



MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

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***Thursday, June 4, 2015
10:00 a.m. – 12:00 p.m.***

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

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via REY@scag.ca.gov

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Energy and Environment Committee

Members – June 2015

Members

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	* 27. Hon. John Sibert	<i>Malibu</i>	District 44
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	30. Hon. Edward Wilson	<i>Signal Hill</i>	GCCOG
	31. Hon. Bonnie Wright	<i>Hemet</i>	WRCOG

* Regional Council Member

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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

JUNE 4, 2015

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. Deborah Robertson, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the 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

ACTION ITEMS

	<u>Time</u>	<u>Page No.</u>
<p>1. <u>Transportation Control Measure (TCM) Substitutions by Los Angeles County Metropolitan Transportation Authority (Metro), Riverside County Transportation Commission (RCTC), and San Bernardino Associated Governments (SANBAG)</u> <i>(Rongsheng Luo, SCAG Staff)</i></p> <p>Recommended Action: Recommend that the Regional Council adopt TCM substitutions by Metro, RCTC, and SANBAG and direct staff to forward them to U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB) for concurrence.</p>	Attachment	30 mins. 1
<p>2. <u>Minutes of the April 2, 2015 Meeting</u></p>	Attachment	54

CONSENT CALENDAR

Receive and File

<p>3. <u>2015 Regional Council and Policy Committees Meeting Schedule</u></p>	Attachment	59
<p>4. <u>Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program and State Expenditure Plan Update</u></p>	Attachment	60
<p>5. <u>SCAG Sustainability Planning Grants Program – Monthly Update</u></p>	Attachment	64



ENERGY & ENVIRONMENT COMMITTEE

AGENDA

JUNE 4, 2015

<u>CONSENT CALENDAR - <i>continued</i></u>	<u>Time</u>	<u>Page No.</u>
6. <u>Governor Brown's Executive Order to Reduce Urban Water Use</u>	Attachment	72

INFORMATION ITEMS

7. <u>2016 South Coast Air Quality Management Plan (AQMP) Update</u> <i>(Dr. Philip Fine, Deputy Executive Officer, SCAQMD)</i>	Attachment	30 mins.	74
8. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Environmental Justice Workshops Update</u> <i>(Ma'Ayn Johnson, SCAG Staff)</i>	Attachment	15 mins.	76
9. <u>Recap of 26th Annual SCAG/USC Demographic Workshop - June 1, 2015</u> <i>(Simon Choi, SCAG Staff)</i>	Attachment		78

CHAIR'S REPORT

(Hon. Deborah Robertson, Chair)

STAFF REPORT

(Grieg Asher, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

The next regular meeting of the Energy and Environment Committee (EEC) will be held on Thursday, July 2, 2015 at the SCAG Los Angeles Office.

DATE: June 4, 2015

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

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

SUBJECT: Transportation Control Measure (TCM) Substitutions by Los Angeles County Metropolitan Transportation Authority (Metro), Riverside County Transportation Commission (RCTC), and San Bernardino Associated Governments (SANBAG)

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council adopt TCM substitutions by Metro, RCTC, and SANBAG and direct staff to forward them to U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB) for concurrence.

RECOMMENDED ACTION FOR RC:

Adopt TCM substitutions by Metro, RCTC, and SANBAG and direct staff to forward them to U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB) for concurrence.

EXECUTIVE SUMMARY:

SCAG staff has received three TCM substitution requests: Metro is proposing to replace a park and ride lot TCM project with two park and ride lot projects and two bike lane projects in Los Angeles County; RCTC is proposing to replace two bus transit facility TCM projects with an express bus expansion project in Riverside County; and SANBAG is proposing a revision applying more realistic assumptions to its last adopted TCM substitution to replace two park and ride lot expansion projects with one vanpool program in San Bernardino County. SCAG staff has determined that the three proposed TCM substitutions meet all Federal Clean Air Act TCM substitution requirements.

STRATEGIC PLAN:

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

BACKGROUND:

TCMs are defined as transportation projects or programs that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions, and which are specifically identified and committed to in the most recently approved Air Quality Management Plan/State Implementation Plan (AQMP/SIP). TCMs are included in an AQMP/SIP as part of the overall control strategy to demonstrate a region's ability to attain the National Ambient Air Quality Standards.

In the SCAG region, TCM-type projects are considered committed once they have funds programmed for right-of-way or construction in an approved SCAG Federal Transportation Improvement Program (FTIP). When a committed TCM cannot be delivered or will be significantly delayed, the substitution of the TCM follows the process specified under the Clean Air Act §176(c).

REPORT

SCAG has received three TCM substitution requests from the Metro, RCTC, and SANBAG respectively:

- **Metro** - replace a park and ride lot TCM project (FTIP Project ID: LAE0332) programmed in the SCAG FTIP with two park and ride lot facilities and two bike lane projects at various locations within the Los Angeles County portion of the South Coast Air Basin. For further details about the proposed TCM substitution, please refer to the Attachment 1.
- **RCTC** - replace two bus transit facility TCM projects (FTIP Project IDs: RIV041030 and RIV050553) programmed in the SCAG FTIP with an express bus expansion project to support increased commuter transit as an element of the SR-91 Corridor Improvement Program for residents of Riverside County. For further details about the proposed TCM substitution, please refer to the Attachment 2.
- **SANBAG** - replace two Metrolink station park and ride lot expansion TCM projects (FTIP Project IDs: 20040825 and 200450) programmed in the SCAG FTIP with a regional vanpool program throughout San Bernardino County. SANBAG's request is a revision to its previous TCM substitution that was approved by the EEC and RC on April 2, 2015. The revision applies more conservative assumptions in response to EPA and ARB staff's review comments and still achieves the required emission reductions. For further details about the proposed TCM substitution revision, please refer to the Attachment 3.

The three Draft TCM Substitution Reports were released for a 15-day public review concluding on May 27, 2015. Any comments received during the public comment period will be summarized and responded to. Staff will include a summary of public comments received and, if there are any public comments, SCAG staff's responses as part of the staff presentation. As documented in the Attachments, the proposed substitutions meet all TCM substitution requirements. Therefore, staff recommends approval of the above-described TCM substitutions for forwarding to Federal and State air agencies for concurrence.

The TCM substitutions do not require a new conformity determination or a formal SIP revision. The SCAG region maintains transportation conformity after the substitutions. SCAG's approval of the TCM substitutions with concurrence of EPA and ARB will rescind the committed TCM status of the original TCM projects and the new TCM projects will become effective.

FISCAL IMPACT:

Work associated with this item is included in the current FY14-15 Overall Work Program (15-025. SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENTS:

1. Metro Transportation Control Measure (TCM) Substitution Report – Long Beach Park and Ride Lot Project (FTIP ID 200450)
2. RCTC Transportation Control Measure (TCM) Substitution Report – Hemet (FTIP ID RIV041030) and Temecula (FTIP ID RIV050553) Bus Transit Facility Projects
3. SANBAG Transportation Control Measure (TCM) Substitution Report – Upland (FTIP ID 20040825) and Rialto (FTIP ID 200450) Metrolink Station Park and Ride Lot Expansion Projects
4. Metro, RCTC, and SANBAG TCM Substitutions PowerPoint Presentation

INTRODUCTION

Transportation Control Measures (TCMs) are defined as transportation projects or programs that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions. TCMs are included in the most recently approved applicable Air Quality Management Plan (AQMP)/State Implementation plan (SIP) as part of the overall control strategy to demonstrate a region's ability to come into attainment with the National Ambient Air Quality Standards (NAAQS). In the SCAG region, only two ozone nonattainment areas include TCMs in their AQMPs/SIPs: South Coast Air Basin and Ventura County portion of the South Central Coast Air Basin. TCM-type projects in these nonattainment areas are considered committed once they have funds programmed for right-of-way or construction in the first two years of an approved SCAG Federal Transportation Improvement Program (FTIP). When a committed TCM project cannot be delivered or will be significantly delayed, the substitution of the TCM project follows the process specified in the Clean Air Act (CAA) Section 176(c)(8).

The Los Angeles County Metropolitan Transportation Authority (Metro) has requested that SCAG substitute a planned park and ride lot facility project which is included as a committed TCMs in the South Coast Ozone SIP with four different projects in Los Angeles (see Appendix A). As documented herein, the proposed substitution is consistent with all federal requirements, including the MPA-21 planning requirements and the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

TCM SUBSTITUTION PROCESS

The substitution process set forth in MAP-21 and the Transportation Conformity Regulations is included in the 2007 AQMP for the South Coast Air Basin and described in SCAG's 2015 FTIP Guidelines.

The County Transportation Commissions (CTCs) and/or project sponsors notify SCAG when a TCM project cannot be delivered or will be significantly delayed. SCAG and the CTCs then identify and evaluate possible replacement measures for individual substitutions with consultation of the TCWG, which includes members from all affected jurisdictions, federal, state and/or local air quality agencies and transportation agencies.

Substitution of individual TCMs is provided for by the CAA Section 176(c)(8), under the following conditions:

- "(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is consistent with the current methodology used for evaluating the replaced control measure in the implementation plan;
- "(ii) if the substitute control measures are implemented-
 - "(I) in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan; or
 - "(II) if the implementation plan date for implementation of the control measure to be replaced has passed, as soon as practicable after the implementation plan date but not



later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan;

"(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;

"(iv) if the substitute and additional control measures were developed through a collaborative process that included--

"(I) participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies);

"(II) consultation with the Administrator; and

"(III) reasonable public notice and opportunity for comment; and

"(v) if the metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures."

In addition to the conditions above, the 2007 South Coast AQMP states that the substitute project shall be in the same air basin and preferably be located in the same geographic area and preferably serve the same demographic subpopulation as the TCM being replaced.

A TCM substitution does not require a new conformity determination or a formal SIP revision. SCAG adoption of the new TCM with concurrence of the U.S. EPA and the California Air Resources Board (ARB) rescinds the original TCM and the substitution becomes effective.

PROJECT DESCRIPTION

The 2015 FTIP includes a committed TCM project for constructing a park and ride lot facility in the City of Long Beach (FTIP ID LAE0332). The project is requested by the City of Long Beach to be canceled due to lack of funding. To mitigate the proposed cancellation of the TCM project, Metro is proposing to substitute two park and ride lot facilities and two bike lane projects at various locations within the Los Angeles County portion of the South Coast Air Basin. The proposed substitute projects will be operational by 2017 so that the emission reductions from these substitute projects can achieve the purpose of the South Coast ozone SIPs. The four substitute projects are all new projects and are not yet classified as committed TCMs.

COMPLIANCE WITH SUBSTITUTION REQUIREMENTS

Interagency Consultation. The proposed substitution was presented to SCAG's publicly noticed TCWG meeting on April 28, 2015 for interagency consultation. The TCM substitution request document is being released for a 15-day public review period.

Equivalent Emissions Reduction. Metro has analyzed the countywide emissions impacts of the substitute projects and concluded that the replacement projects provide equal or greater emission reductions (see Appendix A). SCAG staff has reviewed and concurred with both the methodology and the results of the analysis.



Similar Geographic Area. Both the Long Beach park and ride lot facility project and the four substitute projects are located in the Los Angeles Riverside County portion of the South Coast Air Basin.

Full Funding. The four substitute projects are fully funded utilizing local funds, Congestion Mitigation Air Quality fund, and Active Transportation Program fund.

Similar Time Frame. The proposed substitute TCMs will be operational by 2017 which is the earliest practical date and not later than the date on which emissions reductions from the substitute TCMs are necessary to achieve the purpose of the South Coast Ozone SIPs.

Timely Implementation. The proposed substitution is the means by which the obstacle to implementation of the Long Beach park and ride lot facility TCM is being overcome. The replacement projects will be monitored through TCM Timely Implementation Reports that SCAG releases for public review and submits for federal approval.

Legal Authority. Metro has legal authority and personnel to implement and operate the substitute projects.

Agency Review and Adoption. After the 15-day public review period, the substitution will be presented to SCAG's Energy and Environment Committee (EEC) for recommendation to SCAG's Regional Council for adoption. Upon EEC's recommendation, the substitution will be presented to SCAG's Regional Council for adoption. Adoption by the Regional Council and concurrence from U.S. EPA and ARB will rescind the original TCM projects and the new measure will become effective.

Programming of the Substitute TCMs. After obtaining the concurrence from ARB and EPA, the substitute TCMs will be included into the conforming FTIP.



Appendix A

Metro Substitution Request





Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

May 6, 2015

Hasan Ikhata
Executive Director
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

Attention: Rongsheng Luo

**SUBSTITUTE 2015 FTIP TCM PROJECTS
LAE0332: MTA BLUE LINE PARK AND RIDE FACILITY**

Dear Mr. Ikhata,

The Los Angeles County Metropolitan Transportation Authority (LACMTA) has identified that the City of Long Beach deleted a Transportation Control Measure (TCM) project, LAE0332: *MTA Blue Line Park and Ride Facility* from LACMTA's 2015 Transportation Improvement Program (TIP), due to a loss of redevelopment funds originally programmed as a match.

LACMTA requests that SCAG allow project LAE0332 in the 2015 RTIP to be substituted with projects *Santa Clarita Park & Ride Facility, Old Town Calabasas Park & Ride Facility, Vincent Community Bikeway Access, and Athens & West Carson Community Bikeway*. These projects are collectively similar in scope, geographical area, and completion timelines. Thus the substitution will offer comparable air quality benefits to the region. The enclosed document includes an air quality emissions reduction analysis, comparing the deleted project to the recommended substitutes.

LACMTA is eager to move forward with the substitution projects and would greatly appreciate your assistance in working through the substitution process with our State and Federal partners.

Please contact Jeseong Chung at (213) 922-2478 or chungje@metro.net should you have any questions. Thank you.

Sincerely,

Wil Ridder
Executive Officer
Strategic Financial Planning & Programming

1. Introduction

LACMTA is requesting to substitute Project LAE0332: Long Beach Park and Ride Lot Facility at 3rd St. & Pacific Ave. with the following four projects, which are not in the 2015 FTIP; (1) Old Town Calabasas Park and Ride Facility by the City of Calabasas, (2) Vincent Community Bikeway Access by the County of Los Angeles, (3) West Athens and West Carson Community Bikeways by the County of Los Angeles, and (4) Arcadia Bike Facility Improvement project by the City of Arcadia. These four projects will be included in the 2015 TIP via FTIP amendment process once the substitution process is approved.

1-1 Original Project Description

Long Beach Park and Ride Lot Facility at 3rd St. and Pacific Ave

The Long Beach Park & Ride Lot project proposed at 3rd Street and Pacific Avenue south of the Metro Blue Line Pacific station would provide approximately 400 parking spaces for Metro Blue Line users. However, the project has been requested to be cancelled by the City of Long Beach due to lack of funding.

1-2 Substitution Project Description

Santa Clarita Park and Ride Facility:

The project proposes the construction of a Park and Ride lot that will have approximately 150 parking spaces at State Route 14 and Newhall Avenue. The routes that will be served are Commuter Express Routes that go to Century City, Downtown Los Angeles, Warner Center and North Hollywood. In addition, this lot will serve carpools and vanpools.

Old Town Calabasas Park and Ride Facility:

The City of Calabasas proposes a Park & Ride lot project in Old town Calabasas to purchase and construct a Park and Ride Lot with 72 parking spaces. The proposed Park and Ride Lot is located 1,000 feet from the Mulholland Highway/Valley Circle on-ramp to the US 101 and through being 700 feet from a stop for Metro's Line 161 and will allow residents of the City of Calabasas to park their vehicles and conveniently take public transportation/ vanpool/carpool to work or other activities throughout Los Angeles County.

Vincent Community Bikeway Access:

The project is located in the unincorporated Vincent community and the Cities of Azusa and West Covina. The scope of work includes installation of Class I bike path (2.01 miles) along the Big Dalton Wash between Irwindale Avenue and Lark Ellen Avenue, and between Arrow Highway and Citrus Avenue. Two Class II bike lanes (1.08 miles) are proposed along Irwindale Avenue between the Class I bike path and existing bikeways on Sunset Avenue and along Badillo Street between Irwindale Avenue and Orange Avenue to connect to the existing bike lane along Badillo Street and Ramona Boulevard.

Athens and West Carson Community Bikeways:

The Athens and West Carson Community Bikeways project will design and construct Class II bike lanes on Normandie Avenue between Imperial Hwy and El Segundo Boulevard (1 mile), 120th Street between Western Avenue and Vermont Avenue (1 mile), Lomita Boulevard between Frampton Avenue and Vermont Avenue (0.48 miles), and Carson Street between Normandie Avenue and Vermont Avenue (0.51 miles).

2. Compliance with Substitution Requirements

- **Equivalent Emissions Reduction:** LACMTA has analyzed the countywide emissions impacts of the proposed substitute TCM projects, and concludes that collectively, the four substitution projects provide greater emissions reduction than the emissions reduction of the original TCM project. See the methodology and the results in Section 3 and Section 4.
- **Similar Geographic Area:** The Long Beach Park and Ride Facility project and four substitution projects (Santa Clarita Park & Ride Facility, Old Town Calabasas Park & Ride Facility, Vincent Community Bikeway Access, and Athens and West Carson Community Bikeways) are located in the Los Angeles County portion of the South Coast Air Basin.
- **Full Funding:** Proposed substitution projects are full funded utilizing local funds, Congestion Mitigation Air Quality Funds, and Active Transportation Program.
- **Similar Time Frame:** The proposed substitution TCM projects will be operational in 2017 not later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan.
- **Timely Implementation:** The proposed substitution is the means by which the obstacle to implementation of the Long Beach Park and Ride Facility TCMs is being overcome.
- **Legal Authority:** LACMTA has legal authority and personnel to implement the substitute TCM projects.

