

SOUTHERN CALIFORNIA



**ASSOCIATION OF  
GOVERNMENTS**

**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](http://www.scag.ca.gov)

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Keith Millhouse, Ventura County  
Transportation Commission

## MEETING OF THE

# ENERGY AND ENVIRONMENT COMMITTEE

### **PLEASE NOTE TIME**

***Thursday, July 5, 2012***

***10:00 a.m. – 11:00 a.m.***

**SCAG Main Office  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> 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 Deby Salcido at (213) 236-1993 or via email [salcido@scag.ca.gov](mailto:salcido@scag.ca.gov)

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

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

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**Energy and Environment Committee**  
*July 2012*

**Members**

**Representing**

<b>Chair*</b>	<b>1. Hon. Cheryl Viegas-Walker</b>	<b>El Centro</b>	<b>District 1</b>
<b>Vice-Chair*</b>	<b>2. Hon. James Johnson</b>	<b>Long Beach</b>	<b>District 30</b>
*	3. Hon. Lisa Bartlett	Dana Point	TCA
	4. Hon. Denis Bertone	San Dimas	SGVCOG
	5. Hon. Brian Brennan	Ventura	VCOG
*	6. Hon. Mark Calac		Pechanga Band of Luiseño Indians
*	7. Hon. Margaret Clark	Rosemead	District 32
	8. Hon. Jeff Duclos	Hermosa Beach	SBCCOG
	9. Hon. Jordan Ehrenkranz	Canyon Lake	WRCOG
*	10. Hon. Mitchell Englander	Los Angeles	District 59
	11. Hon. Larry Forester	Signal Hill	Gateway Cities
*	12. Hon. David Gafin	Downey	District 25
*	13. Hon. Ed Graham	Chino Hills	District 10
*	14. Hon. Keith Hanks	Azusa	District 33
*	15. Hon. Mario Hernandez	San Fernando	District 67
	16. Hon. Phil Luebben	Cypress	OCCOG
	17. Hon. Rafi Manoukian	Glendale	SFVCOG
	18. Hon. Thomas Martin	Maywood	Gateway Cities
*	19. Hon. Judy Mitchell	Rolling Hills Estates	District 40
	20. Hon. Sam Pedroza	Claremont	SGVCOG
	21. Hon. Jeffrey Prang	West Hollywood	WSCCOG
*	22. Hon. Lupe Ramos Watson	Indio	District 66
	23. Hon. Edward Scott	Rialto	SANBAG
*	24. Hon. Jack Terrazas		Imperial County
	25. Hon. Sam Toles	Cathedral City	CVAG
	26. Hon. Mark Waldman	La Palma	OCCOG
	27. Hon. Edward Wilson	Signal Hill	Gateway Cities
*	28. Hon. Dennis Zine	Los Angeles	District 50

\* Regional Council Member

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# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA JULY 5, 2012

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

### CALL TO ORDER & PLEDGE OF ALLEGIANCE

*(Hon. Cheryl Viegas-Walker, Chair)*

**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

### CHAIR'S REPORT

*(Hon. Cheryl Viegas-Walker, Chair)*

### CONSENT CALENDAR

	<u>Time</u>	<u>Page</u>
<b><u>Approval Item</u></b>		
1. <u>Minutes of the June 7, 2012 Meeting</u>	Attachment	1

### INFORMATION ITEMS

2. <u>Puente Hills Landfill Closure</u> <i>(Debra Bogdanoff, Senior Engineer, Sanitation Districts of Los Angeles County)</i>	Attachment	25 mins.	8
3. <u>Draft 2012 South Coast Air Quality Management Plan (AQMP)</u> <i>(Elaine C. Chang, Ph.D., Deputy Executive Officer, Planning, Rule Development &amp; Area Sources, South Coast AQMD)</i>	Attachment	30 mins.	9
4. <u>Draft Conformity Analysis for the 2013 Federal Transportation Improvement Program (FTIP)</u> <i>(Rongsheng Luo, SCAG Staff)</i>	Attachment	5 mins.	22

### STAFF REPORT

*(Jacob Lieb, SCAG Staff)*

### FUTURE AGENDA ITEMS

Any Committee member or staff desiring to place items on a future agenda may make such a request.

