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
SAN BERNARDINO	4TR0101	TRANSIT	0	EXISTING: EXTEND RAIL SERVICE TO REDLANDS (9 MILES); COMMUTER RAIL TECHNOLOGY REVISED: EXTEND METROLINK RAIL SERVICE FROM RIALTO/E ST IN SAN BERNARDINO TO REDLANDS (9 MILES)	EXISTING: 2015 REVISED: 2018	\$148,879	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE

* For modeled projects, represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis

Fiscal Impact

This amendment includes changes to existing projects, deletion of existing projects, and addition of new projects. Individual project changes are addressed in Chapter 2 of this document.

In terms of overall impact on the RTP/SCS Financial Plan, there was a net cost decrease of \$280 million to the 2012–2035 RTP/SCS Financial Plan from changes to existing projects, project deletions, and new projects. A summary of these changes are broken down by county in the below table (see first three rows in table below).

Any net cost increases to the RTP/SCS Financial Plan are being funded by the identified sources broken down by county (see table below) which are in addition to 2012–2035 RTP/SCS forecasted revenues.

Based on review of the funding considerations for each project documented herein, SCAG finds that this amendment does not adversely impact the financial constraint of the 2012–2035 RTP/SCS. The RTP/SCS remains financially constrained.

Fiscal Impact Summary

(Amounts in \$1,000's)	IMPERIAL COUNTY	LOS ANGELES COUNTY	ORANGE COUNTY	RIVERSIDE COUNTY	SAN BERNARDINO COUNTY	VENTURA COUNTY	SCAG REGION
Cost increases: changes to existing and new projects	\$6,080	\$126,817	\$439	\$363	\$19,806	\$0	\$153,505
Cost decreases: changes to existing projects and deleted projects	(\$13,196)	(\$60,601)	(\$354,647)	\$0	(\$5,541)	\$0	(\$443,985)
Net cost increase (decrease)	(\$7,116)	\$66,216	(\$354,208)	\$363	\$14,265	\$0	(\$280,408)
Additional funding sources:							
County sales tax	\$0	\$0	\$0	\$0	\$4,630	\$0	\$4,630
Other local funds	\$0	\$65,257	\$0	\$363	\$9,635	\$0	\$79,255
Total sources	\$0	\$65,257	\$0	\$363	\$14,265	\$0	\$79,885

Senate Bill 375 and the Sustainable Communities Strategy

Upon the adoption of the RTP/SCS in April 2012, SCAG determined that the plan met and exceeded all of the requirements for a Sustainable Communities Strategy (SCS) as set forth in SB 375. A description of the SCS and how the requirements are addressed is included in the adopted Plan as Chapter 4. At the time of adoption, SCAG concluded that State established greenhouse gas emission reduction targets had been met and exceeded, and the California Air Resources Board reviewed and approved this conclusion in July

2012. This Amendment to the 2012-2035 RTP/SCS makes certain changes to transportation projects and other plan assumptions as described in this document. Staff has reviewed the amendment relative to the adopted plan and to the requirements of SB 375, and has determined that the RTP/SCS remains valid under SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets.

Transportation Conformity

Transportation conformity is required under the Federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards. Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

Under the U.S. DOT metropolitan planning regulations and EPA's transportation conformity regulations, Amendment #1 to the 2012-2035

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment #13-04 to the 2013 Federal Transportation Improvement Program (FTIP) need to pass five tests: consistency with the adopted 2012-2035 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

The findings of the conformity determination for Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP are presented below. Details of the regional emissions analysis follow the findings.

Conformity Findings

SCAG's findings for the approval of Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP are as follows:

- Consistency with 2012-2035 RTP/SCS Test
 - Inclusion of the amended projects in the 2012-2035 RTP/SCS and 2013 FTIP would not change any other policies, programs or projects in the federally approved 2012-2035 RTP/SCS.
 - Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP are consistent with the federally approved 2012-2035 RTP/SCS and meet all federal and state requirements and regulations.
- Regional Emissions Tests
 - Finding: The regional emissions analyses for Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP update the regional emissions analyses for the federally approved 2012-2035 RTP/SCS and 2013 FTIP.
 - Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions analysis for PM_{2.5} and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).
 - Finding: For the 1997 ozone national ambient air quality standards, Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).
 - Finding: For the 2008 ozone national ambient air quality standards, Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and

Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

- Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for NO₂ meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.
- Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
- Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).
- Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).

- Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions analysis for PM_{2.5} and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).
- Timely Implementation of TCMs Test
 - Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP does not revise or otherwise alter the scope, schedule, funding priority, or implementation of any TCM.
- Financial Constraint Test
 - Finding: All projects listed in Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact chapter of this report.
- Interagency Consultation and Public Involvement Test
 - Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP comply with all federal requirements for interagency consultation and public involvement. The Amendments were discussed at the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on six occasions (September 25, October 23, November 27, 2012; January 22, February 26, and March 26, 2013). The draft conformity analysis is scheduled to be released for a 30-day public review by April 9, 2013 and a public hearing is scheduled to be held on April 17, 2013.

Regional Emissions Analysis

The following tables summarize the required regional emission analyses for each of the non-attainment and maintenance areas within SCAG's jurisdiction. For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by California Air Resources Board to set the budgets (i.e., any fraction

rounded up to the nearest ton), and are the basis of the conformity findings for these areas. For paved road dust (PM_{2.5} and PM₁₀), SCAG used the approved South Coast AQMD methodology, which uses EPA's AP-42 for the updated Base Year and a combination of additional growth in center-line miles and VMT for future years.

South Central Coast Air Basin – Ventura County Portion

Table 1. 1997 And 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2021	2030	2035
ROG	Budget	13	13	13	13
	Plan	9	7	5	5
	Budget – Plan	4	6	8	8
NOx	Budget	19	19	19	19
	Plan	14	9	6	6
	Budget – Plan	5	10	13	13

South Coast Air Basin

Table 2. 1997 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2017	2020	2023	2030	2035
ROG	Budget	136	119	108	99	99	99
	Plan ^b	128	112 ^a	100	91	76	68
	Budget – Plan	8	7	8	8	23	31
NOx	Budget	277	224	185	140	140	140
	Plan ^b	262	210 ^a	164	126	109	103
	Budget – Plan	15	14	21	14	31	37

^a2017 interpolated between 2014 and 2018

^b Including baseline adjustments provided by ARB.