3. Methodology

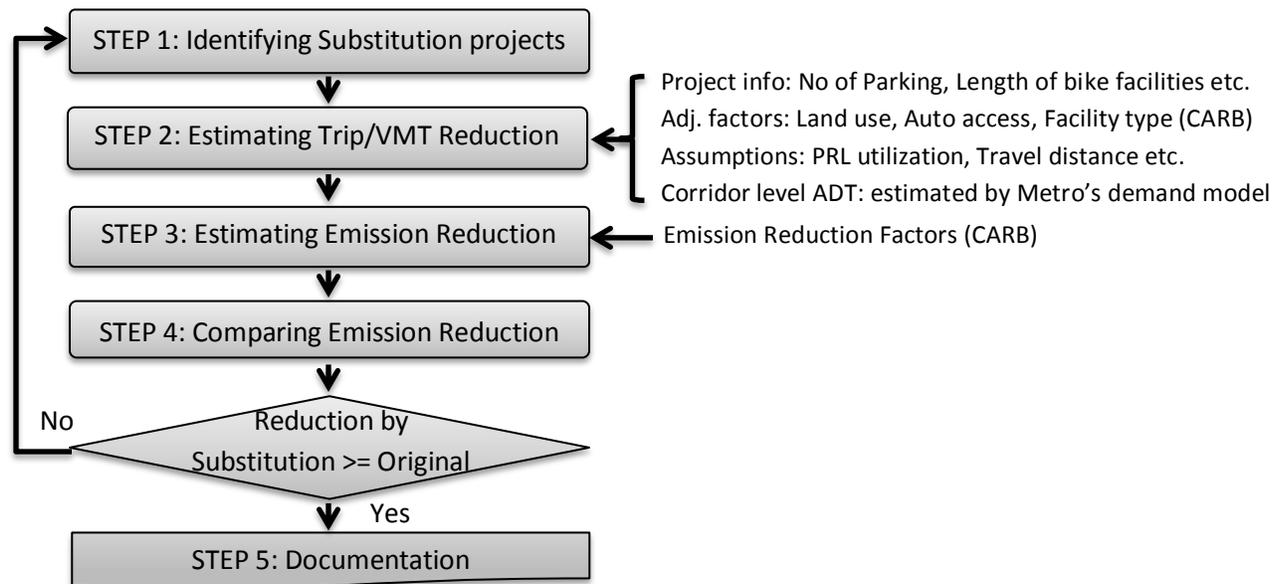
In order to verify that these projects have similar air quality benefits and thus can be substituted for one another, we conducted an air quality benefits analysis based on the “Methods to Find the Cost-Effectiveness of Funding Air Quality Projects For Evaluating Motor Vehicle Registration Fee Projects and Congestion Mitigation and Air Quality Improvement (CMAQ) Projects” published by the California Air Resources Board (ARB) in May 2005 (validated in 2013), as well as 2013 Emission Factor Tables (also by ARB).

This was conducted through a five step process; (1) Identifying potential substitution projects (2) Estimating the Vehicle Miles Travelled (VMT) reduction and trip reduction for commute trips based on

TCM Substitution Technical Analysis

the number of parking spaces and parking lot utilization ratio (for PRL projects) and length of bike facilities and ADT (for bicycle facility projects) (3) Estimating air emission reduction by multiplying number of trips/VMTs and air emission factors (4) Comparing air quality benefits of original project with the substitution projects, then (5) Documenting the results. Figure below presents the air emission reduction benefits estimation process.

Figure 3-1 Air Emission Reduction Benefits Analysis Process



3-1 Formulas, Input Values, and Assumption for Park & Ride Lot Projects

Provision of park and ride lots (PRL) would promote the use of public transit (if the PRL is located near transit stops) or encourage the formation of vanpools and carpools. The emission reduction benefits from PRLs come from the reduction of auto trips by transit, vanpool, or carpool services after adjusting for the increase in emissions associated with the vanpool/carpool vehicle itself and auto access trips to and from PRL.

Formulas

$$\text{Annual Auto Trip Reduced} = [(D) * (R) * (A)] * [1 - (AA)] \quad \text{trips/year}$$

$$\text{Annual Auto VMT Reduced} = [(D) * (R) * (A)] * [(L) - (AA) * (LL)] \quad \text{miles/year}$$

$$\begin{aligned} \text{Annual Emission Reductions (ROG, NOx, and PM10)} = \quad & \text{lbs/year} \\ & [(\text{Annual Auto Trips Reduced}) * (\text{Auto Trip End Factor}) \\ & + (\text{Annual Auto VMT Reduced}) * (\text{Auto VMT Factor}) \\ & - (\text{Van VMT}) * (\text{Van VMT Factor})] / 454 \end{aligned}$$

$$\text{Ridership (R)} = (\text{Parking Spaces}) * (\text{Lot Utilization}) * (2 \text{ commute trips/day})$$

TCM Substitution Technical Analysis

$$\text{Van VMT} = [(R)/5]*(L)*(D)$$

(Assume 5 passenger per Vanpool)

Note

- Lot Utilization is the estimated lot utilization rate from monitored data OR use 0.75 as a default.
- The default for Adjustment (AA) for Auto Access to and from rail service is 0.5.
- The default for Adjustment (AA) for Auto Access to and from vanpool/shuttle should be 0.9 instead of 0.5.

Table 3-1 Input Values for Park & Ride Lot Projects (CARB – May, 2013)

Inputs	Default	Units	Comments
For the Vanpool			
Days (D)	250	days (of operation)/year	Suggested defaults are weekday vanpools - 250 days
Ridership (R)		total trips (riders)/day	One-way trips by riders (or number of boardings) per day
Annual Van/Shuttle VMT (Van VMT)		annual miles	
For Auto Travel Reduced			
Adjustment (A) on Auto Trips: Portion of riders who did NOT previously use transit or vanpools.	0.3 (for vanpool) 0.3 (for rail)		The default (0.83) is for long-distance, commuter vanpool service. For new rail feeders, use 0.3 for the adjustment factor A.
Auto Trip Length (L)	25 (for vanpool) 8 (for rail)	miles one direction/trip	Suggested default for vanpools is 35 mile. 25 miles is used in this report
For Auto Travel Added to Access Vanpool/Shuttle			
Adjustment (AA) for Auto Access to and from PRL	0.75 (for Vanpool) 0.5 (for rail)		Enter the percentage of riders who drive to the vanpool service. The default (0.75) is for long-distance vanpools. For rail feeders, use 0.5.
Trip Length (LL) for Auto Access to and from vanpool/shuttle	5 (for vanpool) 2 (for rail)	miles one direction/trip	The default (5 mi) is for long-distance van pools. For rail feeders, use 2 mi.

Table 3-2 Total Average Auto Emission Factor (CARB – May, 2013)

Project Life	Grams per Commute Trip End			
	ROG	CO	NOx	PM2.5
1~5 years (2011~2015)	0.764	6.046	0.303	0.006
6~10 years (2011~2020)	0.614	4.083	0.233	0.004
16~20 years (2014~2035)	0.462	3.593	0.162	0.004
Project Life	Grams per Vehicle Mile			
	ROG	CO	NOx	PM2.5
1~5 years (2014~2017)	0.191	2.239	0.217	0.087
6~10 years (2014~2023)	0.153	1.783	0.172	0.087
16~20 years (2014~2035)	0.119	1.356	0.13	0.087

TCM Substitution Technical Analysis

3-2 Formulas, Input Values, and Assumption for Bicycle Facility Projects

Bicycle and pedestrian projects/programs include a wide range of investments and strategies to facilitate and encourage non-motorized travel from bike path, bike share program to pedestrian urban design enhancements. Among these various strategies this report only includes bike path (Class I) and bike lane (Class II).

Formulas

$$\begin{aligned} \text{Annual Auto Trip Reduced} &= (D) * (ADT) * (A + C) && \text{trips/year} \\ \text{Annual Auto VMT Reduced} &= (\text{Auto Trips}) * (L) && \text{miles/year} \\ \text{Annual Emission Reductions (ROG, NOx, and PM10)} &= && \text{lbs/year} \\ &= [(\text{Annual Auto Trips Reduced}) * (\text{Auto Trip End Factor}) \\ &+ (\text{Annual Auto VMT Reduced}) * (\text{Auto VMT Factor})] / 454 \\ &- (\text{Van VMT}) * (\text{Van VMT Factor}) / 454 \end{aligned}$$

Table 3-3 Input Values for Bicycle Facility Projects (CARB – May, 2013)

Inputs	Default	Units	Comments
Days (D)	200	days (of operation)/year	Consider local climate in number of days used.
Average Length (L) of bicycle trips	1.8	Miles per trip in one direction	Default is based on the National Personal Transportation Survey
Annual Average Daily Traffic (ADT)		Trips per day	Two-direction traffic volumes on roadway parallel to bike project. MAXIMUM IS 30,000.
Adjustment (A) on ADT for auto trips replaced by bike trips from the bike facility.	0.002		See Table I-3 Adjustment Factors table
Credit (C) for Activity Centers near the project.	0.0005		See Table I-4 Activity Centers table

Table 3-4 Adjustment Factors on ADT (CARB – May, 2013)

Bike Facility Class	Annual Average Daily Traffic (ADT)	Length of Bike Project (one direction)	Adjustment Factors for Cities with POP. > 250,000 and non-university towns < 250,000	Adjustment Factors for University Towns with POP. < 250,000
Class I (bike path) & Class II (bike lane)	ADT ≤ 12,000 vehicles a day	≤ 1 mile	0.0019	0.0104
		>1 & ≤ 2 miles	0.0029	0.0155
		> 2 miles	0.0038	0.0207

TCM Substitution Technical Analysis

Class I (bike path) & Class II (bike lane)	12,000< ADT	≤ 1 mile	0.0014	0.0073
	≤24,000	>1 & ≤ 2 miles	0.002	0.0109
	vehicles per day	> 2 miles	0.0027	0.0145
Class II bike lane	24,000< ADT	≤ 1 mile	0.001	0.0052
	≤30,000	>1 & ≤ 2 miles	0.0014	0.0078
	vehicles per day	> 2 miles	0.0019	0.0104

Table 3-5 Activity Center Credits (CARB – May, 2013)

Number of activity centers*	Credit (C) Within 1/2 mile	Credit (C) Within 1/4 mile
Three (3)	0.0005	0.001
More than 3 but less than 7	0.001	0.002
7 or more	0.0015	0.003

- Types of Activity Centers: Bank, church, hospital or HMO, light rail station (park & ride), office park, post office, public library, shopping area or grocery store, university or junior college
- The number of activity centers within 1/4 mile and/or 1/2 mile from the project corridor was provided by project sponsors

4. Air Quality Benefits Equivalency

The methodologies and input data discussed in Chapter 2 were used to estimate emissions reductions for the Long Beach Park & Ride Facility project and the four substitution projects to demonstrate that the substitute measures have equivalent or greater emissions reductions than the control measure to be replaced.

4-1 Emission Reduction by Original Project

Table 4-1 presents the air quality benefits, in units of “lbs per year” associated with the control measure (400 park and ride spaces at the Long Beach Park & Ride facility) for three horizon years: 2016, 2023, and 2035.

Table 4-1 Air emission reduction by original project (lbs)

Annual Emission Reduction	ROG	CO	NOx	PM2.5
2016	170.6	1,855.4	165.8	60.7
2023	153.5	1,618.2	147.1	68.1
2035	140.8	1,493.7	131.1	80.8

TCM Substitution Technical Analysis

4-2 Emission Reduction by Substitution Projects

Table 4-2 presents the air quality benefits, in units of “lbs per year” associated with substitution measures (222 park and ride spaces at the Santa Clarita Park & Ride facility and the Old town Calabasas Park & Ride facility and 6.09 miles of Class I and Class II bike facilities in the County of Los Angeles) for three horizon years: 2016, 2023, and 2035.

Table 4-2 Air emission reduction by substitute projects (lbs)

Annual Emission Reduction	ROG	CO	NOx	PM2.5
2016	272.1	2,674.6	209.1	63.4
2023	249.5	2,340.5	196.1	78.2
2035	218.1	2,183.1	176.3	99.1

4-3 Summary of Results

The results clearly indicate that the proposed substitution projects - Santa Clarita Park & Ride facility, Old town Calabasas Park & Ride facility, Vincent Community Bikeway, and Athens and West Carson Community Bikeway – will have higher air quality benefits as compared to the Long Beach Park & Ride facility project. The net air quality benefits of the substitute projects as compared to the Long Beach Park & Ride facility project are summarized in Table 4-3.

Table 4-3 Comparison: Substitution - Original (lbs)

Annual Emission Reduction	ROG	CO	NOx	PM2.5
2016	101.5	819.3	43.4	2.7
2023	96.0	722.4	49.0	10.1
2035	77.3	689.4	45.2	18.3

A-1 Original Project:

Long Beach Park & Ride Facility

Year	TRIP REDUCTION	VMT REDUCTION
2016	22,507	315,101
2023	25,271	353,797
2035	30,010	420,134

INPUT VALUES

Total Space	400	
Average Daily Utilization		
2016	75%	
2023	84%	
2035	100%	
Turnover	1	
Percent Effectiveness		
Adjustment on Auto trips replaced by PRL	30%	
Adjustment for Auto Access	50%	
Vehicle Trips (In/Out)	2	
Avg. Commute Distance	8	
Avg. Travel Distance to PRL	2	
Reduction Days/Year	250	

Annual TRIP Reduction

2016	22,507	
2023	25,271	
2035	30,010	

Annual VMT reduction

2016	315,101	
2023	353,797	
2035	420,134	

Annual Factor

Days in a Year	365	
Weeks in a Year	52	
Slow Days in a Week	2.21	
Negligible Days		115
Trip Reduction Days/Year		250

*Urban Park & Ride Lot utilization rate in opening year estimated as 75%.

TCM Substitution Technical Analysis

A-2 Substitution Projects

Santa Clarita Park & Ride Facility

Year	TRIP REDUCTION	VMT REDUCTION
2016	2,345	181,166
2023	2,949	227,888
2035	3,986	307,982

INPUT VALUES

Total Space	150	
Average Daily Utilization*		
2016	50%	
2023	63%	
2035	85%	
Turnover	1	
Percent Effectiveness	0	
Adjustment on Auto trips replaced by PRL	25%	
Adjustment for Auto Access	75%	
Vehicle Trips (In/Out)	2	
Avg. Commute Distance	25	
Avg. Travel Distance to PRL	5	
Reduction Days/Year	250	

Annual TRIP Reduction

2016	2,345	
2023	2,949	
2035	3,986	

Annual VMT reduction

2016	199,283	
2023	250,676	
2035	338,780	

Annual VAN VMT (assuming 11 passengers Van)

2016	18,117	
2023	22,789	
2035	30,798	

Annual Factor

Days in a Year	365	
Weeks in a Year	52	
Slow Days in a Week	2.21	
Negligible Days		115
Trip Reduction Days/Year		250

*Suburban Park & Ride Lot utilization rate in opening year estimated as 50%.

TCM Substitution Technical Analysis

Old Town Calabasas Park & Ride Facility

Year	TRIP REDUCTION	VMT REDUCTION
2016	1,125	86,960
2023	1,416	109,386
2035	1,913	147,831

INPUT VALUES

Total Space	72	
Average Daily Utilization		
2016	50%	
2023	63%	
2035	85%	
Turnover	1	
Percent Effectiveness	0	
Adjustment on Auto trips replaced by PRL	25%	
Adjustment for Auto Access	75%	
Vehicle Trips (In/Out)	2	
Avg. Commute Distance	25	
Avg. Travel Distance to PRL	5	
Reduction Days/Year	250	

Annual TRIP Reduction

2016	1,125	
2023	1,416	
2035	1,913	

Annual VMT reduction

2016	95,656	
2023	120,325	
2035	162,615	

Annual VAN VMT (assuming 11 passengers Van)

2016	8,696	
2023	10,939	
2035	14,783	

Annual Factor

Days in a Year	365	
Weeks in a Year	52	
Slow Days in a Week	2.21	
Negligible Days		115
Trip Reduction Days/Year		250

*Suburban Park & Ride Lot utilization rate in opening year estimated as 50%.