### ANNOUNCEMENTS

### ADJOURNMENT

*The Energy and Environment Committee (EEC) will be dark in August. The next EEC meeting is scheduled for Thursday, September 6, 2012.*

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Energy and Environment Committee  
of the  
Southern California Association of Governments  
June 7, 2012

*Minutes*

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

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

**Members Present**

Hon. Lisa Bartlett, Dana Point	TCA
Hon. Denis Bertone, San Dimas	SGVCOG
Hon. Margaret Clark, Rosemead	District 32
Hon. Larry Forester, Signal Hill	GCCOG
Hon. David Gafin, Downey	District 25
Hon. Ed Graham, Chino Hills	District 10
Hon. Keith Hanks, Azusa	District 33
Hon. Mario Hernandez, San Fernando	District 67
Hon. James Johnson, Long Beach	District 30
Hon. Phil Luebben, Cypress	OCCOG
Hon. Rafi Manoukian, Glendale	SFVCOG
Hon. Thomas Martin, Maywood	GCCOG
Hon. Jeffery Prang, West Hollywood	WSCCOG
Hon. Sam Pedroza, Claremont	SGVCOG
Hon. Lupe Ramos Watson, Indio	District 66
Hon. Jack Terrazas	Imperial County
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Edward Wilson, Signal Hill	Gateway Cities
Hon. Dennis Zine, City of Los Angeles	District 50

**Members Not Present**

Hon. Brian Brennan, San Buenaventura	VCOG
Hon. Mark Calac	Pechanga Band of Luiseno Indians
Hon. Jeff Duclos, Hermosa Beach	SBCCOG
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Ed Scott, Rialto	SANBAG
Hon. Sam Toles, Cathedral City	CVAG
Hon. Mark Waldman, La Palma	OCCOG

## **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Cheryl Viegas-Walker, Chair, called the meeting to order at 11:07 a.m.

**PUBLIC COMMENT PERIOD** – None

## **REVIEW AND PRIORITIZE AGENDA ITEMS**

### **CONSENT CALENDAR**

#### **Approval Items**

1. Minutes of the May 3, 2012 Meeting

A motion was made (Forester) to approve the Consent Calendar. Motion was seconded (Johnson) and unanimously approved.

### **ACTION ITEMS**

2. Draft 2012 South Coast PM<sub>2.5</sub> Air Quality Management Plan (AQMP) Appendix IV-C: Regional Transportation Strategy and Control Measures

Rongsheng Luo, SCAG Staff, stated that pursuant to the Federal Clean Air Act, the 2012 AQMP is a state implementation plan to demonstrate attainment with the 2006 PM<sub>2.5</sub> National Ambient Air Quality standard. The South Coast Air Basin was designated as a non-attainment area for the 2006 PM<sub>2.5</sub> standard in December 2009. As required by the Federal Clean Air Act, the 2012 AQMP is required to be submitted to the US Environmental Protection Agency (EPA) by December 2012. The 2012 AQMP is being jointly developed by three agencies: the South Coast Air Quality Management District (AQMD); California Air Resources Board (ARB); and SCAG. SCAG's role is to provide technical data, such as the socio-economic growth forecast and the regional travel demand output model to the air districts and ARB; and to write a section of the 2012 AQMP on the region's transportation strategy and control measures as they relate to air quality, commonly known as the Appendix IV-C.

The 2012 AQMP will establish new motor vehicle PM<sub>2.5</sub> emission budgets for the South Coast Air Basin. After the effective dates, the new emission budgets will set a new upper limit which future and road transportation activities are permitted to emit. The new emission budgets will be required for conformity analysis for future Regional Transportation Plans (RTP) and Federal Transportation Implementation Plans (FTIP) and amendments.

In summarizing the regional transportation strategy and control measures, the Draft Appendix IV-C Executive Summary includes three (3) sections. Section I includes a brief description of Federal and State requirements for connecting transportation planning and air quality planning. This section also contains an overview of the long range RTP and the short range FTIP, which implements the RTP. Section II is a summary of the 2012-2035 RTP/SCS. The 2012 RTP contains

two (2) key elements. The first key element is the Comprehensive Transportation Improvement in each component of the multi-model regional transportation system, includes Active Transportation, Transportation Demand Management (TDM) and Transit. The other key element is the new Sustainable Community Strategy (SCS) which strives to integrate transportation and land use. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas resulting in an improved jobs-housing balance and more opportunity for transit-oriented development.