Table 3. 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2014	2017	2018	2020	2021	2023	2032	2035	
ROG	Budget	SCAB	136	119	119	108	108	99	99	99	
	Plan	Morongo	0.4	0.4 ^a	0.4	0.3	0.3	0.3	0.3	0.3	0.3
		Pechanga ^b	0.0	0.0 ^a	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	141.5	123.8 ^a	117.9	108.4	104.8	97.6	78.4	73.5	
		Adjustments provided by ARB	-14.8	-12.4	-11.3	-9.6	-8.7	-7.7	-5.9	-5.7	
		Sum	127.1	111.8	107.0	99.1	96.4	90.2	72.7	68.0	
		SCAB	128	112	107	100	97	91	73	68	
Budget – Plan			8	7	12	8	11	8	26	31	
NOx	Budget	SCAB	277	224	224	185	185	140	140	140	
	Plan	Morongo	1.8	1.5 ^a	1.4	1.0	1.1	1.0	0.9	0.8	
		Pechanga ^b	0.0	0.0 ^a	0.0	0.0	0.0	0.0	0.0	0.0	
		SCAB excluding Morongo and Pechanga	283.2	228.1 ^a	209.7	177.8	168.4	156.7	122.3	116.8	
		Adjustments provided by ARB	-23.7	-19.8	-16.7	-15.7	-20.0	-32.0	-16.8	-15.0	
		Sum	261.4	209.8	194.4	163.1	149.5	125.7	106.4	102.6	
		SCAB	262	210	195	164	150	126	107	103	
Budget – Plan			15	14	29	21	35	14	33	37	

^a2017 interpolated between 2014 and 2018.

^b less than 0.05 tons/day.

Table 4. PM2.5 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	Budget	132	132	132	132
	Plan ^a	124	96	73	66
	Budget – Plan	8	36	59	66
NOx	Budget	290	290	290	290
	Plan ^a	275	168	114	108
	Budget – Plan	15	122	176	182
PM2.5	Budget	35	35	35	35
	Plan	21	23	23	23
	Budget – Plan	14	12	12	12

^a Including baseline adjustments provided by ARB.

Table 5. PM10 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	Budget	251	251	251	251
	Plan ^a	124	96	73	66
	Budget – Plan	127	155	178	185
NOx	Budget	549	549	549	549
	Plan ^a	275	168	114	108
	Budget – Plan	274	381	435	441
PM10	Budget	166	166	166	166
	Plan	79	79	85	87
	Budget – Plan	87	87	81	79

^a Including baseline adjustments provided by ARB.

On March 22, 2013, EPA Regional Administrator, Jared Blumenfeld, signed a proposed rule approving the South Coast PM10 maintenance plan and the associated motor vehicle emissions budgets. Table 6 below is for information purposes only since the proposed new budgets have not been finalized by EPA. If the new PM10 budgets are approved by EPA as proposed, Table 6 will supersede Table 5 above.

Table 6. PM10 (24-Hour Emissions [Tons/Day]) with New PM10 Budgets Proposed by EPA in April 2013 (pending EPA approval)

Pollutant		2014	2020	2030	2035
ROG	Budget	182	110	81	81
	Plan ^a	124	96	73	66
	Budget – Plan	58	14	8	15
NOx	Budget	372	180	116	116
	Plan ^a	275	168	114	108
	Budget – Plan	97	12	2	8
PM10	Budget	159	164	175	175
	Plan	79	79	85	87
	Budget – Plan	80	85	90	88

^a Including baseline adjustments provided by ARB.

Table 7. CO (Winter Emissions [tons/day])

Pollutant		2015	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137
	Plan	1,208	871	593	522
	Budget – Plan	929	1,266	1,544	1,615

Table 8. NO2 (Winter Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
NO2	Budget	680	680	680	680
	Plan	311	194	136	125
	Budget – Plan	369	486	544	555

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

Table 9. 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2020	2027	2035
ROG	Budget	22	22	22	22
	Plan	13	10	9	8
	Budget – Plan	9	12	13	14
NOx	Budget	77	77	77	77
	Plan	34	24	21	22
	Budget – Plan	43	53	56	55

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

Table 10. PM10 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM10	No Build	9.7	9.9	11.7	12.7
	Build	9.0	9.5	11.2	12.0
	No Build – Build	0.7	0.5	0.5	0.7

Mojave Desert Air Basin – Searles Valley portion of San Bernardino County

Table 11. PM10 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM10	No Build	0.1	0.1	0.1	0.1
	Build	0.1	0.1	0.1	0.1
	No Build – Build	0.0	0.0	0.0	0.0

Salton Sea Air Basin – Riverside County Coachella Valley Portion

Table 12. 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2020	2027	2035
ROG	Budget	7	7	7	7
	Plan	6	5	4	4
	Budget – Plan	1	2	3	3
NOx	Budget	26	26	26	26
	Plan	18	12	11	11
	Budget – Plan	8	14	15	15

Table 13. PM10 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM10	Budget ^a	10.9	10.9	10.9	10.9
	Plan	8.9	8.6	8.8	9.1
	Budget – Plan	2.0	2.3	2.1	1.8

^a Budget set to one decimal place by 2003 Coachella SIP.

Salton Sea Air Basin – Imperial County Portion

Table 14. 1997 and 2008 Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2015	2020	2030	2035
ROG	Budget	7	7	7	7
	Plan	5	4	4	4
	Budget – Plan	2	3	3	3
NOx	Budget	17	17	17	17
	Plan	12	9	9	10
	Budget – Plan	5	8	8	7

Table 15. PM2.5 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM2.5	No Build	0.7	0.7	0.8	0.8
	Build	0.7	0.6	0.7	0.8
	No Build – Build	0.0	0.1	0.1	0.0

Table 16. PM10 (24-HOUR Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM2.5	No Build	2.1	2.3	2.6	2.8
	Build	1.8	2.0	2.3	2.4
	No Build – Build	0.3	0.3	0.3	0.4

Addendum to the 2012-2035 RTP/SCS Program Environmental Impact Report

Southern California Association of Governments (SCAG) proposes to amend the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP is a long-range vision for regional transportation investments. Using growth forecasts and economic trends, the RTP considers the role of transportation relative to economic factors, environmental issues and quality-of-life goals, and provides an opportunity to identify transportation strategies today that address mobility needs for the future. The RTP is updated every four years to reflect changes in economic trends, state and federal requirements, progress made on projects, and adjustments for population and jobs. The SCS, a new element of the RTP pursuant to SB375, integrates land use, transportation strategies, and transportation investments within the Plan.

The 2012-2035 RTP/SCS Project List (hereafter referred to as “Project List”) contains more than 3,600 of individual transportation projects that aim to improve the region’s mobility and air quality, and revitalize the economy and includes, but is not limited to, highway improvements such as mixed flow lanes, interchanges, ramps, high occupancy vehicle (HOV) lanes, toll lanes, and arterials; transit improvements such as bus, bus rapid transit (BRT) and various rail upgrades; high speed regional transport (HSRT); and goods movement strategies. Although the 2012-2035 RTP/SCS has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, the 2012-2035 RTP/SCS is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

Since the adoption of the 2012-2035 RTP/SCS in April 2012, SCAG has received requests from several county transportation commissions to amend the Plan to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects contained therein (proposed 2012-2035 RTP/SCS Amendment #1).