TCM Substitution Technical Analysis

Vincent Community Bikeway Access

Year	TRIP REDUCTION	VMT REDUCTION
2016	32,993	26,216
2023	33,053	26,553
2035	33,156	27,132

INPUT VALUES						
Street	Irwindale Ave.	Big Dalton Wash	Big Dalton Wash	Badillo St.		
Limits	340ft n/o Cypress St. and 650ft s/o Badillo St.	Irwindale Ave. and Lark Ellen Ave.	Arrow Highway and Citrus Ave.	Orange Ave. and Irwindale Ave.		
Length (mile)	0.64	1.01	1.00	0.44		3.09
Class/Type	Class II	Class I	Class I	Class II		
Average Daily Traffic (ADT)*						
2016	17,538	10,039	24,842	11,737		64,156
2023	17,407	9,785	26,807	10,936		64,935
2035	17,182	9,349	30,175	9,564		66,270
Adjustment Factors						
Class I & II Bike Path	0.0014	0.0029	0.0010	0.0019		
Activity Center Credit	0.0010	0.0010	0.0010	0.0010		
Avg. Length of Bike Trip	1.8	1.8	1.8	1.8		
Reduction Days/Year	200	200	200	200		
Annual TRIP Reduction						
2016	8,418	7,831	9,937	6,808		32,993
2023	8,355	7,632	10,723	6,343		33,053
2035	8,248	7,292	12,070	5,547		33,156
Annual VMT reduction						
2016	5,368	7,934	9,910	3,004		26,216
2023	5,328	7,733	10,694	2,799		26,553
2035	5,259	7,388	12,037	2,448		27,132
Annual Factor						
Days in a Year	365					
Weeks in a Year	52					
Slow Days in a Week	3.17					
Negligible Days		165				
Trip Reduction Days/Year		200				

*Estimated by LA Metro demand estimation model (2015)

TCM Substitution Technical Analysis

Athens and West Carson Community Bikeways

Year	TRIP REDUCTION	VMT REDUCTION
2016	43,803	30,768
2023	46,296	33,406
2035	42,874	30,223

INPUT VALUES						
Street	Normandie Ave.	Lomita Blvd.	Carson St.	120th St.		
Limits	Imperial Hwy and El Segundo Blvd.	Frampton Ave. and Vermont Ave.	Normandie Ave. and Vermont Ave.	Western Ave. and Vermont Ave.		
Length (mile)	1.00	0.48	0.51	0.99		2.99
Class/Type	Class II	Class II	Class II w Diet	Class II		
Average Daily Traffic (ADT)*						
2016	23,396	38,506	25,695	11,884		99,480
2023	23,627	38,099	25,410	11,579		98,715
2035	24,025	37,402	24,920	11,058		97,404
Adjustment Factors						
Class I & II Bike Path	0.0014	0.0010	0.0010	0.0019		
Activity Center Credit	0.0010	0.0010	0.0010	0.0010		
Avg. Length of Bike Trip	1.8	1.8	1.8	1.8		
Reduction Days/Year	200	200	200	200		
Annual TRIP Reduction						
2016	11,230	15,402	10,278	6,893		43,803
2023	14,176	15,240	10,164	6,716		46,296
2035	11,532	14,961	9,968	6,414		42,874
Annual VMT reduction						
2016	11,246	7,389	5,283	6,851		30,768
2023	14,196	7,311	5,224	6,675		33,406
2035	11,548	7,177	5,123	6,375		30,223
Annual Factor						
Days in a Year	365					
Weeks in a Year	52					
Slow Days in a Week	3.17					
Negligible Days		165				
Trip Reduction Days/Year		200				

*Estimated by LA Metro demand estimation model (2015)

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INTRODUCTION

Transportation Control Measures (TCMs) are defined as transportation projects or programs that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions. TCMs are included in the most recently approved applicable Air Quality Management Plan (AQMP)/State Implementation plan (SIP) as part of the overall control strategy to demonstrate a region's ability to come into attainment with the National Ambient Air Quality Standards (NAAQS). In the SCAG region, only two ozone nonattainment areas include TCMs in their AQMPs/SIPs: South Coast Air Basin and Ventura County portion of the South Central Coast Air Basin. TCM-type projects in these nonattainment areas are considered committed once they have funds programmed for right-of-way or construction in the first two years of an approved SCAG Federal Transportation Improvement Program (FTIP). When a committed TCM project cannot be delivered or will be significantly delayed, the substitution of the TCM project follows the process specified in the Clean Air Act (CAA) Section 176(c)(8).

The Riverside County Transportation Commission (RCTC) has requested that SCAG substitute two planned bus transit facility projects which are included as two committed TCMs in the South Coast Ozone SIP with an Express Bus Expansion Program in Riverside (see Appendix A). As documented herein, the proposed substitution is consistent with all federal requirements, including the MPA-21 planning requirements and the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

TCM SUBSTITUTION PROCESS

The substitution process set forth in MAP-21 and the Transportation Conformity Regulations is included in the 2007 AQMP for the South Coast Air Basin and described in SCAG's 2015 FTIP Guidelines.

The County Transportation Commissions (CTCs) and/or project sponsors notify SCAG when a TCM project cannot be delivered or will be significantly delayed. SCAG and the CTCs then identify and evaluate possible replacement measures for individual substitutions with consultation of the TCWG, which includes members from all affected jurisdictions, federal, state and/or local air quality agencies and transportation agencies.

Substitution of individual TCMs is provided for by the CAA Section 176(c)(8), under the following conditions:

- "(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is consistent with the current methodology used for evaluating the replaced control measure in the implementation plan;
- "(ii) if the substitute control measures are implemented-
 - "(I) in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan; or
 - "(II) if the implementation plan date for implementation of the control measure to be replaced has passed, as soon as practicable after the implementation plan date but not



later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan;

"(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;

"(iv) if the substitute and additional control measures were developed through a collaborative process that included--

"(I) participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies);

"(II) consultation with the Administrator; and

"(III) reasonable public notice and opportunity for comment; and

"(v) if the metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures."

In addition to the conditions above, the 2007 South Coast AQMP states that the substitute project shall be in the same air basin and preferably be located in the same geographic area and preferably serve the same demographic subpopulation as the TCM being replaced.

A TCM substitution does not require a new conformity determination or a formal SIP revision. SCAG adoption of the new TCM with concurrence of the U.S. EPA and the California Air Resources Board (ARB) rescinds the original TCM and the substitution becomes effective.

PROJECT DESCRIPTION

The 2015 FTIP includes two committed TCM projects for constructing a bus transit facility in the City of Hemet (FTIP ID RIV041030) and City of Temecula (FTIP ID RIV050553) respectively. Both projects cannot be implemented timely because of facility siting issues. To mitigate the delay of these two projects, RCTC is proposing to substitute an express bus expansion project to support increased commuter transit as an element of the SR-91 Corridor Improvement Program for residents of Riverside County. Seven new express buses will be delivered in December 2016 for the service to commence in early 2017. The express bus expansion is a new project and is not yet classified as a committed TCM.

COMPLIANCE WITH SUBSTITUTION REQUIREMENTS

Interagency Consultation. The proposed substitution was presented to SCAG's publicly noticed TCWG meeting on April 28, 2015 for initial interagency consultation. The TCM substitution request document is being released for a 15-day public review period.

Equivalent Emissions Reduction. RCTC has analyzed the countywide emissions impacts of the substitute project and concluded that the replacement project provides equal or greater emission reductions (see Appendix A). SCAG staff has reviewed and concurred with both the methodology and the results of the analysis.



Similar Geographic Area. Both the two bus transit facility projects and the new express bus expansion project are located in the Western Riverside County portion of the South Coast Air Basin.

Full Funding. The Riverside Transit Agency (RTA) will utilize local funds for capital and operating expenses of the new express bus service.

Similar Time Frame. The proposed Express Bus Expansion TCM will be operational by early 2017, about one (1) year following the original schedule for the Hemet and Temecula/Murrieta Transit Center TCMs.

Timely Implementation. The proposed substitution is the means by which the obstacle to implementation of the two bus transit facility TCMs is being overcome. The replacement project will be monitored through TCM Timely Implementation Reports that SCAG releases for public review and submits for federal approval.

Legal Authority. The RTA has legal authority and personnel to implement and operate the substitute project.

Agency Review and Adoption. After the 15-day public review period, the substitution will be presented to SCAG's Energy and Environment Committee (EEC) for recommendation to SCAG's Regional Council for adoption. Upon EEC's recommendation, the substitution will be presented to SCAG's Regional Council for adoption. Adoption by the Regional Council and concurrence from U.S. EPA and ARB will rescind the original TCM projects and the new measure will become effective.

Programming of the Substitute TCMs. After obtaining the concurrence from ARB and EPA, the substitute TCM will be included into the conforming FTIP.



Appendix A

RCTC Substitution Request





April 9, 2015

Mr. Hasan Ikhata
Executive Director
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

Dear Mr. Ikhata:

RCTC understands that substitution projects are required by air quality regulations if a Transportation Control Measure (TCM) is delayed or removed from the Federal Transportation Improvement Program (FTIP). As such, we have been working closely with the Riverside Transit Agency (RTA) on two of its TCM projects, the Hemet Transit Center (RIV041030) and the Temecula/Murrieta Transit Center (RIV050553). Both of which have completion dates of December 2015. In Hemet, a mutually preferred site could not be identified by the City and key stakeholders; and in Temecula, the transit center location is indefinitely delayed pending the completion of the Murrieta Creek Flood Control and Environmental Restoration project by the County Flood Control District and Army Corps of Engineers to make the site suitable for a transit center.

RCTC is requesting that the Hemet Transit Center and Temecula/Murrieta Transit Center be substituted with RTA's Express Expansion Bus project. An air quality analysis concluded that the Express Expansion Bus project will have far greater emission benefits than both transit centers combined in the short and long-term horizons. RTA is confident that it can have the express buses delivered by December 2016 in time for service to commence in early 2017.

RCTC is requesting SCAG's cooperation in recommending that these substitution projects be presented to the Transportation Conformity Working Group (TCWG). We are eager to move forward with the substitution projects and would greatly appreciate your assistance in working through the substitution process with our State and Federal partners.

If you have any questions, please do not hesitate to contact me at (951) 787-7988 or at smedina@rctc.org.

Sincerely,

Shirley Medina
Planning and Programming Director

TCM Substitution Technical Analysis – Riverside Transit Agency

I.0 Introduction

The Riverside Transit Agency (RTA) is requesting to substitute two projects, the Hemet Transit Center (RIV041030) and the Temecula/Murrieta Transit Center (RIV050553), with RTA's seven (7) Express Bus Expansion Program, which will complement Riverside County Transportation Commission's (RCTC) SR-91 Corridor Improvement Program.

The Hemet Transit Center (RIV041030) proposed construction of a bus transit facility located on Kirby Street between Devonshire Avenue and W. Latham Avenue in the City of Hemet based on a comprehensive site selection study completed by RTA. The location is centrally located in the Hemet/San Jacinto Valley, next to the Hemet Valley Mall, and is near State Routes 74 and 79. The transit facility was expected to accommodate at least 4 bus bays serving nine (9) existing bus routes as well as serve as a marshaling point for local, regional, and express route connection. The estimated completion date for the Hemet Transit Center was December 2015. However, community concerns were raised suggesting that the site was not consistent with the development strategy of the property owners and an alternative site could not be identified.

The Temecula/Murrieta Transit Center (RIV050553) proposed construction of a bus transit center and Park and Ride facility located at 27199 Jefferson Avenue in the City of Temecula. The transit center was planned to include up to 14 bus bays serving nine (9) existing bus routes and 100 Park and Ride facility spaces. The estimated completion date for the Temecula/Murrieta Transit Center was December 2015. The Temecula/Murrieta Transit Center is delayed due to timing issues associated with the Riverside County Flood Control District's project surrounding the project site. The Murrieta Creek Flood Control and Environmental Restoration project is currently underway to reduce and ultimately eliminate the impacts due to flooding at the transit center site and surrounding area. Because completion of the project is unknown, RTA is reevaluating its transit facility requirements with the City to determine if another location would be viable.

2.0 Substitute Project Description

Considering the obstacles the committed TCMs, Hemet Transit Center and the Temecula/Murrieta Transit Center, continue to encounter with their implementation, RCTC proposes to substitute these two projects with RTA's new Express Bus Expansion Service. RTA will purchase seven (7) additional express buses (Gillig 40-ft. buses with 38-seated capacity) to accommodate increased demand for longer-distance commuters, creating two new routes, 200 and 205. These expansion buses are expected to support increased commuter transit, which will utilize the new SR91 Express Lanes from north Riverside County to Orange County. Both routes will provide peak hour express service to major transfer hubs and multi-modal stations including park-and-rides, employment centers, and retail destinations in Riverside and Orange Counties. Route 200 will begin in downtown Riverside and travel to the Galleria Mall at Tyler in the City of Riverside, the Corona Transit Center/North Main Corona Metrolink Station and Park and Ride, the Anaheim Canyon Metrolink Station and end service at major

destinations in the City of Anaheim. Route 205 will begin service in Temecula at the Promenade Mall and stop at retail destinations in Murrieta and Lake Elsinore, then travel to the Corona Transit Center/North Main Corona Metrolink Station, and terminate at the Village in Orange. The estimated implementation date for the RTA Express Bus Expansion is December 2016.

3.0 Compliance with Substitution Requirements

- Equivalent Emissions Reduction: RCTC has analyzed the countywide emissions impacts of the substitute TCM (Express Bus Expansion Program) and concluded that it provides equal or greater emission reductions to the original TCMs. See the Air Quality Analysis Methodology below;
- Similar Geographic Area: The Hemet Transit Center/Temecula/Murrieta Transit Center TCMs and the RTA Express Bus Expansion Program are located in the Western Riverside portion of the South Coast Air Basin.
- Full Funding: RTA will utilize local funds for capital and operating expenses.
- Similar Time Frame: The proposed Express Bus Expansion TCM will be operational by December 2016, approximately one (1) year following the original schedule for the Hemet and Temecula/Murrieta Transit Center TCMs.
- Timely Implementation: The proposed substitution is the means by which the obstacle to implementation of the Transit Center TCMs is being overcome.
- Legal Authority: The Riverside Transit Agency (RTA) has legal authority and personnel to implement and operate the substitute Express Bus Expansion Program TCM.

4.0 Air Quality Analysis Methodology

In order to verify that the project recommended for substitution achieves equal or greater air quality benefits relative to the project no longer moving forward, an air quality benefits assessment was conducted. The methodologies used in the analyses are including in the California Air Resources Board (CARB)/California Department of Transportation (Caltrans) publication “Methods to Find the Cost-Effectiveness of Air Quality Projects” and the associated Emissions Factors. The most current versions of these documents were utilized; the emission factor tables were updated as of May 2013¹.

The analysis entails quantifying the air quality benefits that would have been realized had the two Transit Center projects, the Hemet Transit Center, and the Temecula/Murrieta Transit Center, moved forward as originally proposed. These quantified air quality benefits are then compared to the projected emission reductions attributable to the RTA express bus service proposed as the substitute project.

¹ <http://www.arb.ca.gov/planning/tsag/eval/eval.htm>

The originally estimated completion date for the Hemet and Temecula/Murrieta Transit Centers was to be December 2015. RTA's Express Bus service will be implemented by December 2016.

Air quality benefits are quantified for three project horizon years: 2016, 2023, and 2035. It must be stressed, however, that it is exceedingly difficult for RTA to project transit routes, technology and ridership values twenty years into the future. Thus, extremely conservative data values were used in the quantitative analyses; the actual air quality benefits attributable to the substitute projects are likely to be greater than the emission reduction presented herein.

The CARB/Caltrans methodology applicable to this technical assessment is that associated with new transit bus service, as follows:

Operation of New Bus Service

Inputs	Default	Units	Comments
<i>For the Bus Service</i>			
Effectiveness Period (Life)	1	Years	Years project is funded.
Days (D)	260	Days (of operation)/year	Suggested defaults are weekday services - 260 days, daily services - 365 days, school bus services - 180 to 200 days
Ridership (R)		total trips (bus rider trips)/day	If 50 bus riders make a commute round trip each day, that's 100 bus rider trips per day. (50 bus riders x 2 trips)
Annual Bus VMT (Bus VMT)		annual miles traveled	
<i>For Auto Travel Reduced</i>			
Adjustment (A) on Auto Trips for transit dependent	0.50		This default factor equals the portion of transit riders who reduce a vehicle trip. The default for commuter bus service is 0.83

Inputs	Default	Units	Comments
Auto Trip Length (L)	9	miles one direction/trip	Length of average auto trips reduced. Other suggested defaults are work trip bus services - 16 mi., school bus - 3 mi.
For Auto Travel Added to Access Bus Service			
Adjustment (AA) on Auto Trips for Auto Access to and from transit service	0.1		This default factor equals the portion of riders who drive to the transit service. The default factor for long-distance commuter service is 0.8.
Trip Length (LL) for Auto Access to and from transit	2	miles one direction/trip	The default for long-distance bus service is 5 miles.

Formulas

Units

$$\text{Annual Auto Trips Reduced} = [(D)*(R)*(A)]*[1 - (AA)]$$

trips/year

$$\text{Annual Auto VMT Reduced} = [(D)*(R)*(A)]*[(L) - (AA)*(LL)]$$

miles/year

$$\text{Annual Emission Reductions (ROG, NOx, and PM2.5)} =$$

lbs/year

$$[(\text{Annual Auto Trips Reduced}) * (\text{Auto Trip End Factor}) + (\text{Annual Auto VMT Reduced}) * (\text{Auto VMT Factor}) - (\text{Bus VMT}) * (\text{Bus VMT factor})] / 454$$

It is important to note that wherever possible, RTA projected data was used in lieu of CARB defaults. The input values for each variable will be discussed in Section III: Quantification of Air Quality Benefits, below.