Section III is the EPA's Reasonably Available Control Measure (RACM) analysis guidance. RACM considers transportation control measures that are in the 2012-2035 RTP/SCS, measures identified by EPA, and relevant measure adopted in ten other non-attainment areas in seven states. Because South Coast Air Basin had the worst air quality in this country, SCAG has implemented the most aggressive transportation control measures. As a result, the transportation control measures analyzed in this Section are virtually the same as those in the last AQMP, the 2007 AQMP which EPA has just approved.

In conclusion, it is determined that the transportation control measures being implemented in the South Coast Air Basin are inclusive of all RACM. None of the candidate measures reviewed meets the criteria for RACM implementation.

Hon. Dennis Zine, City of Los Angeles, asked if SCAG was involved with the 110 Freeway project where carpool lanes will now be implementing a toll? Mr. Luo responded that the project was included in the RTP and FTP as a demonstration project. The demonstration lasts one (1) year.

Hon. Sam Pedroza, Claremont, asked where the collected toll funds are to be allocated. Mr. Luo responded that he would ask SCAG's RTP staff for clarification. Chair Walker requested that Mr. Luo forward the response to the members of the EEC via an e-mail.

Hon. Phil Luebben, Cypress, observed that there are many potential control measures listed in the document that may appear draconian and may have an effect of over-taxing businesses and residents. Mr. Luebben stated that he hopes many of these measures will be rejected. Chair Walker supported Mr. Luebben's comments.

Hon. Larry Forester, Signal Hill, asked that staff and the committee evaluate unintended consequences. Mr. Forester cited that the Port of Los Angeles has begun accepting deliveries through the night, which has caused a completely different traffic pattern. Signal Hill's residents complained of truck noise and vibration at 3:00 a.m. in the morning. The city has yet to decide how to handle the situation.

A motion was made (Forester) to approve transmittal of the Draft Appendix IV-C to the South Coast Air Quality Management District (SCAQMD) for inclusion in the Draft 2012 PM<sub>2.5</sub> AQMP for public review. Motion was seconded (Prang) with one (1) Opposed (Luebben), and one (1) Abstained (Clark). Motion passed by a majority vote.

## INFORMATION ITEMS

### 3. Oil Supply

Professor Iraj Ershaghi, USC, gave a summary of the rewards and risks of the production and redevelopment of abandoned and mature oilfields in Southern California. Professor Ershaghi's discussion included:

- Projection of import needs, strategic subsurface reserves, resource size, and investment and employment opportunities
- Safe production of resources
- Technological breakthroughs

Professor Ershaghi said the world is starting a new century called the "Natural Gas Century." This means gradually switching from gasoline and liquid fuel to natural gas which could satisfy not only power, but transportation as well. The process has to do with supply, availability of fuel and employment opportunities.

Professor Ershaghi presented research concluding that substantial oil supplies in California can now be safely and economically extracted. This will help ease supply pressures over the next 100 years.

Wally Baker, President, Jobs First Alliance, briefed the committee on the Green Energy Bridge strategy which complements Professor Ershaghi's research. The strategy is to have goals to change California's dependency on oil and move to alternative energy by 2035.

### 4. U.S. Environmental Protection Agency (EPA) Litigation Update

Justine Block, SCAG Deputy Legal Counsel, provided an update on two (2) cases filed against the Environment Protection Agency (EPA) in the SCAG region regarding federal Clean Air Act issues. The first case, *Imperial County Air Pollution Control District et al v. EPA*, a third mediation conference was held on June 4, 2012. Settlement negotiations are on-going. In the second case, *Communities for a Better Environment et al. v. EPA*, SCAG filed a motion to intervene with the South Coast Air Quality Management District (AQMD) on behalf of EPA, and the court granted the motion. A briefing schedule has been ordered by the Court, and our Interveners brief is due September 4, 2012.

### 5. Energy and Environment Committee Roles and Priorities

Jacob Lieb, SCAG Staff, stated that staff has been looking very closely at committee roles and priorities of the EEC to see that members are able to spend their time effectively. The EEC has historically taken an active role in matters of interest that relate to energy and the environment. The Bylaws established roles for the committee including energy, open space, solid waste, water, and others.