As the Lead Agency under the California Environmental Quality Act (CEQA, Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared the Final RTP/SCS Program EIR (PEIR) for the 2012-2035 RTP/SCS to evaluate the potential environmental impacts associated with implementation of the 2012-2035 RTP/SCS and to identify practical and feasible mitigation measures.

As is appropriate for a program EIR, the 2012-2035 RTP/SCS PEIR focuses on a region-wide assessment of existing conditions and potential impacts as well as broad policy alternatives and program-wide mitigation measures (CEQA Guidelines Section 15168(b)(4)). Pursuant to Section 15152 of the CEQA Guidelines, subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the 2012-2035 RTP/SCS PEIR. The CEQA Guidelines do not require a Program EIR to specifically list all subsequent activities that may be within its scope. For large scale planning approvals (such as the RTP/SCS), where site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, the site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168 and 15152) provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

In sum, the 2012-2035 RTP/SCS PEIR serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed Plan by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. Site specific analysis will occur as each project is defined and goes through individual project review.

The 2012-2035 RTP/SCS PEIR was certified on April 4, 2012; This Addendum to the 2012-2035 RTP/SCS PEIR has been prepared to address proposed updates and revisions to the 2012-2035 RTP/SCS Project List.

Basis for the Addendum

When an EIR has been certified and the project is modified or otherwise changed after certification, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and CEQA Guidelines Sections 15162, 15163 and 15164.

Specifically, CEQA Guidelines Section 15162(a) provides that a Subsequent EIR is not required unless the following occurs:

- (1) Substantial changes are proposed in the project which will require major revisions the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

An Addendum to an EIR may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a)). An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

An Addendum to the 2012-2035 RTP/SCS PEIR is appropriate to address the proposed changes in Amendment #1 to the 2012-2035 RTP/SCS because the proposed revisions do not meet the conditions of Section 15162(a) for preparation of a subsequent EIR. Neither the proposed new projects or changes to existing projects would result in 1) substantial changes to the 2012-2035 RTP/SCS which will require major revisions of the 2012-2035 RTP/SCS PEIR; 2) substantial changes to the circumstances under which the 2012-2035 RTP/SCS is being undertaken which will require major revisions in the 2012 PEIR; or 3) new information of substantial importance showing significant effects not previously examined.

While the proposed changes to the 2012-2035 RTP/SCS Project List may arguably represent "New information of substantial importance..." at the local level, these changes are not substantial at the regional level as analyzed in the 2012-2035 RTP/SCS PEIR. More specifically, the proposed changes to the 2012-2035 RTP/SCS Project List would not result in one or more significant effects (at

the regional level) not discussed in the 2012-2035 RTP/SCS PEIR, nor result in impacts that are substantially more severe than shown in the 2012-2035 RTP/SCS PEIR. Moreover, no changes to the mitigation measures contained in the 2012-2035 RTP/SCS PEIR are necessary or being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the 2012-2035 RTP/SCS PEIR, the level of detail for individual projects on the RTP/SCS Project List is generally insufficient to be able to analyze local effects. Such analysis is more appropriately undertaken in Tier 2, project-specific environmental documents prepared by the individual agencies proposing each project. In sum, the proposed changes to the 2012-2035 RTP/SCS Project List, contained in the 2012-2035 RTP/SCS Amendment #1 do not result in any of the conditions described in CEQA section 15162(a). For these reasons,

Project Description

The 2012-2035 RTP/SCS includes approximately 3,600 projects with completion dates spread over a 23 year time period. Proposed 2012-2035 RTP/SCS Amendment #1 includes 43 projects, or approximately 1% of the total 2012-2035 RTP/SCS projects. The amendment proposes revisions (scope, schedule, or costs) to thirty projects already included in the 2012-2035 RTP/SCS and also includes seven new projects. The new projects include transit,

Analysis of Impacts

The changes described above to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR broadly identifies a number of region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by the 2012-2035 RTP/SCS.

SCAG has elected to prepare an addendum to the 2012 PEIR rather than a subsequent EIR.

SCAG has assessed the additional and modified projects at the programmatic level, and finds that the projects identified in Amendment #1 are consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR. Further, SCAG finds that the proposed changes to the 2012-2035 RTP/SCS Project List identified in 2012-2035 RTP/SCS Amendment #1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR. As such, SCAG has prepared this Addendum to the 2012-2035 RTP/SCS PEIR.

freeway, and arterial projects, none of which are different than the types of projects already included in the 2012-2035 RTP/SCS and analyzed in the PEIR.

The revised 2012-2035 RTP/SCS Project List can be found in section 2 of the 2012-2035 RTP/SCS Amendment #1 and is incorporated herein by reference.

The 2012-2035 RTP/SCS PEIR presents analysis at the programmatic level of various types of projects, including both modifications to the existing system as well as new systems such as new highway and transit facilities, goods movement roadway facilities, rail corridors, flyovers, interchanges, and High-Speed Rail.

Although the new projects identified in the 2012-2035 RTP/SCS Amendment #1 were not identified in the 2012-2035 RTP/SCS PEIR, SCAG has assessed these additional projects at the programmatic

level and finds that they are consistent with the scope, goals, and policies contained in the 2012-2035 RTP/SCS and with the analysis and conclusions presented in the 2012-2035 RTP/SCS PEIR. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, NEPA, and all other applicable regulations.

No changes to the mitigation measures contained in the 2012-2035 RTP/SCS PEIR are necessary or proposed. SCAG has determined that

Aesthetics and Views

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 are not expected to cause significant adverse impacts to aesthetics or views beyond those already described in the 2012-2035 RTP/SCS PEIR. Significant impacts anticipated in the 2012-2035 RTP/SCS PEIR would be the substantial degradation of the existing visual character or quality of the site and its surroundings, adverse effects on a scenic vista, damage to scenic resources, creating a new source of substantial light affecting day or nighttime views, and affecting shadow-sensitive uses that would be shaded by a project-related structure for more than three hours in the winter or for more than four hours during the summer (2012-2035 RTP/SCS PEIR pp. 3.1-8 – 3.1-18).

Air Quality

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 are not expected to cause additional significant air quality impacts beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR identified significant and unavoidable impacts to regional air quality, cancer risk increases, and short-term air emissions from implementation of the RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.2-21 – 3.2-41). Nevertheless, both the 2012-2035 RTP/SCS and Amendment #1 meet the regional emissions and other

the changes and additions identified above would result in impacts that would fall within the range of impacts identified in the 2012-2035 RTP/SCS PEIR. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the 2012-2035 RTP/SCS PEIR are anticipated to result from the changes and additions identified in the 2012-2035 RTP/SCS Amendment #1.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increases in aesthetic or view impacts programatically addressed in the 2012-2035 RTP/SCS PEIR.

tests set forth by the federal Transportation Conformity regulations, demonstrating the integrity of the State Implementation Plans prepared pursuant to the federal Clean Air Act for the non-attainment and maintenance areas in the SCAG region. The updated conformity analysis can be found in section 3 of the 2012-2035 RTP/SCS Amendment #1 and is incorporated herein by reference.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects

Biological Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 are consistent with the findings of the 2012-2035 RTP/SCS PEIR analysis of biological resources. The 2012-2035 RTP/SCS PEIR concluded that significant impacts expected with the implementation of the RTP/SCS includes the disturbance and removal of natural vegetation that may be utilized by sensitive species, habitat fragmentation and associated decrease in habitat quality, litter, trampling, light pollution and road noise, displacement of riparian and wetland habitat, siltation, loss of prime farmlands, grazing lands, open space and recreation lands. (2012-2035 RTP/SCS PEIR pp. 3.3-39 – 3.3-59).