In addition, the Temecula/Murrieta Transit Center includes construction of a 100-space Park and Ride facility. The CARB/Caltrans methodology used to quantify air quality benefits of park and ride facilities is shown below:

Park and Ride Lots			
Days (D)	250	Effective days per year	
Ridership (R)		Total trips (riders)/day	One-way trips by riders (or number of boardings) per day
For Auto Travel Reduced			
Adjustment (A) on Auto Trips	0.83		This factor equals the portion of riders who did NOT previously use transit, vanpools, or carpools. The default (0.83) is the adjustment for long-distance, commuter vanpool service. For new rail feeders, use 0.3 for the

			adjustment factor A.
Auto Trip Length (L)	16	Miles one direction/trip	This is the assumed trip length on Transit.

For Auto Travel Added to Access Transit Center			
Adjustment (AA) for Auto Access to and from Transit Center	0.9	Park and Ride Lot	
Trip Length (LL) for Auto Access to and from Transit Center	5	Miles one direction/trip	The default (5 mi) is for bus riders.

Formulas:

$$\text{Annual Auto Trip Reduced} = [(D) * (R) * (A)] * [1 - (AA)] \text{ trips/year}$$

$$\text{Annual Auto VMT Reduced} = [(D) * (R) * (A)] * [(L) - (AA) * (LL)] \text{ miles/year}$$

$$\text{Annual Emission Reductions (ROG, NOx, and PM2.5)} = \text{lbs/year} [(\text{Annual Auto Trips Reduced}) * (\text{Auto Trip End Factor}) + (\text{Annual Auto VMT Reduced}) * (\text{Auto VMT Factor})] / 454$$

$$\text{Ridership (R)} = (\text{Parking Spaces}) * (\text{Lot Utilization}) * (2 \text{ commute trips/day})$$

Where

- Parking is the number of parking spaces for a new parking lot or the number of added spaces to an existing lot.
- Lot Utilization is the estimated lot utilization rate from monitored data OR use 0.75 as a default. The default value was used for 2015; a factor of 0.85 was used for year 2020.
- The default for Adjustment (AA) for Auto Access to and from transit center is 0.9.

4.1. Emission Reductions Associated with Original Transit Center Projects

In discussions with RTA, the additional clarifying information was obtained regarding the potential of the Hemet and Temecula/Murrieta Transit Centers to reduce additional automobile trips and automobile vehicle miles above and beyond what is currently accomplished by their existing transit services.

According to RTA, there were no plans that the Hemet Transit Center would provide any additional transit services - the new transit center would only serve as an alternate location for existing transit routes. No additional routes or transit vehicles were proposed.

The new Hemet Transit Center would provide a bus shelter and a real-time passenger information sign; however, RTA does not have any data that would suggest that these transit amenities, in and of themselves, would result in an increase in transit ridership and any corresponding reduction in automobile trips or vehicle miles traveled (VMT).

Similarly, the Temecula/Murrieta Transit Center did not propose any new routes or the addition of any new transit buses for a period spanning the next 15 years. Thus, between years 2015 and 2030, no additional reductions in automobile trips or automobile VMT were anticipated. It is not known with any reasonable certainty if additional routes or additional service frequency would be added post 2030.

The Temecula/Murrieta Transit Center also includes a 100 space park and ride facility. The Park and Ride Methodology discussed in Section 4.0, above uses the following information as input data:

Table 4.1-1: Temecula/Murrieta Park and Ride Facility Assessment Input Data

Park and Ride Facility	100 Spaces	Eff. Spaces	Ridership	Adj. Trips	Adj. VMT
2016 Utilization	75%	75	150	12	1,431.75
2023 Utilization	80%	80	160	13	1,527.20
2035 Utilization	90%	90	180	15	1,718.10
Default Adjustment Factor (AA)	0.90				
Default Auto Trip Adjustment Factor (A)	0.83				
Auto Trip Length (L)	16				
Trip Length for Auto Access (LL)	5				

As shown above, the park and ride facility utilization rate was expected to grow as a function time, with initial utilization estimated to be 75% in year 2016 and 90% in year 2035; i.e., 95% of available parking spots would be filled with a potential transit center user. It is possible that carpools or vanpools would also use the park and ride facility as the commute point of origin.

The air quality benefits attributable to a park and ride facility are the commuters who substitute transit or ridesharing in lieu of a single occupant automobile trip or a portion of a single occupant automobile trip. Thus, the air quality benefits accrue from the displacement of automobile trips and VMT. The air quality benefits associated with the automobile trips eliminated are quantified using emission factors

provided by CARB. These factors are shown below in Table 4.1-2. These are shown as a function of three project evaluation periods 2016, 2023, and 2035 for the primary criteria air pollutants, reactive organic gases (ROG), oxides of nitrogen (NOx), and 2.5 micron particulate matter. Note that 10-micron particulate matter (PM10) is derived from the PM2.5 values for reporting purposes.

Table 4.1-2: Emission Factors Associated with Automobile Trips Reduced

Automobile Emission Factors						
	ROG	2011-2015	2011-2020	2011-2025	2011-2030	2011-2035
VMT (g/mile)		0.191	0.153	0.132	0.119	0.113
commute trip ends (g/trip end)		0.764	0.614	0.521	0.462	0.353
	NOx					
VMT (g/mile)		0.217	0.172	0.146	0.130	0.124
commute trip ends (g/trip end)		0.303	0.233	0.189	0.162	0.162
	PM2.5					
VMT (g/mile)		0.087	0.087	0.087	0.087	0.087
commute trip ends (g/trip end)		0.006	0.004	0.004	0.004	0.004

Using the CARB/Caltrans methodology for park and ride facilities, the air quality benefits associated with the park and ride lot that was planned for the Temecula/Murrieta Transit Center are shown below in Table 4.1-3:

Table 4.1-3: Air Quality Benefits that would have accrued had the Temecula/Murrieta Park and Ride Facility been Constructed, “kg per day of emissions reduced”:

Air Quality Benefits, Temecula/Murrieta Park and Ride Facility (kg/day)				
	ROG	NOx	PM10	PM2.5
2016	0.227	0.249	0.135	0.125
2023	0.209	0.225	0.144	0.133
2035	0.199	0.215	0.163	0.150

Thus, the total air quality benefits associated with the two Transit Center that are no longer planned for construction are as shown in Table 4.1-4, below:

Table 4.1-4: Air Quality Benefits Associated with Transit Centers, kg per day of Emissions Reduced:

Center	Year	ROG	NOx	PM10	PM2.5
Hemet	2016	0	0	0	0
Temecula/Murrieta	2016	0.227	0.249	0.135	0.125
Hemet	2023	0	0	0	0
Temecula/Murrieta	2023	0.209	0.225	0.144	0.133
Hemet	2035	0	0	0	0
Temecula/Murrieta	2035	0.199	0.215	0.163	0.150

It should be noted that although the park and ride facility lot utilization increases as a function of time, the tailpipe exhaust pollutants associated with automobiles is expected to decrease over time, i.e., cars of the future will be less polluting. Thus, emissions for ROG and NOx tend to decrease over time.

However, since a large component of particulate matter emissions (PM) are associated with tire and brake wear, as well as entrained road dust, these emission benefits tend to increase as more automobiles utilize the park and ride facility and more trips are avoided or shortened in distance.

4.2 Emission Reductions Associated with Substitute Project

The expansion of RTA express bus service, with the addition of seven new express buses, is proposed as the substitute project. Table 4.2-1, below, shows input data used in quantifying the air quality benefits associated with the addition of seven express buses:

Table 4.2-1: Input Data Associated with Express Bus Service

Expansion Buses: Express Bus Service							
Route	# Buses	Year	Pass/Year	Adj Pass	Ave Trip	Dependency	Bus Miles
200 - Express	4	2016	77,010	64,688	25.8	16%	143,820
205 - Express	3	2016	21,930	18,421	40.1	16%	195,840

As shown in the above table, the input data includes the year the expansion buses enter service, the estimated number of passengers per year associated with each route, the average trip length per passenger, as well as the annual mileage accrued by each bus. Note that “Adj Pass” equals the adjusted number of new riders who are not transit dependent and thus have the potential to eliminate an automobile trip.

The air quality benefits associated with the automobile trips eliminated are quantified using emission factors are shown below in Table 4.2-2.

Table 4.2-2: Emission Factors Associated with Automobile Trips Reduced

Automobile Emission Factors						
	ROG	2011-2015	2011-2020	2011-2025	2011-2030	2011-2035
VMT (g/mile)		0.191	0.153	0.132	0.119	0.113
commute trip ends (g/trip end)		0.764	0.614	0.521	0.462	0.353
	NOx					
VMT (g/mile)		0.217	0.172	0.146	0.130	0.124
commute trip ends (g/trip end)		0.303	0.233	0.189	0.162	0.162
	PM2.5					
VMT (g/mile)		0.087	0.087	0.087	0.087	0.087
Commute trip ends (g/trip end)		0.006	0.004	0.004	0.004	0.004

The buses proposed for use in the Express Bus service are model year 2013 and 2014 Gillig transit buses equipped with the model year 2013 or 2014 Cummins ISL G 280 compressed natural gas (CNG) engine. The emission factors associated with the Cummins ISL G 280 CNG engine are shown below in Table 4.2-3. Note that the emission factors are common to both the model year 2013 and 2014 engines:

Table 4.2-3: Emission Factors Associated with the 2013/2014 Cummins ISL-G 280 CNG Engine

Transit Bus Emission Factors (g/mile)	
ROG	0.240
NOx	0.520
PM2.5	0.008

Using the methodology discussed in Section II for Transit Bus Service, the following air quality benefits are calculated for the express bus service. These are shown as a function of project assessment year in Table 4.2-4:

Table 4.2-4: Air Quality Benefits for the Transit Expansion Projects, “kg per day of emissions reduced”:

Air Quality Benefits - 2016 (kg per day)				
Route	ROG	NOx	PM10	PM2.5
200 - Express	0.714	0.623	0.430	0.395
205 - Express	0.212	0.081	0.187	0.172
Total Daily Emission Reductions	0.926	0.704	0.617	0.567

Air Quality Benefits - 2023 (kg per day)

Route	ROG	NOx	PM10	PM2.5
200 - Express	0.601	0.496	0.430	0.395
205 - Express	0.165	0.026	0.187	0.172
Total Daily Emission Reductions	0.766	0.522	0.617	0.567

Air Quality Benefits - 2035 (kg per day)

Route	ROG	NOx	PM10	PM2.5
200 - Express	0.485	0.391	0.430	0.395
205 - Express	0.118	-0.020	0.187	0.172
Total Daily Emission Reductions	0.602	0.371	0.617	0.567

5.0 Air Quality Benefits Equivalency – Findings of the Technical Assessment

The quantified emission reductions clearly demonstrate that the proposed RTA express bus service project will most likely yield greater quantifiable emission reductions as compared to the transit center/park and ride facility projects originally proposed for construction. The comparison is shown below in Table IV-1:

Table 5-1: Comparison of Emission Reduction Air Quality Benefits, “kg of air pollution reduced per day”:

	Assessment Year	ROG	NOx	PM10	PM2.5
Original Transit Centers	2016	0.227	0.249	0.135	0.125
Substitute Transit Expansion		0.926	0.704	0.617	0.567
Original Transit Centers	2023	0.209	0.225	0.144	0.133
Substitute Transit Expansion		0.766	0.522	0.617	0.567
Original Transit Centers	2035	0.199	0.215	0.163	0.150
Substitute Transit Expansion		0.602	0.371	0.617	0.567

As shown in the above Table, for each project assessment year, the emission reductions associated with the substitute Express Bus project is greater than the reductions that would have been realized by the Transit Center and Park and Ride facility construction. Thus, the substitute project has a more favorable impact on regional air quality improvement as compared to the original projects.

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INTRODUCTION

Transportation Control Measures (TCMs) are defined as transportation projects or programs that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions. TCMs are included in the most recently approved applicable Air Quality Management Plan (AQMP)/State Implementation plan (SIP) as part of the overall control strategy to demonstrate a region's ability to come into attainment with the National Ambient Air Quality Standards (NAAQS). In the SCAG region, only two ozone nonattainment areas include TCMs in their AQMPs/SIPs: South Coast Air Basin and Ventura County portion of the South Central Coast Air Basin. TCM-type projects in these nonattainment areas are considered committed once they have funds programmed for right-of-way or construction in the first two years of an approved SCAG Federal Transportation Improvement Program (FTIP). When a committed TCM project cannot be delivered or will be significantly delayed, the substitution of the TCM project follows the process specified in the Clean Air Act (CAA) Section 176(c)(8).

The San Bernardino Associated Governments (SANBAG) has requested that SCAG substitute two planned projects for Metrolink station park and ride lot expansion which are included as two committed TCMs in the South Coast Ozone SIP with a Regional Vanpool Program throughout San Bernardino County (see Appendix A). As documented herein, the proposed substitution is consistent with all federal requirements, including the MPA-21 planning requirements and the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

TCM SUBSTITUTION PROCESS

The substitution process set forth in MAP-21 and the Transportation Conformity Regulations is included in the 2007 AQMP for the South Coast Air Basin and described in SCAG's 2015 FTIP Guidelines.

The County Transportation Commissions (CTCs) and/or project sponsors notify SCAG when a TCM project cannot be delivered or will be significantly delayed. SCAG and the CTCs then identify and evaluate possible replacement measures for individual substitutions with consultation of the TCWG, which includes members from all affected jurisdictions, federal, state and/or local air quality agencies and transportation agencies.

Substitution of individual TCMs is provided for by the CAA Section 176(c)(8), under the following conditions:

- "(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is consistent with the current methodology used for evaluating the replaced control measure in the implementation plan;
- "(ii) if the substitute control measures are implemented-
 - "(I) in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan; or
 - "(II) if the implementation plan date for implementation of the control measure to be replaced has passed, as soon as practicable after the implementation plan date but not



later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan;

"(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;

"(iv) if the substitute and additional control measures were developed through a collaborative process that included--

"(I) participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies);

"(II) consultation with the Administrator; and

"(III) reasonable public notice and opportunity for comment; and

"(v) if the metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures."

In addition to the conditions above, the 2007 South Coast AQMP states that the substitute project shall be in the same air basin and preferably be located in the same geographic area and preferably serve the same demographic subpopulation as the TCM being replaced.

A TCM substitution does not require a new conformity determination or a formal SIP revision. SCAG adoption of the new TCM with concurrence of the U.S. EPA and the California Air Resources Board (ARB) rescinds the original TCM and the substitution becomes effective.

PROJECT DESCRIPTION

The 2015 FTIP includes two committed TCM projects for Metrolink Station park and ride lot expansion in the City of Upland (FTIP ID 20040825) and City of Rialto (FTIP ID 200450) respectively. Due to revenue loss from the dissolution of redevelopment agencies in California, the Upland Metrolink Station Park and Ride Lot Expansion Project has been reduced in scope by a total of 300 parking spaces; while the Rialto Metrolink Station Park and Ride Lot Expansion Project has been reduced in scope by a total of 429 parking spaces. To mitigate the combined loss of 729 park and lot parking spaces, SANBAG is proposing to substitute a regional vanpool program project, with full funding for forming at least 128 new commuter vanpools in FY 2015-2016 with a steady increase to 218 vanpools by 2035 for residents of San Bernardino County. The regional vanpool program, starting operation in FY 2015-2016 and will continue as an on-going and growing program, is a new project and is not yet classified as a committed TCM.

COMPLIANCE WITH SUBSTITUTION REQUIREMENTS

Interagency Consultation. The original substitution was presented to SCAG's publicly noticed TCWG meetings on January 27 and April 28, 2015 respectively for interagency consultation. The TCM substitution revision request document was emailed to TCWG on May 11, 2015 for additional interagency consultation and is being released for a 15-day public review period.



Equivalent Emissions Reduction. SANBAG has analyzed the countywide emissions impacts of the substitute project and concluded that the replacement project provide equal or greater emission reductions (see Appendix A). SCAG staff has reviewed and concurred with both the methodology and the results of the analysis.

Similar Geographic Area. The two Metrolink station park and ride lot expansion projects and the regional vanpool program project serve the residents within the San Bernardino County portion of the South Coast Air Basin.

Full Funding. SANBAG has secured \$4 million from the Congestion Mitigation Air Quality funds for the regional vanpool program project. In addition, the program is expected to generate additional Federal Transit Administration Section 5307 funds, which will sustain the program on an on-going basis.

Similar Time Frame. The proposed project will become operational upon conclusion of the TCM substitution later this year, consistent with the schedules of the two Metrolink Park and Ride Lot Expansion TCM projects.

Timely Implementation. The proposed substitution is the means by which the obstacle to implementation of the two Metrolink Station park and ride lot expansion TCMs is being overcome. The replacement project will be monitored through TCM Timely Implementation Reports that SCAG releases for public review and submits for federal approval.

Legal Authority. SANBAG has legal authority and personnel to implement and operate the substitute project.