Another role of the EEC is to provide oversight and direction on the work staff produces as part of SCAG's Overall Work Program. A number of topics this coming fiscal year that the EEC will

want to be involved in, include the development of a new comprehensive sustainability program which is going to provide resources, tools and direction for our member local agencies who are pursuing their own local sustainability plans. This could include more work focused on several topics including public health, climate adaptation, and open space. There is also interest in active transportation. Energy and alternative fuel is another area of focus for the coming months.

Chair Walker informed the EEC that at the Executive Administration Committee meeting today, President Glen Becerra stated he would be forming subcommittees to implement components of the 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The subcommittees will include Finance, High Speed Rail, Active Transportation, Goods Movement, and Public Health. The EEC would actively engage in the Public Health and or the Active Transportation Subcommittees. Chair Walker stated there was an interest expressed that SCAG take an active role with regard to alternative fuel vehicles, electric vehicles, and charging stations.

#### 6. Green Region Initiative (GRI)

Grieg Asher, SCAG Staff, stated that the GRI is part of SCAG's overall sustainability efforts. The initiative includes a call for projects grant program that would assist member jurisdictions with sustainability efforts and planning. Staff has designed the initiative so that it is part of the series of follow up activities to help implement the strategies that are listed in the RTP and SCS. The funds for the initiative are coming from the Consolidated Planning Grant (CPG), the Transit Development Act (TDA) and the Strategic Growth Council (SGC). The majority of the funding will come from the State. The total funding package of the overall sustainability efforts is approximately \$3 million. Staff is in the process of designing how the program will eventually break down into different subcomponents.

### **CHAIR'S REPORT**

There will be discussion with regard to quorums for the July 5, 2012 policy committee meeting at today's Regional Council meeting. The Chair and Vice-Chair will not be in attendance at the September 6, 2012 EEC meeting. A member of the EEC in attendance will be asked to Chair the meeting.

### **STAFF REPORT**

Staff has received all the necessary approvals on the RTP/SCS. This includes the Federal Highway Administration (FHWA) and Environmental Protection Agency (EPA) on review of the plan and the conformity finding; and the Air Resources Board (ARB) approved the SCS having met the Greenhouse Gas target.

### **FUTURE AGENDA ITEMS**

- Zero Emissions incentives for industry and environment
- California Environmental Quality Act (CEQA) reform
- Water availability

**ANNOUNCEMENTS**

An Electric Vehicle workshop will be held on June 19, 2012 at the South Coast Air Quality Management District (AQMD) in Diamond Bar.

**ADJOURNMENT**

Hon. Cheryl Viegas-Walker adjourned the meeting at 12:02 p.m.

The next meeting of the Energy & Environment Committee will be held on Thursday, July 5, 2012 at the SCAG Los Angeles Office.

Action Minutes Approved by:



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Jacob Lieb, Manager  
Environmental and Assessment  
Services

## Energy and Environment Committee Attendance Report

2013

Member (including Ex-Officio) LastName, FirstName	Date Appointed	Representing	X = County Represented					X = Attended Black Shading = Dark NM = New Membe												Total Mtgs Attended				
			Imperial	Los Angeles	Orange	River side	San Bernar dino	Ventura	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov		Dec			
Bartlett, Lisa*		OCCOG			X																			
Bertone, Denis		SGVCOG		X									G											
Brennan, Brian		VCOG							X				E											
Calac, Mark*		Pechanga					X						N											
Clark, Margaret*		Rosemead		X									E											
Duclos, Jeff		SBCCOG		X									R											
Ehrenkranz, Jordan		WRCOG					X						A											
Englander, Mitchell*		Los Angeles		X									L											
Forester, Larry		Gateway Cities		X																				
Gafin, David*		Downey		X									A											
Graham, Ed		Chino Hills		X									S											
Hanks, Keith		Azusa		X									S											
Hernandez, Mario		San Fernando		X									E											
Johnson James		Long Beach		X									M											
Luebben, Phil		Cypress			X								B											
Manoukian, Rafi		SFVCOG		X									L											
Martin, Thomas		GCCOG		X									Y											
Mitchell, Judy*		SBCCOG		X																				
Pedroza, Sam		SGVCOG		X																				
Prang, Jeffery		West Hollywood		X																				
Ramos Watson, Lupe		CVAG					X																	
Scott, Edward		SANBAG						X																
Terrazas, Jack		Imperial County	X																					
Toles, Sam		CVAG					X																	
Viegas Walker, Cheryl*		El Centro	X																					
Waldman, Mark		La Palma		X																				
Wilson, Edward		Signal Hill		X																				
Zine, Dennis*		Los Angeles		X																				
<b>TOTALS</b>			<b>2</b>	<b>17</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>																

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**DATE:** July 5, 2012  
**TO:** Energy and Environment Committee (EEC)  
**FROM:** Christine Fernandez, Senior Regional Planner, (213)236-1923, fernande@scag.ca.gov  
**SUBJECT:** Puente Hills Landfill Closure

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
For Information Only - No Action Required.