Cultural Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 would result in impacts consistent with the findings of the 2012-2035 RTP/SCS PEIR on cultural resources. The 2012-2035 RTP/SCS PEIR determined that the development of new transportation facilities may affect archaeological and paleontological resources, primarily through the disturbance of buried resources. Additionally, the development of new transportation facilities may affect historic architectural resources (structures 50 years or older), either through direct affects to buildings within the proposed project area, or through indirect affects to the area surrounding a resource if it creates a visually incompatible structure adjacent to a historic structure (2012-2035 RTP/SCS PEIR pp. 3.4-18 - 3.4-27).

(as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increases in air quality impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Detailed project-level analysis, including project level mitigation measures, will be conducted by each implementing agency for each individual project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any significant new or increases in region-wide biological impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any significant new or increases in region-wide cultural resource impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Geology, Soils, and Mineral Resources

Potential impacts on geology, soils, and mineral resources resulting from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 would be consistent with the findings of the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR identified that damage to transportation infrastructure can result from geologic and seismic activity, such as surface rupture, ground shaking, subsidence, liquefaction, soil expansion and land-sliding. In addition work associated with implementation of the 2012-2035 RTP/SCS could cause impacts such as soil erosion, ground instability and loss of mineral resources. However, incorporation of mitigation measures identified in the 2012-2035 RTP/SCS PEIR would alleviate significant impacts associated with geological safety and mineral loss (2012-2035 RTP/SCS PEIR pp. 3.5-14 – 3.5-23).

Greenhouse Gas Emissions

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 are not expected to cause additional significant greenhouse gas emission impacts beyond those already identified in the 2012-2035 RTP/SCS PEIR. Though lead agencies retain the discretion to determine thresholds of significance of GHG emissions, the 2012-2035 RTP/SCS PEIR identifies three thresholds of significance: increase in GHG emissions compared to existing conditions, conflict with SB 375 GHG emission reduction targets, and conflict with other applicable GHG reduction plans. Both the 2012-2035 RTP/SCS and proposed Amendment #1 achieve and exceed the SB 375 per capita GHG reduction targets for the SCAG region.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide geology, soils, or mineral resource impacts programmatically addressed in the 20012 PEIR.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increase in greenhouse gas emissions impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Hazardous Materials

Potential impacts on hazardous materials from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 would be consistent with the findings of the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR concluded that the RTP/SCS would improve the movement of goods, including hazardous materials, through the region. The potential significant impacts include potential hazards created due to the disturbance of contaminated property during implementation of the 2012-2035 RTP/SCS and risk of accidental releases due to an increase in the transportation of hazardous materials and the potential for such releases to reach schools within one-quarter mile of transportation facilities affected by the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.7-8 – 3.7-18).

Land Use and Agricultural Resources

Potential impacts to land use that could result from the proposed changes to the 2012-2035 RTP/SCS Project List contained in the 2012-2035 RTP/SCS Amendment #1 are anticipated to result in impacts consistent with the findings of the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR analyzed potential impacts of the 2012-2035 RTP/SCS on land use consistency and compatibility. The 2012-2035 RTP/SCS PEIR concluded that the RTP/SCS would affect land use patterns and the consumption of agricultural land and forest resources. Expected significant impacts include substantial land use density growth in areas adjacent to transit, separation of residences from community facilities and services and impacts on vacant natural lands (2012-2035 RTP/SCS PEIR pp. 3.8-11 – 3.8-27). However, the assessment in the 2012-2035 RTP/SCS PEIR adequately

Noise

Potential noise impacts from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increases in region-wide hazardous materials impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

evaluates these impacts at the programmatic level and includes mitigation measures.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increases in region-wide land use and agricultural resource impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

#1 are anticipated to be consistent with the findings of the 2012-2035 RTP/SCS PEIR for noise. The projects could potentially cause

temporary or permanent increases in ambient noise levels and expose noise-sensitive land uses to noise increases in excess of acceptable levels. However, the assessment in the 2012-2035 RTP/SCS PEIR Noise Chapter adequately evaluates these impacts at the programmatic level and includes mitigation measures to be implemented at the project level (2012-2035 RTP/SCS PEIR pp. 3.9-13 – 3.9-26). Impacts from the proposed project identified in this Amendment would be expected to fall within the range of impacts previously identified in the 2012-2035 RTP/SCS PEIR.

Population, Housing and Employment

Potential impacts to population, housing, and employment from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 are anticipated to be consistent with the findings for the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR analyzed potential impacts to population growth and current residential and business land uses that could occur upon implementation of the 2012-2035 RTP/SCS. The 2012-2035 RTP/SCS PEIR concluded that the RTP would result in significant impacts including substantial population growth in areas adjacent to transit, displacement of existing businesses and homes, separation of residences from community facilities and services, and impacts on vacant natural lands. Also indirectly, population distribution is expected to occur due to the transportation

Public Services and Utilities

The potential impacts from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 20012 RTP/SCS Amendment #1 are anticipated to be within the range of, and consistent with the findings of, the 2012-2035 RTP/SCS PEIR for public services and utilities of the 2012-2035 RTP/SCS PEIR. Anticipated significant cumulative impacts include demand for more police, fire,

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide noise impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

investments and land use policies identified in the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.10-6 – 3.10-13).

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Therefore, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide population, employment, and housing impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

emergency personnel and facilities; demand for more school facilities and teachers; demand for additional solid waste services, and increased potential of encountering and severing utility lines during implementation of the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.11-45 – 3.11-56).

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects

Transportation, Traffic and Security

Proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 are not expected to cause significant adverse impacts on region-wide transportation beyond what was analyzed in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR utilized data from the Regional Travel Demand Model to present a regional analysis for the impacts of the 2012-2035 RTP/SCS on transportation. The 2012-2035 RTP/SCS PEIR identifies the following significant impacts from implementation of the 2012-2035 RTP/SCS: increased Vehicle Miles Traveled (VMT); greater average daily Vehicle Hours of Delay (VHD) for heavy-duty truck trips; increased percentage of work opportunities within a 45 minute travel time; and lower system-wide fatality accident rate and injury accident rate in the SCAG region (2012-2035 RTP/SCS PEIR pp. 3.12-23 – 3.12-45).