Agency Review and Adoption. After the 15-day public review period, the substitution will be presented to SCAG's Energy and Environment Committee (EEC) for recommendation to SCAG's Regional Council for adoption. Upon EEC's recommendation, the substitution will be presented to SCAG's Regional Council for adoption. Adoption by the Regional Council and concurrence from U.S. EPA and ARB will rescind the original TCM projects and the new measure will become effective.

Programming of the Substitute TCMs. After obtaining the concurrence from ARB and EPA, the substitute TCM will be included into the conforming FTIP.



Appendix A

SANBAG Substitution Request



-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

May 11, 2015

Mr. Hasan Ikhata
Executive Director
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles CA 90017

Dear Mr. Ikhata:

On January 21 2015, SANBAG submitted a Transportation Control Measure (TCM) substitution request for the Upland Metrolink Station Park and Ride Lot Expansion Project (ID 20040825) and the Rialto Metrolink Station Park and Ride Lot expansion project (ID200450) with SANBAG's Regional Vanpool Program.

The attached revised TCM substitution report addresses comments gathered from the Transportation Conformity Working Group (TCWG). The revised report used more conservative estimates for the number of vanpools in year 2023 and 2035, and the estimated vanpool average trip length was reduced to 40 miles one way. The revised estimates are able to generate a net air quality benefits to substitute the reduction in Park and Ride lot spaces at the Upland and Rialto Metrolink stations.

SANBAG would like to proceed with the revised report at your earliest convenience. We understand the revised report will be recommended for SCAG's Regional Council approval at the May TCWG meeting. We would greatly appreciate your assistance in preparing for and working through the substitution process with our state and federal partners.

Please contact Philip Chu, Management Analyst III, at 909-884-8276 for the next step on the revised substitution process and follow-up on the attachment. Thank you for your assistance in the important matter.

Sincerely,



Andrea Zureick
Director of Fund Administration and Programming

Attachments

Replacement of Planned Park and Ride Lot Parking Space Expansions with Implementation of Regional Vanpool Program (Revised 5/5/2015)

1.0 Introduction

The dissolution of redevelopment agencies in California has significantly impacted the ability of the local agencies within San Bernardino County to construct new projects. Both the City of Upland and the City of Rialto have Transportation Control Measure (TCM) projects in the current Federal Transportation Improvement Program (FTIP) that have been impacted by revenue loss. The Upland Metrolink Station Park and Ride Lot Expansion Project (ID 20040825) has been delayed due to lack of funding and the Rialto Metrolink Station Park and Ride Lot Expansion Project (ID200450) has been down scoped. For air quality conformity purposes, SANBAG is proposing to implement a Regional Vanpool Program as a single replacement TCM project to offset the emissions reduction shortfall anticipated for the reduced parking space expansion at each park and ride facility in the FTIP. The project description and air quality modeling results are discussed below.

The estimated number of vanpool and the average trip length have been adjusted in the revised report. The revised vanpool assumptions are more conservative compared to the previous estimates while still generate a net air quality benefits

2.0 Project Description

The SANBAG Regional Vanpool Program TCM project consists of the formation of no fewer than 128 new commuter vanpools in Fiscal Year 2015/2016. These vanpools will originate in San Bernardino County but have destinations in San Bernardino, Riverside, Orange, and Los Angeles Counties. Based on the success of similar programs in Southern California, the number of vanpools originating in San Bernardino County is projected to increase over the program life. Estimated vanpool formation by year 2023 is 1,219,172 total operating vanpools. Estimated vanpool formation by year 2035 is 1,459,218 vanpools. As shown in the following air quality analysis, the air quality benefits attributable to the vanpool program more than offset the air quality benefits anticipated from the Metrolink Station Park and Ride Lot Expansion projects over the respective project lifetime of 2015 through 2035.

3.0 Compliance with Substitution Requirements

- Equivalent Emissions Reduction: SANBAG has analyzed the countywide emissions impacts of the regional vanpool program, which is the proposed substitute TCM project, and concludes that it provides greater emissions reduction than the combined emissions reduction of the original TCM projects. See the Air Quality Analysis Methodology in Section 4.
- Similar Geographic Area: Both the Metrolink Park and Ride Lot Expansion TCM projects and the regional vanpool program TCM project are located in the San Bernardino portion of the South Coast Air Basin. The regional vanpool program will operate throughout San

Bernardino County, excluding Victor Valley where there is an existing vanpool program.

- **Full Funding:** SANBAG has current funding from Congestion Mitigation Air Quality funds in the amount of \$4 million for the regional vanpool program TCM project. The program is expected to generate additional Federal Transit Administration Section 5307 funds, which will sustain the program on an on-going basis.
- **Similar Time Frame:** The proposed regional vanpool program TCM project will be operational in 2015, equivalent to the Metrolink Park and Ride Lot Expansion TCM project schedules.
- **Timely Implementation:** The proposed substitution is the means by which the obstacle to implementation of the Metrolink Park and Ride Lot Expansion TCM projects is being overcome.
- **Legal Authority:** SANBAG has legal authority and personnel to implement and operate the substitute regional vanpool program TCM project.

4.0 Air Quality Analysis Methodology

The air quality impacts of the projects were calculated using California Air Resources Board (CARB) and Caltrans-approved methodologies for the evaluation of park and ride facilities and vanpool implementation programs. These methodologies are documented in the CARB/Caltrans document *“Methods to Find the Cost-Effectiveness of Funding Air Quality Projects”*.¹ The emission factors used in the evaluations are those published by CARB in May 2013 and are the most current factors available.

4.1 Park and Ride Parking Spaces - Air Quality Benefits not Realized due to Project Down-scoping: Park and Ride Lot Expansion Projects located at the Upland and Rialto Metrolink Stations have been down-scoped, reducing the number of available spaces for Metrolink commuters or other higher-occupancy commute modes. The Upland Metrolink Station Park and Ride Lot Expansion Project has been reduced in scope by a total of 300 parking spaces. The Rialto Metrolink Station Park and Ride Lot Expansion Project has been reduced in scope by a total of 429 parking spaces. The total loss in parking spaces is 729. The assumed net decrease in total daily Metrolink ridership resulting from this reduction in scope is shown below in Table 1:

¹ Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, California Air Resources Board/California Department of Transportation, May 2013 Update. (<http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>)

Table 1: Metrolink Ridership Decrease from Scope Reduction of Park and Ride Lot Expansion Projects

		Spaces Reduced	Utilization Factor	Effective Spaces	Trip Length One-Way (mi.)	Daily One-Way Trips
2015	Upland	300	75%	225	35	450
2023	Upland	300	85%	255	35	510
2035	Upland	300	100%	300	35	600
2015	Rialto	429	75%	322	55	644
2023	Rialto	429	85%	365	55	729
2035	Rialto	429	100%	429	55	858

The average trip distance is 35 miles for commuters originating at the Upland Metrolink station and 55 miles for commuters originating at the Rialto Metrolink station. It is probable that the majority of commuters will utilize Metrolink to access Union Station in downtown Los Angeles; thus, the distances used in the analysis reflect this majority of commuters. (Note: Since there is no reliable data to determine the final destination of Metrolink users, the additional net air quality benefit from the Vanpool program will make up for trips that are taken beyond Union Station.)

As noted in Table 1, the CARB default factor of 0.75 was used to determine parking space utilization, i.e., 75% of the total of 729 spaces were assumed to generate new Metrolink riders. For analysis year 2023, it is assumed that the lost utilization factor will increase to 0.85, or that 85% of the 729 spaces will be occupied. For year 2035, it is assumed that commuters would occupy 100% of the 729 parking spaces.

4.2 SANBAG Regional Vanpool Program: The Regional Vanpool Program will begin operation in 2015 and is expected to implement no fewer than 128 new commuter vanpools at program commencement. First year daily ridership is targeting 1,664 daily riders. It is assumed that 83% of these riders are not vanpool dependent, and in lieu of vanpool participation would have commuted via single occupant automobile. This value is based on CARB guidelines. Further, it is assumed that 75% of all vanpool participants will drive a single occupant automobile to access their vanpool, with a one-way average vanpool access trip distance of five (5) miles. This is also consistent with CARB guidelines. Finally, emissions associated with the van miles traveled are factored into the air quality analysis.

Vanpool participation is expected to grow ~~significantly~~ between years 2015 and 2023 at 2% year over year increase, with continued operation and growth beyond up to year 2035. Table 2, below, shows the number of vanpools, vanpool riders, and single occupant automobile trips eliminated as a function of year:

Table 2: SANBAG Regional Vanpool Program Participation

	Riders Per Van	# Vanpools	Average Trip Length (mi.)	Daily One Way Trips
2015	6.5	128	4540	1,664
2023	6.5	1,219,172	4540	15,8472,236
2035	6.5	1,459,218	4540	18,9672,834

As shown in Table 2, the average number of participants per vanpool is estimated to be 6.5. Average one-way trip length is estimated to be 405 miles one-way – this value is based on data compiled for other commuter-oriented vanpools that originate in the Inland Empire. The majority of these vanpools have destinations in the Los Angeles County and Orange County metropolitan areas. It is important to note that the trip lengths associated with the park and ride lot projects and vanpool projects are, when viewed as averages, comparable.

Vanpool participation is expected to steadily increase. In year 2023, it is projected that 1,219,172 vanpools will be operating with a point of origin in San Bernardino County. This equates to approximately 15,8472,236 daily one-way trips that will be accomplished via high occupancy vanpool as opposed to automobile. For 2035, this is expected to grow to 1,459,218 vanpools, accounting for 18,9672,834 daily one-way commute trips.

The CARB/Caltrans-approved methodology for analyzing the air quality benefits of park and ride and vanpool projects is discussed in Section 4.3.

4.3 Formulas & Input Values and Assumptions for Park and Ride Lot and Vanpool Projects
(Table II-1 Input Values for Park and Ride Lot and Vanpool Projects (CARB - May 2013))

The emissions reduction benefits from park and ride lots and vanpool projects can be calculated using the Vanpools and Shuttles methodology.

Park and Ride Lots & Vanpools			
Days (D)	250	Effective days per year	
Ridership (R)		Total trips (riders)/day	One-way trips by riders (or number of boardings) per day. Refer to “Daily One Way Trips” in Tables 1 and 2 for Ridership values.
<i>For Auto Travel Reduced</i>			
Adjustment (A) on Auto Trips	0.83		This factor equals the portion of riders who did NOT previously use transit, vanpools, or carpools. The default (0.83) is the adjustment for long-distance, commuter vanpool

			service.
Auto Trip Length (L)	35 Upland 55 Rialto 405 Vanpool	Miles one direction/trip	This is the assumed trip length on Metrolink or in the vanpool.

For Auto Travel Added to Access Vanpool/Shuttle			
Adjustment (AA) for Auto Access to and from vanpool/shuttle	0.9 0.75	Park and Ride Lots Vanpools	The percentage of riders who drive to the park and ride lots or vanpool/shuttle service.
Trip Length (LL) for Auto Access to and from vanpool/shuttle	5	Miles one direction/trip	The default (5 mi) is for long-distance vanpools.

Formulas:

Annual Auto Trip Reduced = [(D) * (R) * (A)]*[1-(AA)] trips/year

Annual Auto VMT Reduced = [(D) * (R) * (A)]* [(L) - (AA)*(LL)] miles/year

Annual Emission Reductions (ROG, NOx, and PM10) = lbs/year [(Annual Auto Trips Reduced)*(Auto Trip End Factor) + (Annual Auto VMT Reduced)*(Auto VMT Factor) - (Van VMT)*(Van VMT Factor)]/454

Park and Ride Ridership (R) = (Parking Spaces)*(Lot Utilization)*(2 commute trips/day) (Per Table 1)

Vanpool Ridership (R) = #Passengers * #Vanpools * 2 commute trips/day (Per Table 2)

Van VMT = (#Vanpools)* (D)* (L) * (2 commute trips/day) (Per Table 2)

Where

- Parking spaces is the number of parking spaces added to an existing lot.
- Lot Utilization is the estimated lot utilization rate from monitored data OR use 0.75 as a default. The default value was used for 2015; a factor of 0.85 was used for year 2023.
- The default for Adjustment (AA) for Auto Access to and from vanpool/shuttle is 0.9 for park and ride and 0.75 for vanpools.

4.4 Emissions Factors: Automobile emissions factors for year 2015 and 2023 are provided by CARB/Caltrans in the referenced Guidelines document, as shown below in Table 3.

Table 3: CARB/Caltrans Automobile Emissions Factors

Analysis Period or Project Life	1-5 Years (2011-2015)	6-10 Years (2011-2020)	11-15 Years (2011-2025)	16-20 Years (2011-2030)
ROG				
VMT (g/mile)	0.191	0.153	0.132	0.119
commute trip ends (g/trip end)	0.764	0.614	0.521	0.462
average trip ends (g/trip end)	0.584	0.470	0.399	0.353
NO_x				
VMT (g/mile)	0.217	0.172	0.146	0.130
commute trip ends (g/trip end)	0.303	0.233	0.189	0.162
average trip ends (g/trip end)	0.298	0.231	0.189	0.162
PM_{2.5}				
VMT (g/mile)	0.087	0.087	0.087	0.087
running exhaust only (g/mile)	0.002	0.002	0.002	0.002
tire and brake wear (g/mile)	0.018	0.018	0.018	0.018
road dust (g/mile)	0.022	0.022	0.022	0.022
commute trip ends (g/trip end)	0.006	0.004	0.004	0.004
average trip ends (g/trip end)	0.003	0.003	0.003	0.004
CO				
VMT (g/mile)	2.239	1.783	1.518	1.356
commute trip ends (g/trip end)	6.046	4.847	4.083	3.593
average trip ends (g/trip end)	4.248	3.396	2.853	2.504

Emissions factors for the period ending in year 2035 were derived from EMFAC 2011 and are as follows (Table 4):

Table 4: Automobile Emissions Factors – 2011-2035

2011-2035 Emissions Factors	ROG	NO _x	PM ₁₀	PM _{2.5}	CO
VMT (g/mile)	0.113	0.124	0.096	0.087	1.288
Trips (g/trip end)	0.353	0.162	0.004	0.004	2.504

Emissions factors for vanpool vehicles are based on “Light and Medium Duty Trucks” (~~between 8501-10,000 lbs~~ Up to 8,500) on Table 2 (page 5) of the referenced Guidelines document assuming 8 passenger capacity, new cleaner vehicles will be purchased for the vanpool program and are as follows (Table 5):

Table 5: Vanpool Vehicle Emissions Factors

Emissions Factors	ROG	NO _x	PM ₁₀	PM _{2.5}	CO
VMT (mg/mile)	14355	70200	12253	11249	6,4002,100

5.0 Air Quality Benefits Equivalency – Findings of the Technical Assessment

The methodologies discussed above in Sections 4.3 and 4.4 were used along with the project input data discussed in Sections 4.1 and 4.2. The forecast emissions reductions for the Metrolink Station Park and Ride Lot Expansion Projects were then compared with those of the Regional Vanpool Program. The results are shown in the following tables.

5.1 Park and Ride Lot Expansion Projects Air Quality Benefits – The incremental air quality benefits that were anticipated for the two Metrolink Station Park and Ride Lot Expansion projects, assuming the original project scopes, are shown below in Table 6:

Table 6: Park and Ride Lot Estimated Emissions Reductions, kg per day

	ROG	NO _x	PM10	PM2.5	CO/7
Upland 2015	1.572	1.771	0.768	0.707	2.622
Rialto 2015	3.706	4.189	1.821	1.675	6.191
Total	5.278	5.960	2.589	2.382	8.812

	ROG	NO _x	PM10	PM2.5	CO/7
Upland 2023	1.231	1.350	0.871	0.801	2.014
Rialto 2023	2.899	3.190	2.061	1.896	4.751
Total	4.130	4.540	2.932	2.697	6.765

	ROG	NO _x	PM10	PM2.5	CO/7
Upland 2035	1.237	1.349	1.025	0.943	2.006
Rialto 2035	2.916	3.189	2.426	2.232	4.737
Total	4.153	4.538	3.450	3.174	6.743

The above Table shows the air quality benefits, in units of “kg per day” associated with the 729 total park and ride spaces at the two Metrolink stations for three horizon years: 2015; 2023; and 2035.

5.2 Regional Vanpool Program Air Quality Benefits - The following Table illustrates the air quality benefits attributable to the SANBAG Regional Vanpool Program for the years 2015, 2023, and 2035:

Table 7: SANBAG Regional Vanpool Program Emissions Reductions, kg per day

Vanpools 2015				
ROG	NOx	PM10	PM2.5	CO/7
6.51 <u>36.352</u>	6.97 <u>07.030</u>	2.82 <u>52.734</u>	2.61 <u>62.516</u>	9.07 <u>99.089</u>
Vanpools 2023				
ROG	NOx	PM10	PM2.5	CO/7
5.73 <u>642.764</u>	6.13 <u>547.224</u>	26.03 <u>53.795</u>	23.95 <u>23.514</u>	47.60 <u>77.359</u>
Vanpools 2035				
ROG	NOx	PM10	PM2.5	CO/7
42.26 <u>96.032</u>	46.65 <u>26.478</u>	31.16 <u>14.849</u>	28.66 <u>84.490</u>	41.75 <u>27.315</u>

5.3 Summary: The results clearly indicate that the proposed SANBAG Regional Vanpool Program TCM project will have equivalent – and likely substantially greater - air quality benefits as compared to the Park and Ride Lot Expansion TCM Projects in San Bernardino County and the region. The air quality benefits as a function of year, above and beyond those attributable to the two Metrolink Park and Ride Lot Expansion Projects, are shown below in Table 8.