**EXECUTIVE SUMMARY:**  
*At the request of the EEC, Debra Bogdanoff, Senior Engineer, County Sanitation Districts of Los Angeles County, will provide a presentation on the status of the Puente Hills Landfill closure scheduled to occur in late 2013.*

**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 Puente Hills Landfill, one of the largest landfills in the country, is scheduled to close at the end of 2013. The conditional use permit allows operation until October 31, 2013 with a maximum daily tonnage of 13,200 tons of trash per day from within LA County. It currently receives about 8,000 tons per day. The total landfill property is 1,365 acres with approximately 600 acres of actual fill area. It is located in unincorporated Los Angeles County next to the City of Whittier. The Sanitation Districts of Los Angeles County operates three landfills, including Puente Hills. In the short term, existing landfills throughout Southern California will absorb the tonnage coming into Puente Hills. In the long term, once economic conditions improve, waste will be exported by rail to Mesquite Regional Landfill located in Imperial County.

**FISCAL IMPACT:**  
No fiscal impact.

**ATTACHMENT:**  
None.

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**DATE:** June 7, 2012  
**TO:** Energy and Environment Committee (EEC)  
**FROM:** Rongsheng Luo, Program Manager, (213) 236-1994, [luo@scag.ca.gov](mailto:luo@scag.ca.gov)  
**SUBJECT:** Draft 2012 South Coast Air Quality Management Plan (AQMP)

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**  
*Pursuant to federal and state law, the South Coast Air Quality Management District (AQMD) is the lead agency responsible for the development of the Air Quality Management Plan/State Implementation Plan (AQMP/SIP) to attain federal and state air quality standards. Dr. Elaine Chang, AQMD Deputy Executive Officer, will present an overview of the draft 2012 South Coast AQMP for the EEC's information.*

**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:**  
Pursuant to the Federal Clean Air Act (CAA), the SIP demonstrating attainment with the 2006 24-hour PM<sub>2.5</sub> national ambient air quality standard (NAAQS) in the South Coast Air Basin is due to the U.S. Environmental Protection Agency (EPA) by December 14, 2012. The 2012 PM<sub>2.5</sub> SIP is being prepared by three (3) responsible agencies: the AQMD; the California Air Resources Board (ARB); and SCAG. Last month, the EEC approved transmittal of the Draft Appendix IV-C to the AQMD for inclusion in the Draft 2012 South Coast AQMP for public review.

In addition to the PM<sub>2.5</sub> attainment demonstration, the Draft 2012 South Coast AQMP will also discuss ozone attainment issues.

The 2012 South Coast AQMP includes an important component relative to regional transportation planning and federal transportation conformity requirements, the motor vehicle emissions budgets, which set an upper limit which on-road transportation activities are permitted to emit. The emission budgets established as part of the 2012 South Coast AQMP process and adopted in the final SIP will become the functioning emission budgets for transportation conformity for future RTP/Federal Improvement Program (FTIP) and RTP/FTIP amendments post the effective date of the new emission budgets.

**FISCAL IMPACT:**  
Work associated with this item is included in the current FY11-12 Overall Work Program (025.SCG00164.01: Air Quality Planning and Conformity).

**ATTACHMENT:**  
2012 Air Quality Management Plan PowerPoint Presentation



# 2012 Air Quality Management Plan

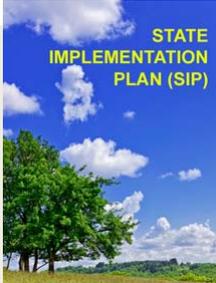
DR. ELAINE CHANG  
DEPUTY EXECUTIVE OFFICER  
SOUTH COAST AQMD

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
ENERGY & ENVIRONMENT COMMITTEE  
LOS ANGELES, CALIFORNIA  
JULY 5, 2012