Water Resources

The potential impacts from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 are anticipated to be within the range of, and consistent with the findings of, the 2012-2035 RTP/SCS PEIR on water resources. The 2012-2035 RTP/SCS PEIR identified degradation of surface water quality, potential reduction of groundwater infiltration; increased flooding hazards; and potentially increase demand for water supply and associated infrastructure (2012-2035 RTP/SCS PEIR pp. 3.13-25 – 3.13-48).

(as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide public service or utilities impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level.. Therefore, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide transportation, traffic, and security impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide water resource impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

Comparison of Alternatives

The proposed changes to the Project List identified in 2012-2035 RTP/SCS Amendment #1 would not significantly affect the comparison of alternatives in the 2012-2035 RTP/SCS PEIR. Amendment #1 to the 2012-2035 RTP/SCS is within the scope of the programmatic-level comparison among the alternatives considered in the 2012-2035 RTP/SCS PEIR: 1) No Project; 2) Modified 2008 RTP

Alternative; and 3) Envision 2 Alternative. The analysis in the Alternatives chapter of the 2012-2035 RTP/SCS PEIR would not be significantly affected by the inclusion of the projects identified in the 2012-2035 RTP/SCS Amendment #1. Therefore, no further comparison is required at the programmatic level.

Long Term Effects

The changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 would result in impacts within the scope of the discussion presented in the long-term effects chapter of the 2012-2035 RTP/SCS PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts (2012-2035 RTP/SCS PEIR pp. 5-1 – 5-4). Unavoidable and irreversible impacts from the inclusion of the proposed changes to the Project List identified in the 2012-2035 RTP/SCS Amendment #1 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2012-2035 RTP/SCS PEIR.

Any growth impacts are expected to be approximately equivalent to those previously disclosed in the 2012-2035 RTP/SCS PEIR (2012-2035 RTP/SCS PEIR pp. 5-1 – 5-4). Overall, the proposed changes to the Project List presented in the 2012-2035 RTP/SCS Amendment #1, are within the scope of the broad, programmatic-level impacts identified and disclosed in the 2012-2035 RTP/SCS PEIR. Thus, the 2012-2035 RTP/SCS Amendment #1 would result in impacts consistent with the findings on long-term effects analysis contained in the 2012-2035 RTP/SCS PEIR.

Findings

After completing a programmatic environmental assessment of the proposed changes described herein to the Project List, SCAG finds that the proposed changes identified in the 2012-2035 RTP/SCS Amendment #1 would not result in either new significant environmental effects or a substantial increase in the severity of any previously identified significant effect. The proposed changes are not substantial changes on a regional level as appropriately analyzed in the 2012-2035 RTP/SCS PEIR. The proposed changes to the Project List do not require revisions to the programmatic, region-wide analysis presented in the 2012-2035 RTP/SCS PEIR.

significantly affect the comparison of regional alternatives or the potential significant impacts previously disclosed in the 2012-2035 RTP/SCS PEIR. As such, SCAG has assessed the proposed changes to the Project List included in 2012-2035 RTP/SCS Amendment #1 at the programmatic level, and finds that inclusion of the proposed changes would be consistent with the analysis and mitigation measures contained in the 2012-2035 RTP/SCS PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the 2012-2035 RTP/SCS. Therefore, a subsequent or supplemental EIR is not required and SCAG concludes that this Addendum to the 2012-2035 RTP/SCS PEIR fulfills the requirements of CEQA.

Further, SCAG finds that the proposed changes to the Project List identified in the 2012-2035 RTP/SCS Amendment #1 do not

Public Review and Comment

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment. A Notice of Availability and Public Hearing, and the Draft Amendment will be posted on SCAG's website at <http://scag.ca.gov>. Written comments will be accepted until 5:00PM on Thursday, May 9, 2013, via US mail or email to:

Southern California Association of Governments
Attention: Margaret Lin
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017
or to lin@scag.ca.gov

A public hearing will also be held at SCAG's Main Office in Los Angeles on Wednesday, April 17, 2013, at 10:00AM and was accessible via videoconference at SCAG's regional offices throughout the region.

SCAG has fully coordinated this Amendment with the regional stakeholders through SCAG's committee structure. Specifically, staff provided periodic reports regarding this Amendment to the Transportation Committee (TC) and Transportation Conformity Working Group (TCWG).

Conclusion

This Amendment maintains the integrity of the transportation conformity findings of the adopted 2012-2035 RTP/SCS. This Amendment also remains valid under SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets. Furthermore, the PEIR Addendum associated with this Amendment concludes that the proposed project changes would not result in either new significant environmental effects or a substantial

increase in the severity of previously identified significant effects. Appropriate and adequate procedures have been followed in ensuring coordination of this Amendment, allowing all concerned parties, stakeholders, and the public ample opportunities to voice concern and provide input. In conclusion, this Amendment to the 2012-2035 RTP/SCS complies with all applicable federal and state requirements, including the Transportation Conformity Rule.

DATE: April 4, 2013

TO: Energy and Environment Committee (EEC)

FROM: Rongsheng Luo, Program Manager, (213) 236-1994, luo@scag.ca.gov

SUBJECT: Transportation Conformity Analysis for Draft Amendment No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Draft Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program (FTIP)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
The draft transportation conformity analysis for Draft Amendment No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Draft Amendment No.13-04 to the 2013 Federal Transportation Improvement Program (FTIP) demonstrates that the amendments meet all conformity requirements. After public review of the draft RTP/SCS Amendment No. 1 and FTIP Amendment No. 13-04 documents, the final conformity analysis will be presented to the EEC for recommendation to the Regional Council (RC) for approval.

STRATEGIC PLAN:
This item supports Strategic Plan Goal 1. Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies. Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
At its April 4, 2012 meeting, the RC adopted the 2012-2035 RTP/SCS. On June 4, 2012, the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) approved the transportation conformity determination required under the federal Clean Air Act, for the 2012-2035 RTP/SCS. On the same date, the California Air Resources Board (ARB) accepted SCAG's quantification of greenhouse gas (GHG) emission reductions from the SCS and SCAG's determination that the SCS would, if implemented, achieve the regional GHG emission reduction targets established by ARB in compliance with Senate Bill 375. At its September 19, 2012 meeting, the Executive Administration Committee (EAC) adopted the 2013 FTIP. On December 14, 2012, the transportation conformity determination for the 2013 FTIP was approved by the FHWA/FTA.

Since that time, staff has received requests from several County Transportation Commissions (CTCs) to amend the 2012-2035 RTP/SCS and 2013 FTIP to reflect additions or changes to project scopes, costs, and/or schedules for a number of critical transportation projects that are ready to move forward toward the implementation phase.