Table 8: Net Air Quality Benefits of Proposed SANBAG Regional Vanpool Program TCM Substitution Project as Compared to Park and Ride Lot Expansion TCM Projects, kg per day

	ROG	NOx	PM10	PM2.5	CO/7
2015	1.23 <u>51.074</u>	1.00 <u>91.070</u>	0.14 <u>50.236</u>	0.13 <u>40.234</u>	0.27 <u>70.258</u>
2023	38.63 <u>41.606</u>	42.68 <u>41.595</u>	23.10 <u>30.863</u>	21.25 <u>50.817</u>	40.84 <u>20.594</u>
2035	38.11 <u>61.879</u>	42.11 <u>41.940</u>	27.71 <u>11.399</u>	25.49 <u>41.316</u>	35.00 <u>90.572</u>

As shown above, net positive air quality benefits should be realized from SANBAG Regional Vanpool Program inception through year 2035.

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Metro, RCTC, and SANBAG TCM Substitutions

Energy and Environment Committee Meeting
June 4, 2015



Presentation Outline

- Background Information
- Metro, RCTC, and SANBAG TCM Substitution Requests; and
- Staff Review Conclusions and Recommended Actions
- Next Steps

Background Information

Transportation Control Measures (TCMs)

- Defined in Federal Clean Air Act (CAA)
- Transportation projects or programs that reduce air pollutant emissions by modifying trip patterns or vehicle use
- Identified and committed in ozone air plans

3

Background Information (cont.)

TCM Substitution Process

- Specified in CAA
- Multiple steps process:
 1. CTC actions
 2. SCAG actions
 3. EPA and ARB concurrence

4

Metro TCM Substitution

Original TCM

- Long Beach park and ride lot project
- Requested to be canceled due to lack of funding

Substitute TCM

- Two park and ride lot projects and two bike lane projects at various locations

5

RCTC TCM Substitution

Original TCMs

- Two bus transit facility projects in Hemet and Temecula
- Requested to be canceled or significantly delayed due to siting issues

Substitute TCM

- A new express bus expansion project along SR-91 corridor

6

SANBAG TCM Substitution

Revision to TCM substitution approved by EEC and Regional Council in April 2015

Original TCM

- Two Metrolink park and ride lot expansion projects in Upland and Rialto
- Requested to reduce scope due to lack of funding

Substitute TCM

- A new regional vanpool program

7

Staff Review Conclusions

Metro, RCTC, and SANBAG TCM Substitutions meet all CAA requirements

1. Interagency consultation
2. Equivalent emissions reduction
3. Similar geographic area
4. Full funding
5. Similar time frame
6. Timely Implementation
7. Legal authority
8. Agency review and adoption

8

Recommended EEC Action

Recommend Regional Council to

- adopt the Metro, RCTC, and SANBAG TCM substitutions, and
- direct staff to submit them to the U.S. EPA and California ARB for concurrence

9

Next Steps

- Adoption by the Regional Council
- Concurrence by the U.S. EPA and California ARB
- FTIP Amendment by CTC and SCAG

10

Thank you!

Rongsheng Luo, Program Manager
Department of Compliance and Performance Monitoring
Land Use and Environmental Planning Division
(213) 236-1994 luo@scag.ca.gov



11

Energy and Environment Committee
of the
Southern California Association of Governments
April 2, 2015

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 (EEC) held its meeting at the SCAG Los Angeles Office.

Members Present

Hon. Ross Chun, Aliso Viejo	TCA
Hon. Larry Forester, Signal Hill	GCCOG
Hon. Laura Friedman, Glendale	Arroyo Verdugo Cities
Hon. Sandra Genis, Costa Mesa	OCCOG
Hon. Ed Graham, Chino Hills	District 10
Hon. Shari Horne, Laguna Woods	OCCOG
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Mike Munzing, Aliso Viejo	District 12
Hon. David Pollock, Moorpark	VCOG
Hon. Carmen Ramirez, Oxnard	District 45
Hon. Lupe Ramos Watson, Indio	CVAG
Hon. Deborah Robertson, Rialto (Chair)	District 8
Hon. Eric Schmidt, Hesperia	SANBAG
Mr. Steve Schuyler, Ex Officio	Building Industry Association
Hon. Jack Terrazas	Imperial County
Hon. Diane Williams, Rancho Cucamonga	SANBAG
Hon. Edward Wilson, Signal Hill	Gateway Cities

Members Not Present

Hon. Denis Bertone, San Dimas	SGVCOG
Hon. Margaret Clark, Rosemead	District 32
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Mitchell Englander, Los Angeles	District 59
Hon. Steve Hwangbo, La Palma	District 18
Hon. Diana Mahmud, South Pasadena	SGVCOG
Hon. Thomas Martin, Maywood	GCCOG
Hon. Geneva Mojado, Soboba Band of Luiseno Indians	Tribal COG
Hon. Linda Parks	Ventura County
Hon. Meghan Sahli-Wells, Culver City	WCCOG
Hon. Stephen Sammarco, Redondo Beach	SBCCOG
Hon. John Sibert, Malibu	District 44
Hon. Bonnie Wright, Hemet	WRCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Deborah Robertson, Chair, called the meeting to order at 10:16 a.m. and led the committee in the Pledge of Allegiance.

ELECTION OF CHAIR AND VICE CHAIR

In response to a call for nominations emailed to members of the committee, Hon. Deborah Robertson was nominated for Chair and Hon. Carmen Ramirez was nominated for Vice Chair. No other nominations were received by the deadline however, nominations are allowed by the floor. There were no other nominations made by the Committee.

Seeing that no opposing candidates were nominated, the nominations were closed. A MOTION was made (Forester) to elect the Hon. Deborah Robertson as Chair and the Hon. Carmen Ramirez as Vice Chair of the EEC. The MOTION was SECONDED (Pollock) and APPROVED by the following votes:

AYES: Chun, Forester, Friedman, Genis, Graham, Horne, Mitchell, Munzing, Pollock, Ramirez, Ramos-Watson, Robertson, Schmidt, Terrazas, Williams, Wilson
NOES: None
ABSTAIN: None

PUBLIC COMMENT PERIOD

No Public Comments

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

1. Transportation Control Measure (TCM) Substitution by San Bernardino Associated Governments (SANBAG)

Rongsheng Luo, SCAG Staff, briefed the EEC on the TCM substitution requested by SANBAG. Mr. Luo first presented background information about the definition of TCMs and the TCM substitution process as specified under the federal Clean Air Act. He then briefly described the SANBAG TCM substitution as follows:

- SANBAG is requesting to substitute two existing TCM projects in the 2015 FTIP. Both are Metrolink station park and ride lot expansion projects located in the City of Upland and City of Rialto respectively.
- For the Upland project, the scope will be reduced by 300 parking spaces while for the Rialto project, the scope will be reduced by 429 spaces, resulting in a total loss of 729 spaces. The project scope downsizing is due to revenue loss from the dissolution of the redevelopment agencies in California.
- To mitigate the impact, SANBAG is proposing a new regional vanpool program as the substitute TCM. The new vanpool program will start with at least 128 vanpools in the first year and is projected to grow to 1,459 vanpools by 2035.

Mr. Luo reported that SANBAG staff has performed the required TCM substitution analysis; and the analysis demonstrates meeting all requirements. SCAG staff has reviewed the SANBAG TCM substitution analysis and concurs with both the methodology and results of the analysis. Mr. Luo recommended that EEC approve the TCM substitution and recommend the RC adopt and direct staff to forward it to U.S. EPA and ARB for concurrence.

A MOTION was made (Forester) to approve substitution by SANBAG of two (2) Metrolink station park and ride lot expansion TCM projects to meet federal Clean Air Act requirements and recommend that the Regional Council adopt and direct staff to forward it to U.S. EPA and ARB for concurrence. The MOTION was SECONDED (Graham) and APPROVED by the following votes:

AYES: Chun, Forester, Friedman, Genis, Graham, Horne, Mitchell, Munzing, Pollock, Ramirez, Ramos-Watson, Robertson, Schmidt, Terrazas, Williams, Wilson
NOES: None
ABSTAIN: None

2. Minutes of the October 2, 2014 Meeting

A MOTION was made (Forester) to approve the Minutes. The MOTION was SECONDED (Pollock) and APPROVED by the following votes:

AYES: Forester, Friedman, Genis, Graham, Mitchell, Munzing, Pollock, Ramirez, Ramos-Watson, Robertson, Terrazas, Williams, Wilson
NOES: None
ABSTAIN: Chun, Horne, Schmidt

CONSENT CALENDAR

Receive and File

3. 2015 Regional Council and Policy Committees Meeting Schedule
4. SCAG Sustainability Planning Grants Program – Monthly Update
5. Regional Open-Space Conservation Planning
6. 2015 Active Transportation Program (ATP) Regional Guidelines

A MOTION was made (Forester) to move the Consent Calendar. The MOTION was SECONDED (Schmidt) and APPROVED by the following votes:

AYES: Chun, Forester, Friedman, Genis, Graham, Horne, Mitchell, Munzing, Pollock, Ramirez, Ramos-Watson, Robertson, Schmidt, Terrazas, Williams, Wilson
NOES: None
ABSTAIN: None

INFORMATION ITEMS

7. Metro Green Construction Policy (GCP)

Rongsheng Luo, SCAG Staff, introduced Dr. Cris Liban, Deputy Executive Officer, Metro's Environmental Compliance and Services Department, to present an overview of the Metro GCP.

Dr. Liban, Metro, first briefly described the reality of air emissions effects and policies in the South Coast Air Basin, followed by major milestones of the GCP development timeline. He reported on the following major elements of the policy:

- The GCP is effective and enforceable immediately upon adoption for all new Metro construction projects;
- The GCP will not be retroactive to existing projects as of September 22, 2011 but all Contractors are encouraged to implement the GCP policy provisions to the greatest extent feasible;
- The GCP contains separate requirements for on- and off-road equipment and generators, as well as exceptions;
- There are also other policy provisions such as institutionalizing common mitigation measures during the CEQA process.

Dr. Liban also compared the stringency between the GCP and the California Air Resources Board (ARB) regulations, and reported the following implementation efforts:

- Design criteria and specifications have been incorporated into all procurement documents;
- On-going stakeholder meetings;
- ARB/Air District enforcement training;
- Pilot projects and adoption by other jurisdictions; and
- Toolbox of information

Dr. Liban concluded his presentation by introducing the Green Equipment Web Toolkit and the GCP website at <http://www.metro.net/gcp>.

CHAIR'S REPORT - None

STAFF REPORT - None

FUTURE AGENDA ITEMS

- Hon. Larry Forester: Follow up on US Mayors' conference on storm water affordability
- Hon. Deborah Robertson: Invite US EPA and CA EPA to discuss issues surrounding Superfund sites

ANNOUNCEMENTS - None

ADJOURNMENT

Hon. Deborah Robertson adjourned the meeting at 10:55 a.m.

The next meeting of the Energy & Environment Committee will be held on Thursday, June 4, 2015 at the SCAG Los Angeles Office.

Energy and Environment Committee Attendance Report

2015

Member (including Ex-Officio) LastName, FirstName	Date Appointed if after 1/1/14	Representing	X = County Represented						X = Attended Black Shading = Dark												Total Mtgs Attended		
			Imperial	Los Angeles	Orange	Riverside	San Bernar dino	Ventura	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec			
Bertone, Denis		SGVCOG		X					J	J	X		G										2
Chun, Ross		TCA							O	O		X	E										1
Clark, Margaret		Rosemead		X					I	I	X		N										1
Ehrenkranz, Jordan		WRCOG				X			N	N	X		E										1
Englander, Mitchell		Los Angeles		X					T	T			R										
Forester, Larry		Gateway Cities		X							X	X	A										2
Friedman, Laura		AVCOG		X					M	M	X	X	L										2
Genis, Sandra		OCCOG			X				E	E	X	X											2
Graham, Ed	Feb. 2015	SANBAG		X					E	E	X	X	A										2
Horne, Shari	Apr. 2015	OCCOG			X				T	T		X	S										1
Hwangbo, Steve	Jan. 2015	La Palma			X				I	I	X		S										1
Mahmud, Diana		SGVCOG		X					N	N	X		E										1
Martin, Thomas		GCCOG		X					G	G	X		M										1
Mitchell, Judy		SBCCOG		X								X	B										1
Mojado, Geneva		Tribal COG											L										
Munzing, Mike		District 12			X						X	X	Y										2
Parks, Linda	Feb. 2015	Ventura						X			X												1
Pollock, David		VCOG						X			X	X											2
Ramirez, Carmen		Oxnard						X			X	X											2
Ramos-Watson, Lupe		CVAG				X	X				X	X											2
Robertson, Deborah		District 8		X							X	X											2
Sahli-Wells, Meghan		WCCOG		X							X												1
Sanmarco, Stephen		SBCCOG						X															
Schmidt, Eric		SANBAG		X								X											1
Schuyler, Steve		BIASC			X						X	X											2
Sibert, John		District 44	X								X												1
Terrazas, Jack		Imperial County	X								X	X											2
Williams, Diane		SANBAG		X							X	X											2
Wilson, Edward		Signal Hill				X					X	X											2
Wright, Bonnie	Jan. 2015	WRCOG						X			X												1
		TOTALS	2	13	5	3	3	3															

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2015 MEETING SCHEDULE REGIONAL COUNCIL AND POLICY COMMITTEES

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435
t (213) 236-1800
f (213) 236-1825
www.scag.ca.gov

All Regular Meetings are scheduled on the 1st Thursday of each month; except for the month of October*	
Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

Officers

President
Cheryl Viegas-Walker, El Centro

First Vice President
Michele Martinez, Santa Ana

Second Vice President
Margaret Finlay, Duarte

Immediate Past President
Carl Morehouse, San Buenaventura

**Executive/Administration
Committee Chair**

Cheryl Viegas-Walker, El Centro

Policy Committee Chairs

Community, Economic and
Human Development
Bill Jahn, Big Bear

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino
Associated Governments

January 1, 2015 (DARK)

February 5, 2015

March 5, 2015

April 2, 2015

**May 7 – 8, 2015
(2015 SCAG Regional Conference & General Assembly)**

June 4, 2015

July 2, 2015

August 6, 2015 **(DARK)**

September 3, 2015

October 8, 2015*

(Note: League of California Cities Annual Conference, San Jose, CA, on Sept. 30 – Oct. 2)

November 5, 2015

December 3, 2015

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DATE: June 4, 2015

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

FROM: Hasan Ikhata, Executive Director, (213) 236-1944, ikhata@scag.ca.gov

SUBJECT: Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program and State Expenditure Plan Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
SCAG continues to recommend full funding for the 13 Affordable Housing and Sustainable Communities (AHSC) projects submitted from the SCAG region, totaling \$61 million for fiscal year 2014-2015. On May 13, 2015, President Viegas-Walker reiterated the support for all the 13 projects in her letter to the Strategic Growth Council (SGC). SCAG expects a decision from SGC in late June. In addition to reaching out to the project proponents, staff is developing an action plan to further mobilize the region in preparation for future AHSC funding. New information from the Governor's May Revision Budget and Cap and Trade Expenditure Plan for Fiscal Year 2015-2016 released May 14, 2015 outlines an increase of \$270 million for the AHSC program, totaling \$400 million. The entire Greenhouse Gas Reduction Fund (GGRF) will reach \$2.2 billion for Fiscal Year 2015-2016.

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 Affordable Housing and Sustainable Communities Program is a statewide competitive program to provide grants and loans for affordable housing, infill and compact transit-oriented development, and infrastructure connecting these projects to transit. The Strategic Growth Council and Department of Housing and Community Development (HCD) administer the program, including project evaluation and the approval of funding awards. \$120 million is available to be awarded for the FY 2014-15 program. Project applications were due on April 20. SGC's Board will approve awards in late June.

In late February, SCAG reviewed the initial fifty (50) concept proposals for support of Sustainable Communities Strategies (SCS) implementation. In March, SGC invited a select number of the initial applicants to submit full applications. As reported at the April 2 Regional Council meeting, only 13

REPORT

applicants from the SCAG region were selected by SGC to submit final applications. These 13 applications total \$61 million for the final round. Statewide, SGC received \$255 million in applications, so the share of potential funding for the SCAG region is far below the region’s statewide population share. Further, it clearly does not sufficiently respond to the needs of the region’s statewide proportion of disadvantaged communities.

Key Efforts

As part of a comprehensive approach to position AHSC applications from the SCAG region to strongly compete in the statewide pool, SCAG’s Cap and Trade Assistance Team is putting together a comprehensive action plan to further engage potential project applicants. One of the forums is to continue the Peer Learning Exchange throughout the region to ensure the region’s competitiveness for future funding.

Additionally, on May 13th, 2015, President Cheryl Viegas-Walker reiterated SCAG’s Board’s direction urging SGC to fund all the 13 projects. In the letter, President Viegas-Walker outlined the significance of the projects to the region for their achievement of various regional goals, especially affordable housing and transit-oriented connectivity, and their role in strongly implementing the Sustainable Communities Strategy and supporting the disadvantaged communities. Please see the attached letter.