Under the U.S. Department of Transportation's metropolitan planning regulations and U.S. Environmental Protection Agency's transportation conformity regulations, the Draft RTP/SCS and FTIP Amendments need to pass five conformity tests: consistency with the adopted 2012-2035 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency

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consultation and public involvement. Once approved by the federal agencies, the RTP/SCS and FTIP Amendments would allow the projects to receive the necessary federal approvals and move forward towards implementation in a timely manner.

Staff has performed the required transportation conformity analysis for the Draft RTP/SCS and FTIP amendments and the analysis demonstrates conformity. Please refer to the Transportation Conformity Chapter, pages 38-45, of EEC Agenda Item No. 6 Attachment (Addendum No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report [PEIR]).

At its meeting today, the Transportation Committee (TC) is considering the release of Draft Amendment No. 1 to the 2012-2035 RTP/SCS and Draft Amendment No. 13-04 to the 2013 FTIP for a 30-day public review and comment period. On June 6, 2013, after the public comment period closes, the Draft Amendment No. 1 to the 2012-2035 RTP/SCS will be scheduled for recommended approval by the TC and final approval by the Regional Council. On the same day, the transportation conformity determination will be scheduled for recommended approval by the EEC and RC.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2012/13 Overall Work Program (13-025.SCG0164.01: Air Quality Planning and Conformity).

DATE: April 4, 2013

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

FROM: Hon. Michele Martinez, Chair, Active Transportation Subcommittee
Hon. Barbara Messina, Chair, Goods Movement Subcommittee
Hon. Pam O'Connor, Chair, Sustainability Subcommittee
Hon. Gary Ovitt, Chair, Transportation Finance Subcommittee
Hon. Deborah Robertson, Chair, Public Health Subcommittee
Hon. Karen Spiegel, Chair, High-Speed Rail and Transit Subcommittee

SUBJECT: Summary Report from Subcommittees

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

The Active Transportation Subcommittee, Goods Movement Subcommittee, High-Speed Rail and Transit Subcommittee, Public Health Subcommittee, Transportation Finance Subcommittee, and Sustainability Subcommittee have been meeting since September 2012. Presentations by SCAG staff, industry professionals, and other stakeholders have provided background information, and input on issues facing the region relevant to each Subcommittee to facilitate implementation of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and develop recommendations for the next RTP/SCS. In an effort to keep all Regional Council and Policy Committee members informed, this final monthly report summarizes the work of the Subcommittees.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve regional decision-making providing leadership and consensus building on key plans and policies.

BACKGROUND:

At its April 5, 2012 meeting, the Regional Council (RC) approved the formation of six (6) Subcommittees as part of the implementation strategy for the 2012-2035 RTP/SCS. Charters for each Subcommittee were approved by the RC at its July 5, 2012 meeting. SCAG President Glen Becerra appointed to each of the Subcommittees both RC and Policy Committee members, representing the six SCAG counties, as Subcommittee members. Hon. Becerra also appointed representatives from the private sector (including non-profit organizations) and stakeholder groups as ex-officio members. The Active Transportation Subcommittee, Goods Movement Subcommittee, High-Speed Rail and Transit Subcommittee, and Transportation Finance Subcommittee report to the Transportation Committee (TC). The Public Health Subcommittee reports to the Energy and Environment Committee (EEC). The Sustainability Subcommittee reports to the Community, Economic and Human Development Committee (CEHD). The Subcommittees began meeting in September 2012 with a goal of completing their discussions by February 2013 so that

recommendations may be presented to TC, EEC, and CEHD on April 4, 2013, at the Regional Conference and General Assembly May 2-3, 2013, and to the RC on June 6, 2013.

The following represents a summary of the recent Subcommittee meetings:

Active Transportation Subcommittee

5th Meeting, March 1, 2013

The Active Transportation Subcommittee recommended the policy framework be forwarded to the TC, who thereafter would forward the recommendations to the RC for adoption. The recommendations include: develop a definition of “active transportation”, which recognizes the varying types and needs of active transportation users; consider and refine the availability of data and information to evaluate the RTP/SCS and its alternatives relative to active transportation policy; develop with partner agencies, a methodology for selecting and prioritizing regionally supported active transportation projects; and seek opportunities to promote and support transportation investments with an active transportation component.

6th and Final Meeting, March 18, 2013

This was a Joint Meeting of the Active Transportation, Public Health and Sustainability Subcommittees. The focus of the meeting was to provide an overview of the next steps of the recommendations and to approve and move forward each subcommittee’s recommendations to their respective Policy Committees for review and recommend approval by the Regional Council. Staff provided a presentation on the next steps of the final Subcommittees’ recommendations. The presentation highlighted the interrelated nature of the subcommittees on SCS principles and goals, how the recommendations will inform the current plan implementation and the 2016-2035 RTP/SCS development, and what the approval process will be for the recommendations. After a joint discussion with the Subcommittees, each Subcommittee chair provided an overview of the focus of their subcommittee’s discussions which led to the each Subcommittee approving their respective final Subcommittee recommendations, and taking action to send them to their respective Policy Committees for review and approval on April 4, 2013.

Goods Movement Subcommittee

6th and Final Meeting, February 25, 2013

Bruce De Terra, Chief, Office of System and Freight Planning, Caltrans reported on MAP-21 Interim Guidance, the State Freight Advisory Committee, and the State Freight Plan. SCAG staff reviewed the key points discussed by the Subcommittee since its first meeting in September 2012. The Subcommittee discussed and approved the draft recommendations. The recommendations are intended to strengthen the implementation of the 2012-2035 RTP/SCS and the development of the 2016-2040 RTP/SCS. The recommendations include facilitate implementation of MAP-21 freight provisions—including participation in national freight network designation and state freight plan and national freight plan development; facilitate implementation of freight initiatives identified in the 2012-2035 RTP/SCS—including monitoring of emerging supply chain trends to adapt key infrastructure strategies as needed; and continue to promote and seek on-going partnerships with regional partners to further advance deployment of near-zero and zero emission goods movement strategies that meet emission reduction, cost effectiveness and safety goals. The Subcommittee’s recommendations will be presented to TC on April 4, 2013.

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High-Speed Rail and Transit Subcommittee

6th and Final Meeting, February 15, 2013

The High-Speed Rail and Transit Subcommittee discussed the proposed transit/rail emergency preparedness and response procedures at Metro and Metrolink and the recently proposed California earthquake early warning system. Presentations were made by SCAG staff on the draft Transit System Performance Report and the draft Passenger Rail Report. The former report is intended to be an annual profile of performance indicators for the region's transit operators. The latter describes the region's passenger rail network, with performance statistics for Metrolink and Amtrak's Pacific Surfliner, and near-term and future rail improvements which will also be updated on a regular basis. The Subcommittee discussed and approved the draft recommendations. The recommendations are intended to strengthen the implementation of the 2012-2035 RTP/SCS and the development of the 2016-2040 RTP/SCS. The recommendations include: developing a coordinated regional rail vision; identifying and evaluating potential transit best practices; and providing strategies for inclusion in the 2016-2040 RTP/SCS update. The Subcommittee's recommendations will be presented to TC on April 4, 2013.