Cap and Trade Expenditure Plan for Fiscal Year 2015-2016

On May 14, 2015 Governor Brown released his Revised State Budget for Fiscal Year 2015-2016. The Revised Budget includes a Cap and Trade Expenditure Plan outlining budget allocations for various investment categories. Under the Sustainable Communities and Clean Transportation investment category, the Affordable Housing and Sustainable Communities program is being allocated with \$400 million for FY 2015-2016. Compared to FY 14-15, the FY 15-16 budget has increased the AHSC program by \$270 million. This Expenditure Plan considers the Governor’s recently issued Executive Order B-30-15, which has established a greenhouse gas reduction target of 40 percent below 1990 levels by 2030. The Expenditure Plan provides significant investment towards meeting the 2030 climate goals and the goals of SB 535 directing GGRF investment in disadvantaged communities. The Revised Budget is available at <http://www.ebudget.ca.gov/FullBudgetSummary.pdf> and more information is available in the State and Federal Legislative Update. The attached table outlines the Cap and Trade Expenditure Plan.

FISCAL IMPACT:

Work associated with this item is included in the current FY2014/15 Overall Work Program (15-020.SCG00161.04: Regulatory Compliance; 15-065.SCG00137: Sustainability Program; and 15-070.SCG00147: Modeling Application and Analysis)

ATTACHMENTS:

1. May 13, 2015 President Cheryl Viegas-Walker AHSC Letter to SGC
2. Cap and Trade Expenditure Plan Summary Table



May 13, 2015

Mr. Ken Alex
Chair, Strategic Growth Council
State of California
1400 10th Street
Sacramento, California 95814

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

RE: Full Funding of Southern California AHSC Program Grant Applications

Dear Mr. Alex:

Thank you for your staff's interest in meeting with the Southern California Association of Governments (SCAG) on the thirteen (13) projects currently in the running for Cap-and-Trade Affordable Housing/Sustainable Communities (AHSC) funds. This letter is to reiterate SCAG's position that all 13 projects merit funding. As stated in the letter of April 14, 2015 from SCAG's immediate past President Carl Morehouse, our Board urges the Strategic Growth Council (SGC) to fully fund the 13 projects in the six- county SCAG region.

Officers

President
Cheryl Viegas-Walker, El Centro

First Vice President
Michele Martinez, Santa Ana

Second Vice President
Margaret Finlay, Duarte

Immediate Past President
Carl Morehouse, San Buenaventura

In addition to the directive of our Board at its April meeting, I must emphasize an important fact that in the past several weeks, SCAG staff has conducted an extensive review of each project. Staff has verified that each of the projects exceed all requirements defined in SCAG's and SGC's criteria.

Executive/Administration Committee Chair

Cheryl Viegas-Walker, El Centro

Of significance, all 13 projects have extremely high ratios of leveraged funding, VMT-based greenhouse gas emission reductions, and co-benefits. All projects are champions for either affordable housing or connectivity to transit-oriented development (or both!). In short, these 13 projects fully support the implementation of SCAG's nationally-acclaimed Sustainable Communities Strategy (SCS). Lastly, 12 of the 13 projects are located in and support Disadvantaged Communities, which are prevalent in the SCAG region, where one in 4 children live in poverty.

Policy Committee Chairs

Community, Economic and Human Development
Bill Jahn, Big Bear

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino Associated Governments

It is our position that while full funding of the 13 projects still significantly underserves the region's equitable share, we request all projects be fully funded.

Thank you and please feel free to contact me at (760) 332-9832 or SCAG Executive Director Hasan Ikhata at (213) 236-1944 or ikhata@scag.ca.gov, at any time.

Sincerely,

Cheryl Viegas-Walker
President, SCAG
Councilmember, City of El Centro

Cc: Regional Council Members, SCAG
Hasan Ikhata, Executive Director, SCAG
Tim Egan, Capitol Representation Group

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CAP AND TRADE EXPENDITURE PLAN

Figure CAP-01
2015-16 Cap and Trade Expenditure Plan
(Dollars in Millions)

<i>Investment Category</i>	<i>Department</i>	<i>Program</i>	<i>Jan 10/ Accelerated Drought</i>	<i>May Revision</i>	<i>Total</i>
Sustainable Communities and Clean Transportation	High-Speed Rail Authority	High-Speed Rail Project	\$250	\$250	\$500
	State Transit Assistance	Low Carbon Transit Operations Program	\$50	\$50	\$100
	Transportation Agency	Transit and Intercity Rail Capital Program	\$100	\$165	\$265
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$200	\$200	\$400
	Air Resources Board	Low Carbon Transportation	\$200	\$150	\$350
Energy Efficiency and Clean Energy	Department of Community Services and Development	Energy Efficiency Upgrades/Weatherization	\$75	\$65	\$140
	Department of General Services *	Energy Efficiency for Public Buildings	\$20	\$20	\$40
	University of California/ California State University	Renewable Energy and Energy Efficiency Projects	\$0	\$60	\$60
	Department of Water Resources/Department of Food and Agriculture	Water and Energy Efficiency	(\$30)	\$60	\$60
	Energy Commission/ Department of Water Resources	Drought Executive Order - Rebates for Appliances	\$0	\$30	\$30
	Energy Commission/ Department of Water Resources	Drought Executive Order - Water and Energy Technology Program	\$0	\$30	\$30
	Department of Food and Agriculture	Agricultural Energy and Operational Efficiency	\$5	\$20	\$25
Natural Resources and Waste Diversion	Department of Fish and Wildlife	Wetlands and Watershed Restoration	\$25	\$40	\$65
	Department of Forestry and Fire Protection	Forest Health	\$42	\$50	\$92
	Department of Food and Agriculture	Healthy Soils	\$0	\$20	\$20
	Cal Recycle	Waste Diversion	\$25	\$35	\$60
Total			\$992	\$1,245	\$2,237

* Shifts administration of Green Buildings and \$20 million from the current year from Energy Commission to Department of General Services.

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DATE: June 4, 2015

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

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

SUBJECT: SCAG Sustainability Planning Grants Program – Monthly Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

SCAG is providing a monthly update (attached) regarding successful implementation of (75) Sustainability Grants to member agencies. Forty-four (44) of the seventy-five (75) approved SCAG Sustainability Planning Grants were funded in the fall of 2013. An additional fifteen (15) projects were funded in the summer of 2014. Six of these projects will be funded by an award to SCAG from the California Strategic Growth Council. The remaining projects were funded in the fall of 2014. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-six (66) grant projects have had Request for Proposals (RFPs) released, sixty-five (65) grant projects have selected consultants, and fifty (50) grant projects have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).

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; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

On September 12, 2013, the Regional Council approved seventy-three (73) Sustainability Planning Grant projects and directed staff to proceed with funding projects with available funds for Phases I and Phase II projects (total of 44 projects). The remaining projects comprised Phase III and are proceeding as additional funds have become available in FY 2014/2015. An additional fifteen (15) projects were funded in the summer of 2014. On August 7, 2014 the Regional Council approved adding two (2) Sustainability Planning

REPORT

Grant projects to the approved list for a new total of seventy-five (75) projects. On October 2, 2014 the Regional Council approved funding for the remaining projects on the list.

SCAG staff is providing monthly updates to the Board regarding implementation of the seventy-five (75) grants. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-six (66) grant projects have had Request for Proposals (RFPs) released, sixty-five (65) grant projects have selected consultants, and fifty (50) grant projects have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).

FISCAL IMPACT:

Funding is included in SCAG's FY 2014-15 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year are included in FY 2014-15 OWP 065.SCG02663.02.

ATTACHMENT:

Summary Progress Chart

SCAG Sustainability Planning Grants

May 13, 2015

Regional Council Progress Update

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
Phase 1 (Available funds FY 13-14)							
1	San Bernardino County	Bloomington Area Valley Blvd. Specific Plan Health and Wellness Element - Public health; Active transportation; Livability; Open space	x	x	x	x	x
2	Los Angeles - Department of City Planning	Van Nuys & Boyle Heights Modified Parking Requirements - Economic development; TOD; Livability	x	x	x	x	x
3	Los Angeles - Department of City Planning	Bicycle Plan Performance Evaluation - Active transportation; performance measures	x	x	x	x	x
4	Western Riverside Council of Governments	Public Health: Implementing the Sustainability Framework - Public health; Multi-jurisdiction coordination; Sustainability	x	x	x	x	x
5	Santa Ana	Complete Streets Plan - Complete streets; Active transportation; Livability	x	x	x	x	x
6	San Bernardino Associated Governments	Climate Action Plan Implementation Tools - GHG reduction; Multi-jurisdiction coordination; Implementation	x	x	x	x	x
7	Riverside	Restorative Growthprint Riverside - GHG reduction; Infrastructure investment; Economic development	x	x	x	x	x
8	Orange County Parks	Orange County Bicycle Loop - Active transportation; Multi-jurisdictional; Public health	x	x	x	x	x
9	Ventura County	Connecting Newbury Park - Multi-Use Pathway Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x
10	Imperial County Transportation Commission	Safe Routes to School Plan - Multi-modal; Active transportation	x	x	x	x	x
11	Yucaipa	College Village/Greater Dunlap Neighborhood Sustainable Community - Complete Streets; TOD	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
12	Las Virgenes-Malibu Council of Governments	Multi-Jurisdictional Regional Bicycle Master Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x
13	Eastvale	Bicycle & Pedestrian Master Plan - Active Transportation	x	x	x	x	x
14	West Covina	Downtown Central Business District - Multi-modal; Active transportation	x	x	x	x	x
15	Placentia	General Plan/Sustainability Element & Development Code Assistance - General Plan Update; Sustainability Plan	x	x	x	x	x
16	Paramount/Bellflower	Regional Bicycle Connectivity - West Santa Ana Branch Corridor - Active transportation; multi-jurisdiction	x	x	x	x	x
17	Costa Mesa	Implementation Plan for Multi-Purpose Trails - Active Transportation	x	x	x	x	x
Phase 2 (Available funds)							
18	Fullerton	East Wilshire Avenue Bicycle Boulevard - Active transportation; Livability; Demonstration project	x	x	x	x	x
19	Beaumont	Climate Action Plan - GHG reduction	x	x	x	x	x
20	Palm Springs	Sustainability Master Plan Update - Leverages larger effort; commitment to implement	x	x	x	x	x
21	Big Bear Lake	Rathbun Corridor Sustainability Plan - Multi-modal; Economic development; Open space	x	x	x	x	x
22	Western Riverside Council of Governments	Land Use, Transportation, and Water Quality Planning Framework - Integrated planning, Sustainability	x	x	x	x	x
23	Anaheim	Bicycle Master Plan Update - Active transportation	x	x	x	x	x
24	Ontario	Ontario Airport Metro Center - Multi-modal; Visualization; Integrated planning	N/A				
25	Coachella Valley Association of Governments	CV Link Health Impact Assessment - Active transportation; Public health; Multi-jurisdiction	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
26	San Bernardino Associated Governments	San Bernardino Countywide Complete Streets Strategy - Multi-modal; Livability; Multi-jurisdiction	x	x	x	x	x
27	Chino Hills	Climate Action Plan and Implementation Strategy - GHG reduction; Implementation; Sustainability	x	x	x	x	x
28	Coachella	La Plaza East Urban Development Plan - Mixed-use, TOD, Infill	x	x	x	x	x
29	South Bay Bicycle Coalition/Hermosa, Manhattan, Redondo	Bicycle Mini-Corral Plan - Active transportation; implementable; good value	x	x	x	x	x
30	Hawthorne	Crenshaw Station Area Active Transportation Plan and Overlay Zone - Multi-modal; Active transportation; GHG reduction	x	x	x	x	x
31	Chino	Bicycle & Pedestrian Master Plan - Multi-modal; Active transportation	x	x	x	x	x
32	Stanton	Green Planning Academy - Innovative; Sustainability; Education & outreach	x	x	x	x	x
33	Hermosa Beach	Carbon Neutral Plan - GHG reduction; Sustainability	x	x	x	x	x
34	Palm Springs	Urban Forestry Initiative - Sustainability; Unique; Resource protection	x	x	x	x	x
35	Orange County	"From Orange to Green" - County of Orange Zoning Code Update - Sustainability; implementation	x	x	x	x	x
36	Calimesa	Wildwood and Calimesa Creek Trail Master Plan Study - Active transportation; Resource protection	x	x	x	x	x
37	Western Riverside Council of Governments	Climate Action Plan Implementation - GHG Reduction; Multi-jurisdiction; implementation	x	x	x	x	x
38	Lynwood	Safe and Healthy Community Element - Public health & safety, General Plan update	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
39	Palmdale	Avenue Q Feasibility Study - Mixed-use; Integrated planning	x	x	x	x	x
40	Long Beach	Willow Springs Wetland Habitat Creation Plan - Open Space; Resource protection	x	x	x	x	x
41	Indio	General Plan Sustainability and Mobility Elements - Sustainability; Multi-modal, General Plan update	x	x	x	x	x
42	Glendale	Space 134 - Open space/Freeway cap; Multi-modal	x	x	x	x	x
43	Rancho Palos Verdes/City of Los Angeles	Western Avenue Corridor Design Implementation Guidelines - Urban Infill; Mixed-use; Multi-modal	x	x	x	x	x
44	Moreno Valley	Nason Street Corridor Plan - Multi-modal; Economic development	x	x	x	x	x
Phase 3 (Pending additional funds)							
45	Park 101/City of Los Angeles	Park 101 District - Open space/Freeway cap; Multi-modal	x	x	x	x	
46	Los Angeles/San Fernando	Northeast San Fernando Valley Sustainability & Prosperity Strategy - Multi-jurisdiction; Economic development; Sustainability	x	x	x	x	x
47	San Dimas	Downtown Specific Plan - Mixed use; Infill	x	x	x	x	
48	Los Angeles - Department of City Planning	CEQA Streamlining: Implementing the SCS Through New Incentives - CEQA streamlining	x	x	x	x	
49	Pico Rivera	Kruse Road Open Space Study - Open space; Active transportation	x	x	x	x	x
50	South Bay Cities Council of Governments	Neighborhood-Oriented Development Graphics - public outreach	x	x	x	x	
51	San Bernardino Associated Governments	Safe Routes to School Inventory - Active transportation; Public health	x	x	x	x	x
52	Burbank	Mixed-Use Development Standards - Mixed use; Urban infill	x	x	x	x	

Rank	Applicant	Project	Working / Last Contact	Scope	RFP	Selection	Contract
53	San Bernardino Associated Governments	Countywide Habitat Preservation/Conservation Framework - Open Space; Active Transportation	N/A				
54	Rancho Cucamonga	Healthy RC Sustainability Action Plan - Public health; implementation	x	x	x	x	
55	Pasadena	Form-Based Street Design Guidelines - Complete Streets; Multi-modal; Livability	x	x	x	x	
56	South Gate	Gateway District/Eco Rapid Transit Station Specific Plan - Land Use Design; Mixed Use; Active Transportation	x				
57	Lancaster	Complete Streets Master Plan - Complete Streets Plan	x	x	x	x	
58	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - Transit Access	x	x	x	x	
59	Santa Clarita	Soledad Canyon Road Corridor Plan - Land Use Design; Mixed Use Plan	N/A				
60	Seal Beach	Climate Action Plan - Climate Action Plan	x	x	x	x	
61	La Mirada	Industrial Area Specific Plan - Land Use Design	N/A				
62	Hemet	Downtown Hemet Specific Plan - Land Use Design; Mixed Use Plan	x	x	x	x	
63	Hollywood Central Park/City of Los Angeles	Hollywood Central Park EIR - Open Space/Freeway Cap; Multi-modal	x				
64	Desert Hot Springs	Bicycle/Pedestrian Beltway Planning Project - Active Transportation	N/A				
65	Cathedral City	General Plan Update - Sustainability - General Plan Update; Sustainability Plan	x	x	x	x	
66	Westminster	General Plan Update - Circulation Element - General Plan Update; Complete Streets	x	x	x	x	x
67	La Canada Flintridge	Climate Action Plan - Climate Action Plan	x	x	x	x	
68	Huntington Beach	Neighborhood Electric Vehicle Plan - Electric Vehicle	x	x	x		
69	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - Climate Action Plan	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
70	San Bernardino Associated Governments	Countywide Bicycle Route Mobile Application - Active Transportation	x	x			
71	Dana Point	General Plan Update - General Plan Update	x				
72	Garden Grove	RE:IMAGINE Downtown - Pedals & Feet - Active Transportation; Infill	x	x	x	x	
73	Barstow	Housing Element and Specific Plan Update - Housing; Land Use Design	x	x	x	x	
74	Bell	General Plan Update - General Plan Update	x	x	x	x	x
75	Fountain Valley	Euclid/I-405 Overlay Zone - Mixed use; Urban infill	x	x	x	x	x

DATE: June 4, 2015

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

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

SUBJECT: Governor Brown’s Executive Order to Reduce Urban Water Use

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION:
Receive and File

EXECUTIVE SUMMARY:
On April 1, 2015, Governor Edmund G. Brown Jr. issued Executive Order B-29-15 to strengthen the State’s ability to manage water and habitat effectively in drought conditions and called on all Californians to redouble their efforts to conserve water. The Executive Order mandated a 25 percent statewide reduction in urban water use. Governor Brown designated the State Water Resources Control Board as the main authority to implement the water reductions.