Public Health Subcommittee

6th and Final Meeting, March 18, 2013

This was a joint meeting with the Active Transportation Subcommittee and Sustainability Subcommittee. For a summary of this meeting, please refer to the Active Transportation Subcommittee section of this report.

Transportation Finance Subcommittee

6th and Final Meeting, March 1, 2013

The Transportation Finance Subcommittee reviewed the 2012-2035 RTP/SCS financial plan and approved the draft recommendations. The recommendations are intended to strengthen the implementation of the 2012-2035 RTP/SCS and the development of the 2016-2040 RTP/SCS. The recommendations include: continue to investigate cost-efficiency measures for transportation investments; continue to monitor and analyze emerging transportation funding options for multimodal investments; promote and seek on-going partnerships with regional partners, business leaders, and other stakeholders to further SCAG's 2012-2035 RTP/SCS financial plan strategies; and continue to investigate and recommend strategies to mitigate cost to taxpayers (including mitigation measures that are not strictly transportation related) over the course of subsequent RTP cycles. The Subcommittee's recommendations will be presented to TC on April 4, 2013.

Sustainability Subcommittee

6th and Final Meeting, March 18, 2013

This was a joint meeting with the Active Transportation Subcommittee and Public Health Subcommittee. For a summary of this meeting, please refer to the Active Transportation Subcommittee section of this report.

FISCAL IMPACT:

Funding for the Subcommittees is included in the FY 2012-2013 Budget.

ATTACHMENT:

None

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DATE: April 4, 2013

TO: Energy and Environment Committee (EEC)
Regional Council (RC)

FROM: Hasan Ikhata, Executive Director

SUBJECT: Update - Presentation on Administration's Draft Cap-and-Trade Auction Proceeds Investment Plan

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

At the EEC and RC meetings, Cynthia Marvin, Division Chief, ARB will provide an update on the Administration's draft Cap-and-Trade Auction Proceeds Investment Plan. At its October 4, 2012 meeting, the Regional Council adopted principles for investment of Auction proceeds available for transportation purposes. The draft was released for public review on February 15, 2013. Hon. Pam O'Connor gave testimony on behalf of the Regional Council at the February 27th Cap-and-Trade workshop in downtown Los Angeles consistent with Board adopted principles. Subsequently, SCAG submitted written comments and a copy is attached. The revised investment plan will be released in early April and for a public workshop on April 25th in Sacramento.

STRATEGIC PLAN:

This item supports Strategic Plan Goal 2. Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective a) Work with stakeholders to seek increased investment in transportation programs.

BACKGROUND:

The draft Cap-and-Trade Auction Proceeds Investment Plan, prepared by the California DOF and ARB, was released for public review on February 15, 2013. Subsequently, three (3) public workshops were held throughout the state with a panel of representatives from Administration agencies. At the February 27th workshop held in the State building in Los Angeles, Hon. Pam O'Connor gave testimony on behalf of the Regional Council and in support of the Transportation Coalition for Livable Communities Cap-and-Trade investment principles previously approved by the Regional Council. A few of the main principles made in the testimony are: 1) auction revenue from fuels should be used to implement the Assembly Bill 32 (Global Warming Solutions Act of 2006) regulatory program to reduce Greenhouse Gas (GHG) emissions from transportation using equity, flexibility and innovation factors; 2) every region of the state should receive a fair share of the revenue; and 3) the Investment Plan should consider the role of metropolitan planning organizations (MPOs) through Senate Bill 375 (Sustainable Communities and Climate Protection Act of 2008), which makes MPOs legally responsible for achieving the vehicle miles traveled-related GHG reduction targets through an approved Sustainable Communities Strategy. A SCAG letter was transmitted to the Administration by the March 7, 2013 due date reflecting the RC-approved principles and a list of types of projects contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that are consistent with these principles, which should be considered for funding.

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Next steps include:

- April 4 -Cynthia Marvin, Division Chief, ARB provides update to SCAG
- Early April – release revised draft investment plan addressing public comment
- April 25 – 26 public hearing in Sacramento on the revised plan
- May 15– 3 year investment plan submitted to the legislature
- June – budget decisions for Fiscal Year (FY) 2013/14 by legislature concerning FY 2013/14 Cap-and-Trade revenues

CONCLUSION:

Cynthia Marvin, ARB has been invited to attend SCAG's April 4th meetings to address and review public comments received at the three statewide workshops and discuss next steps.

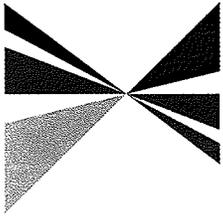
FISCAL IMPACT:

Work associated with this item is included in the current FY 2012/13 Overall Work Program (13-025.SCG00164.01 and 13-055.SCG01531.01).

ATTACHMENT:

SCAG Comment Letter on Draft Cap and Trade Investment Plan

SOUTHERN CALIFORNIA



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Cheryl Viegas-Walker, El Centro

Transportation

Keith Millhouse, Ventura County

Transportation Commission

March 7, 2013

Mr. Cliff Rechtschaffen,
Senior Advisor to the Governor
Governor's Office
State Capitol
Sacramento, CA 95814

SUBJECT: Comments-Draft Cap and Trade Investment Plan

Dear Mr. Rechtschaffen:

On behalf of the Regional Council of the Southern California Association of Governments (SCAG), thank you for holding public workshops regarding the draft Cap and Trade Investment Plan and including a workshop in Southern California. SCAG appreciates the Administration's leadership in releasing the February 15th Draft Cap and Trade Investment Plan and providing the opportunity for public comment.

The SCAG Regional Council includes representatives from six counties (Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial), and 191 cities with over 18 million residents. Four million more residents are anticipated in our region by 2035 (mostly our children and grandchildren).

Providing a realistic, fundable sustainable transportation and housing plan for our 22 million future residents is an important responsibility. SCAG has spent considerable resources getting this delicate balance right. Over the past four years, the SCAG Regional Council adopted, without objection, the most collaborative, bottom-up regional planning process in our region's history to develop a consensus based 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) to best accommodate these four million additional residents. Stakeholders actively involved in the RTP/SCS process included local governments, county transportation commissions, transportation stakeholders, the building industry and other business interests, the environmental community, air districts, public health interests, housing advocates, and others.

The accomplishment of the 2012-2035 RTP/SCS will be truly meaningful only if the Plan is fully funded and successfully implemented with our stakeholder partners. The state's funding of the plan is estimated to be 17 percent, only if the state gas tax is amended to assure that it keeps pace with inflation. Without a change or added source of revenue, the contribution from state resources will shrink over time and the ability of regions and the state to effect real GHG reductions going forward will be less effective.