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 2: Develop external communications and media strategy to promote partnerships, build consensus, and foster inclusiveness in the decision making process.

BACKGROUND:
According to the California Department of Water Resources, the State has been experiencing a multi-year drought since 2012. In the midst of the drought, in July 2014, Governor Brown called for a 20 percent voluntary reductions in water use, yet as of March 2015 the voluntary statewide conservation efforts had only resulted in a 9 percent overall reduction – far short of the Governor’s goal. Over this same time period, drought conditions have only become more severe. On April 1st, 2015, California’s snowpack water content measured far below the April 1st average (5 percent of the 28-inch average), setting a new "low water" mark in records dating back to 1950. The lowest previous reading was 25 percent of the average. As a result, Water Year 2015 is the driest winter in California's written record.

To strengthen efforts to conserve water, the Governor, for the first time in the State’s history, issued a mandatory statewide conservation effort to reduce potable urban water use by 25 percent and designated the State Water Resource Control Board as the main authority to implement water reductions. The mandate was included as part of Executive Order B-29-15, which also calls for all Californians to save water, increasing enforcement to prevent wasteful water use, streamlining the government’s drought response, and investing in new technologies to make California more drought-resilient.



REPORT

As the designated authority for implementing the water reductions, the State Water Resources Control Board adopted an emergency regulation on May 5, 2015 that requires an immediate 25 percent reduction in overall potable urban water use statewide. Action is expected by the Office of Administrative Law by May 15, 2015 to approve the emergency regulation, at which point the emergency regulation will take effect immediately and remain in effect for 270 days from that date. The emergency regulation updates the State Water Resource Control Board’s regulation standards and institutes a new system that places each urban water supplier into one of eight tiers. Each month, the Water Board will compare every urban water suppliers’ 2015 water use with their 2013 use to determine conservation conformance. The Water Board has released a list of 411 water suppliers and their regulatory framework tiers. To see the full list, visit http://www.waterboards.ca.gov/waterrights/water_issues/programs/drought/docs/emergency_regulations/supplier_tiers_20150428.pdf

Local water agencies will determine the most cost effective and locally appropriate way to achieve their standard. Local agencies can fine property owners up to \$500 a day for failure to implement the water use prohibitions and restrictions. The State Water Resources Control Board can issue informational orders¹, conservation orders² or cease and desist orders³ to water suppliers for failure to meet their conservation standard. Water agencies that violate cease and desist orders are subject to a civil liability of up to \$10,000 a day. To learn more about the state's drought response, visit Drought.CA.Gov. To learn more about conserving water, visit SaveOurWater.com.

SCAG staff will continue to monitor the drought and the State’s water conservation efforts and its impacts and effectiveness in Southern California. In addition, SCAG will explore issues of water scarcity and the implications of growth and development on water resources as part of the development of the 2016 RTP/SCS.

FISCAL IMPACT:

Work associated with this item is included in the current FY2014/15 Overall Work Program (050.SCG00169.01: Regional Active Transportation Strategy) and FY2015/1016 Overall Work Program (050.SCG00169.01: Regional Active Transportation Strategy).

ATTACHMENT:

None

¹ Informational Orders would enable the Board to require specific data and other facts on conservation practices if conservation targets are not being met.

² A conservation order would describe the specific actions required for the recipient to come into compliance with the requirements of the regulations. Issuance of a conservation order would be subject to reconsideration by the Board and violation of a conservation order would not be subject to the enhanced penalties associated with violation of a cease and desist order during a drought emergency.

³ These Orders generally contain a description of the specific actions, and a timeline for implementing them, required for the recipient to return to compliance. Non-compliance with a CDO during a drought emergency, such as the current one, can result in a complaint to assess Administrative Civil Liabilities of up to \$10,000 for each day of non-compliance.

DATE: June 4, 2015
TO: Energy and Environment Committee (EEC)
FROM: Rongsheng Luo, Program Manager, (213) 236-1994, luo@scag.ca.gov
SUBJECT: 2016 South Coast Air Quality Management Plan (AQMP) Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

Pursuant to federal and state law, the South Coast Air Quality Management District (SCAQMD) is the lead agency responsible for the development of the Air Quality Management Plan/State Implementation Plan (AQMP/SIP) to demonstrate attainment of federal and state air quality standards. Dr. Philip Fine, SCAQMD Deputy Executive Officer, will present an update on the development of the 2016 South Coast AQMP for EEC's information.

STRATEGIC PLAN:

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

BACKGROUND:

Pursuant to the Federal Clean Air Act (CAA), SIPs demonstrating attainment with the 2008 8-hour ozone and 2012 annual PM2.5 national ambient air quality standards (NAAQS) in the South Coast Air Basin are required to be prepared and submitted to the U.S. Environmental Protection Agency (EPA). In addition to these two new SIPs, the 2016 South Coast AQMP will also include an update to the previously submitted 1997 8-hour ozone and 1-hour ozone SIPs. The 2016 South Coast AQMP is being prepared by three (3) responsible agencies: the AQMD, the lead agency; the California Air Resources Board (ARB); and SCAG.

As reported to the EEC previously, SCAG is required to prepare its portion of the 2016 AQMP, the Regional Transportation Strategy and Control Measures, based on the upcoming 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Therefore, the 2016 RTP/SCS may need to consider how regional policies, strategies, and investment programs can appropriately contribute to attaining the more stringent new ozone and PM2.5 standard for our region.

In addition, the 2016 AQMP will include an important component relative to future regional transportation planning and federal transportation conformity requirements, the motor vehicle ozone emissions budgets, which set an upper limit that on-road transportation activities are permitted to emit. The ozone and PM2.5 emission budgets established as part of the 2016 AQMP process and adopted in the final SIP will become the functioning ozone and PM2.5 emission budgets for transportation conformity for future RTP/Federal Improvement Program (FTIP) and RTP/FTIP amendments post the effectiveness date of the new emission budgets.

REPORT

Note that there are six other nonattainment areas in the SCAG region under the 2008 8-hour ozone standard:

- Imperial County
- Western Mojave Desert Air Basin
- Coachella Valley
- Morongo Areas of Indian Country
- Pechanga Areas of Indian Country

In addition, the urbanized area of the Imperial County is also a nonattainment area under the 2012 PM2.5 standard. These ozone and PM2.5 nonattainment areas are also subject to their respective SIP requirements and staff will provide status update on these SIPs as appropriate at a later time.

FISCAL IMPACT:

Work associated with this item is included in the current FY14-15 Overall Work Program (15-025. SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENT:

[PowerPoint Presentation will be distributed under separate cover]

DATE: June 4, 2015

TO: Community, Economic & Human Development (CEHD) Committee
Energy & Environment Committee (EEC)
Transportation Committee (TC)

FROM: Ma' Ayn Johnson, Housing & Land Use Planner, (213) 236-1975, johnson@scag.ca.gov

SUBJECT: 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) - Environmental Justice Workshops Update

EXECUTIVE DIRECTOR'S APPROVAL: _____



RECOMMENDED ACTION:

For Information Only – No Action Required

EXECUTIVE SUMMARY:

As a government agency that receives federal funding, SCAG is required to conduct an environmental justice analysis as part of the 2016-2040 RTP/SCS development process. SCAG has conducted three (3) workshops, one in November 2014 and two in April 2015, to provide information on the environmental justice process of the 2016-2040 RTP/SCS and seek input from stakeholders and the public. Additionally, SCAG will hold additional public workshops and other opportunities for input on the environmental justice process and analysis.

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:

As a government agency that receives federal funding, SCAG is required to conduct an environmental justice analysis as part of the 2016-2040 RTP/SCS development process. The purpose of an environmental justice analysis is to identify the benefits and burdens of proposed projects on minority and low income populations. A key component of SCAG's environmental justice analysis is public outreach and participation, which serves to not only distribute information to interested parties, but to receive public input and engage stakeholders in the environmental justice and overall RTP/SCS process.

So far, SCAG has held three (3) public workshops on environmental justice for the 2016-2040 RTP/SCS. The first was held on November 20, 2014 from 2:00 to 4:00 p.m. at the SCAG main office in downtown Los Angeles with videoconferencing available at SCAG satellite offices. The workshop was attended by over sixty (60) participants. SCAG staff presented an overview of its environmental justice analysis responsibilities in the RTP/SCS process and a technical review of the results of the 2012-2035 RTP/SCS environmental justice analysis. A public input session followed the SCAG staff presentation and participants provided input on a wide range of issues relating to environmental justice, including SCAG's involvement at the local level, compliance and implementation processes, the purpose of the workshop, affordable housing, particle concentrations near airports, and public participation. Subsequent to the workshop, SCAG

REPORT

staff reviewed the public input received and how to integrate some of the feedback to the environmental justice process and analysis for the 2016-2040 RTP/SCS.

SCAG held two additional environmental justice workshops in April 2015. The first was held on April 15 at Fairmount Park in the City of Riverside and the second held on April 23 at the SCAG main office in Los Angeles, with videoconferencing again available at SCAG satellite offices for the latter meeting. To increase opportunities for public participation, both meetings were held in the evening hours from 5:30 to 7:30. Over seventy (70) participants attended these two workshops.

Based on the feedback from the November 20 workshop, SCAG staff reformatted the April workshops to focus on participant engagement and input. SCAG staff provided a brief presentation on environmental justice analysis requirements after which the workshop transitioned into four (4) small groups. Each of the four (4) groups had a topic of focus: (1) Parks and Open Space; (2) Air quality; (3) Transit, Access and Land Use, and; (4) Gentrification, and had a SCAG staff facilitator leading the small group. The facilitator asked its small breakout group questions regarding the topic to engage the participants and to prepare them for the main question assigned to that topic. For example, for the Parks and Open Space group, the facilitator asked participants when was the last time they visited a park or whether they ever taken public transit to a park or open space, which allowed the facilitator to lead participants to the larger question, “How can we improve access to parks and open space for low income and minority groups?” SCAG staff assigned to each group recorded the input received on flipcharts. After twenty (20) minutes, workshop participants were encouraged to select another topic and the discussion format was repeated. Following the breakout sessions, the flipchart notes were presented to wider group to summarize comments and input received. Moreover, participants were provided an input survey form on additional factors for SCAG’s environmental justice analysis that could be submitted until May 22, 2015.

Because of the format, comments received at the April workshops were more focused than those from the first workshop in November. Topic input included ideas on integrating parks into urban areas for environmental justice communities, mitigation measures to address poor air quality near transportation corridors, improving overall transit accessibility, and the implications of gentrification on both residential and economic development for impacted communities. SCAG staff plans to post input received from the workshops on its environmental justice webpage at www.scag.ca.gov/environmentaljustice.

SCAG anticipates conducting two more public workshops concerning environmental justice in the Summer of 2015 and Winter 2016, in addition to region wide RTP/SCS open house/workshops, focus groups and individual stakeholder meetings. Once the dates are finalized, SCAG will notify stakeholders and other interested parties. Additionally, SCAG will continue to work with its stakeholders and other interested groups as part of its 2016-2040 RTP/SCS process to ensure and maximize participation in the development of the final Plan.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2014-2015 Overall Work Program (WBS Number 15-080.SCG00153.04: Regional Assessment).

ATTACHMENT:

None

DATE: June 4, 2015

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

FROM: Simon Choi, Chief of Research and Forecasting; 213-236-1849; choi@scag.ca.gov

SUBJECT: Recap of 26th Annual SCAG/USC Demographic Workshop - June 1, 2015

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

SCAG staff will provide an overview of the program and key topics discussed for the 26th Annual Demographic Workshop, which was jointly held with the University of Southern California (USC) Sol Price School of Public Policy, on June 1, 2015 at the California Science Center.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective b: Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

BACKGROUND:

SCAG and USC Sol Price School of Public Policy jointly hosted the 26th Annual Demographic workshop on June 1, 2015. This year's workshop program was developed under the main theme, "*Big Changes Ahead in Post-Recession California.*" The workshop had been advertised on SCAG's website, at the GA, and by sending emails to stakeholders. 150 attendants from throughout California gathered together and discussed what changes would be facing California after the Great Recession.

The first panel featured metropolitan population projections focusing on migration after the Great Recession and was moderated by Dr. Dowell Myers, Professor and Director of the Population Dynamics Research Group in the Sol Price School of Public Policy at USC. The panel members were Dr. Simon Choi, Chief of Research and Forecasting for Southern California Association of Governments, Dr. Cynthia Kroll, Chief Economist for Association of Bay Area Governments, and Mr. John Pitkin, President for Analysis and Forecasting Inc.

The second panel reviewed new trends in fertility in California, and was moderated by Dr. Lihua Liu, a demographer and medical sociologist at the Los Angeles Cancer Surveillance Program, and Assistant Professor in the Department of Preventive Medicine, USC Keck School of Medicine. The panel members included Janna Goldberg, a PhD Candidate in the Sol Price School of Public Policy at USC, Dr. Leo Chavez, Professor of Anthropology in the School of Social Science at the University of California, Irvine,

REPORT

and Dr. Dowell Myers, Professor and Director of the Population Dynamics Research Group in the Sol Price School of Public Policy at USC.

The Workshop also discussed policy implications of the trends among millennials and baby boomers on multifamily housing, and sustainable growth strategies. The discussion was led by Dr. Selma Hepp, Senior Economist at the California Association of Realtors, Dr. Dowell Myers, Professor and Director of the Population Dynamics Research Group in the Sol Price School of Public Policy at USC, and Stephen Levy, Director of the Center for Continuing Study of the California Economy.

Afternoon roundtables provided participants with new information about how to work with several demographic topics: Accessing Census Bureau Demographic and Economic Data from the New American FactFinder; County Fertility Trends; DOF City Estimates Data Sources and Challenges; Estimating Migration for Population Forecasts; Projecting K-12 Public School Enrollments: Are Big Changes Ahead for the Los Angeles Unified School District?; and Childhood Well-Being.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2014-15 Budget under 800-0160.04.

ATTACHMENT:

Program for the 26th Annual SCAG/USC Demographic Workshop, June 1, 2015.

**Draft 26th Annual Demographic Workshop:
Big Changes Ahead in Post-Recession California
Monday, June 1, 2015**

AGENDA

- AM 7:30 Registration/Continental Breakfast
8:00 Welcome/Introductions
Jack Knott, *Dean, Sol Price School of Public Policy, USC*
Hasan Ikhata, *Executive Director, Southern California Association of Governments*
James T. Christy, *Regional Director, Los Angeles Regional Office, U.S. Census Bureau*
- 8:15 **Panel 1: Metropolitan Population Projections: What Migration After the Great Recession?**
Simon Choi, *Chief of Research and Forecasting, Southern California Association of Governments*
Cynthia Kroll, *Chief Economist, Association of Bay Area Governments*
John Pitkin, *President, Analysis and Forecasting Inc.*
Dowell Myers (Moderator), *Professor and Director of the Population Dynamics Research Group, Sol Price School of Public Policy, USC*
- 9:30 **Panel 2: New Trends in Fertility**
Janna Goldberg, *Ph.D. Candidate, Sol Price School of Public Policy, USC*
Leo Chavez, *Professor of Anthropology, School of Social Sciences, UCI*
Dowell Myers, *Professor and Director of the Population Dynamics Research Group, Sol Price School of Public Policy, USC*
Lihua Liu (Moderator), *Demographer and Medical Sociologist at the Los Angeles Cancer Surveillance Program, Assistant Professor of Preventive Medicine, Keck School of Medicine, USC*
- 10:45 Coffee Break
- 11:00 **Panel 3: Millennials/Baby Boomers, Multifamily Housing and Sustainable Growth Strategies: Which Way Is It Going?**
Selma Hepp, *Senior Economist, California Association of Realtors*
Dowell Myers, *Professor and Director of the Population Dynamics Research Group, Sol Price School of Public Policy, USC*
Stephen Levy, *Director, Center for Continuing Study of the California Economy*
- PM 12:15 Working Lunch
12:30 Luncheon Keynote Speech
Hans Johnson, *Senior and Bren Fellow, Public Policy Institute of California*
- 1:15 Greetings
Ethan Sharygin, *State Data Center, Demographic Research Unit, California Department of Finance*
- 1:25 **Afternoon Roundtables**
Table 1 – Accessing Census Bureau Demographic and Economic Data from the *new* American FactFinder (**Jerry Wong**)
Table 2 – County Fertility Trends (**Ethan Sharygin**)
Table 3 – Estimating Migration for Population Forecasts (**John Pitkin**)
Table 4 – Projecting K-12 Public School Enrollments: Are Big Changes Ahead for the Los Angeles Unified School District? (**Valerie Edwards & Mary Ehrenthal Prichard**)
Table 5 – Childhood Well-Being (**Cheryl Wold & Jacquelyn McCroskey**)
Table 6 – DOF City Estimates: Data Sources and Challenges (**Doug Kuczynski**)
- 2:25 Takeaways of Roundtables, Questions & Answers
3:00 **Concluding Remarks**