We all recognize the challenge given that a share of cap and trade revenues will be derived from transportation revenues beginning in FY 15. Therefore, our collective

joint interest to seek an equitable share of revenues for sustainable transportation projects should be understandable to the Administration. In particular, there is an urgent need to secure a portion of these valuable revenues for active transportation, public transit, transportation demand management, sustainable communities, and zero- and/or near-zero emissions goods movement projects in the Plan. This will not only reduce greenhouse gas (GHG) emissions, but also improve the livability, competitiveness and sustainability of our region. The proposed California Cap and Trade Investment Plan is part of the solution to provide funding for these important activities.

SCAG respectfully requests that when the Administration considers comments from the workshops and is refining the draft Investment Plan, that the principles supported by the Transportation Coalition for Livable Communities, and approved by the SCAG Regional Council, be embodied in the Transportation element of the Investment Plan.

In addition to SCAG's support of the principles of the Transportation Coalition for Livable Communities, we offer the following:

- Every region of the state should receive a fair share of the auction proceeds.
- SCAG supports the allocation targeted to disadvantaged communities per SB 535 and based on top-ranked distressed communities from results provided by Cal/EPA. However, clarification is needed on the draft Investment Plan's stated investment categories and goals regarding the remaining 75% of the cap and trade allocation funds used to further the purposes of AB 32.
- We learned at our numerous workshops that many stakeholders share a collective goal of sustainability through a strong California economy. As such, SCAG suggests that the draft Investment Plan should address and promote economic development. Investment in RTP/SCS projects makes "dollar sense." For example, independent economic experts have determined that the SCAG region will recover \$2.90 in benefits (mobility, energy, air quality/sustainable benefits) for every \$1 invested. These cost-effective and sustainable projects are detailed below.
- SCAG notes the proposed 1.5 million ZEV fleet by 2025 on page 3 in the draft Investment Plan and hopes that the ARB EMFAC2013 model provided to the MPOs will be able to account for the GHG emission reduction benefit associated with the projected ZEV fleet for each of the regions.
- SCAG appreciates the state role in ensuring that these scarce resources are obligated responsibly and in accordance with state law. SCAG respectfully requests that the revised Plan consider the statutory MPO role (per SB 375) for achieving the ARB-established GHG reduction goals through an approved RTP/SCS, including developing consensus for the Plan, approving SCS projects, and monitoring and meeting the GHG emission reduction targets.

- The revised transportation/land use element of the Investment Plan should recognize that some regions have chosen to exceed the GHG emission reduction targets by 2035. For example, in Southern California, while SB 375 addresses the State's goals for VMT-related GHG reductions associated with the light and medium duty fleet, SCAG's SCS contains additional GHG reduction benefits from the policy on zero- and/or near-zero emission freight and infrastructure projects.
- Please note that Investment Principles (page 15, #3) states: "Investments should be prioritized toward sectors with both the 'highest' GHG emissions and the 'greatest need' for future reductions to meet GHG goals." SCAG would welcome an opportunity to work with the Administration on clarifying "greatest need" to meet GHG transportation emission reduction goals.
- To ensure our analytical tools are technically sound and improve transparency relative to the benefits of the investment plan, improvement in modeling and other performance monitoring tools should be eligible and encouraged in the updated plan. The Investment Plan should consider funding statewide, cooperative model development cost and data sharing.
- Since 2005, SCAG's Compass Blueprint program has funded over 130 local-level plans for infill, mixed-use and transit-oriented-development, downtown and corridor revitalization, streetscape and active transportation improvements, transit, traffic and parking planning, all aimed at reducing VMT and implementing the RTP/SCS. Cap-and-Trade proceeds can supplement and accelerate local efforts to implement these completed plans on-the-ground and realize their full potential for GHG emission reductions.

The following types of projects will ensure timely implementation of SCAG's 2012-2035 RTP/SCS and are a good fit for funding under the Cap and Trade Investment Plan. The criteria and principles for these projects include:

1. Meeting the State's priority to integrate transportation and land use
2. Readiness and timely implementation to see results by 2020 including in the next 1-3 years as feasible
3. Cost-effectiveness
4. Maximizing co-benefits to cover multiple SB 1532 investment priorities

The types of projects include, but are not limited to:

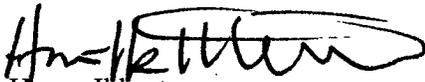
- Active Transportation
 - First mile/last mile connection and bike lane gap closure
 - Safe routes to a) school, b) transit, c) parks and d) other essential services
 - Complete street, particularly the new roadway projects
 - Street design, bike/pedestrian lanes, land use (mixed use) design

- Sidewalk ADA Compliance upgrades
- Transportation Demand Management Strategies
 - Rideshare incentives/Rideshare matching
 - Parking management and parking cash-out policies
 - Preferential parking or parking subsidies for carpoolers
 - Promotion and expansion of Guaranteed Ride Home program
 - Telecommuting incentives
 - Integrated mobility hubs
 - Establish a platform to facilitate and track ride-share participation
 - Transit Pass Reimbursement/Subsidy
 - Incentives for employees who bike to work
- Transportation Systems Management Strategies
 - Ramp meters
 - Advanced traveler information systems
 - Traffic signal synchronization
 - Left-turn lanes
 - Coordination and design and interactions with bike lanes
 - Grade-crossings
- Land Use
 - Transit-oriented development
 - Infill and mixed-use development
 - Transit-ready development
 - Complete Communities development
 - Multi-family and affordable housing
 - Downtown and corridor revitalization
 - Streetscape improvements
 - Parks and open spaces
- Public Transit
 - Bus expansion
 - Passenger rail expansion and connection
 - Regional transit centers
 - Integration and upgrade of local rail with High Speed Rail
- Goods Movement System
 - Systems planning
 - Zero and near-zero medium-duty and heavy-duty trucks (demonstration and incentives)
- Regional Strategic Planning and Performance Monitoring
 - Model development
 - Performance assessment
 - Monitoring
- ZEV infrastructure planning and development

California has a tremendous opportunity to help shape a livable and sustainable future with these Cap and Trade revenues. SCAG looks forward to the revised plan and the proposed April 25th/26th workshops in Sacramento to continue these policy discussions before the final plan is submitted to the Legislature in May. Our agency supports the Administration's CAT team leadership to get this delicate balance right in investing these scarce revenues. We also look forward to continued collaboration with the Administration to both stimulate job recovery and the State's continued economic growth in a sustainable manner.

Should you have any questions or comments, please contact me at (213) 236-1944, or at Ikhrata@scag.ca.gov.

Sincerely,



Hasan Ikhrata
Executive Director

cc: Ms. Mary Nichols, Chairwoman, ARB
Mr. James Goldstene, Executive Director, ARB
Mr. Brian Kelly, Acting Secretary, BTH
Ms. Ana J. Matosantos, Director, California Department of Finance
SCAG Regional Council
CEOs, County Transportation Commissions