*Cleaning The Air That We Breathe...*

## Clean Air Act Requirements

- U.S. EPA sets National Ambient Air Quality Standards (NAAQS)
- Areas designated attainment or non-attainment
- If non-attainment, state submits State Implementation Plan (SIP) to demonstrate how and when NAAQS will be achieved, maintained and enforced



STATE IMPLEMENTATION PLAN (SIP)

2

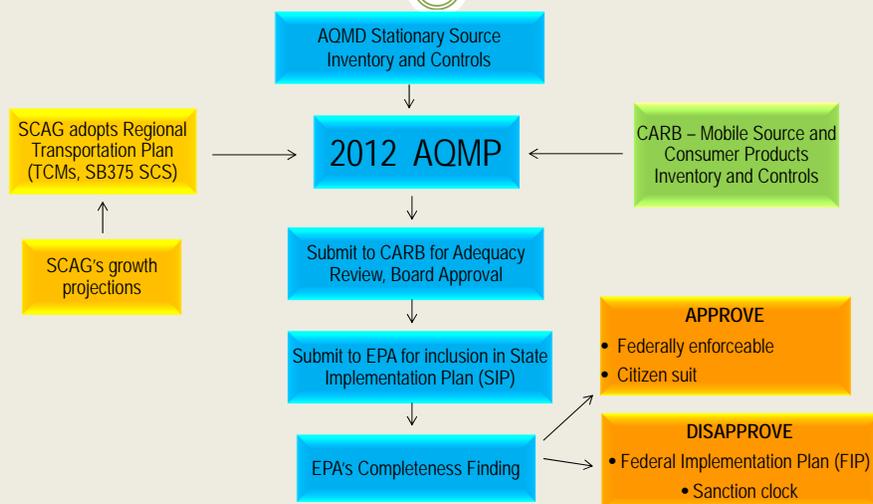
## SCAQMD Board Directive

- AQMP Design Principles
  - Most Efficient Path to Clean Air
  - Minimize Socioeconomic Impacts
  - All Feasible Measures and Promote Fair Share Responsibility
  - Maximize Private/Public Partnership
  - Equitable and Expeditious Progress

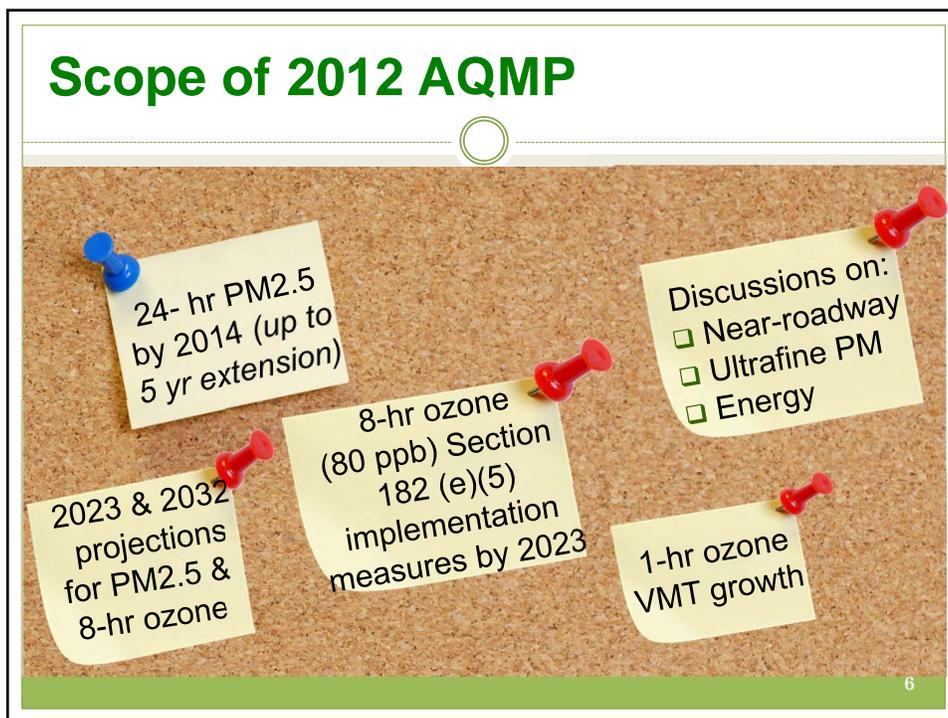
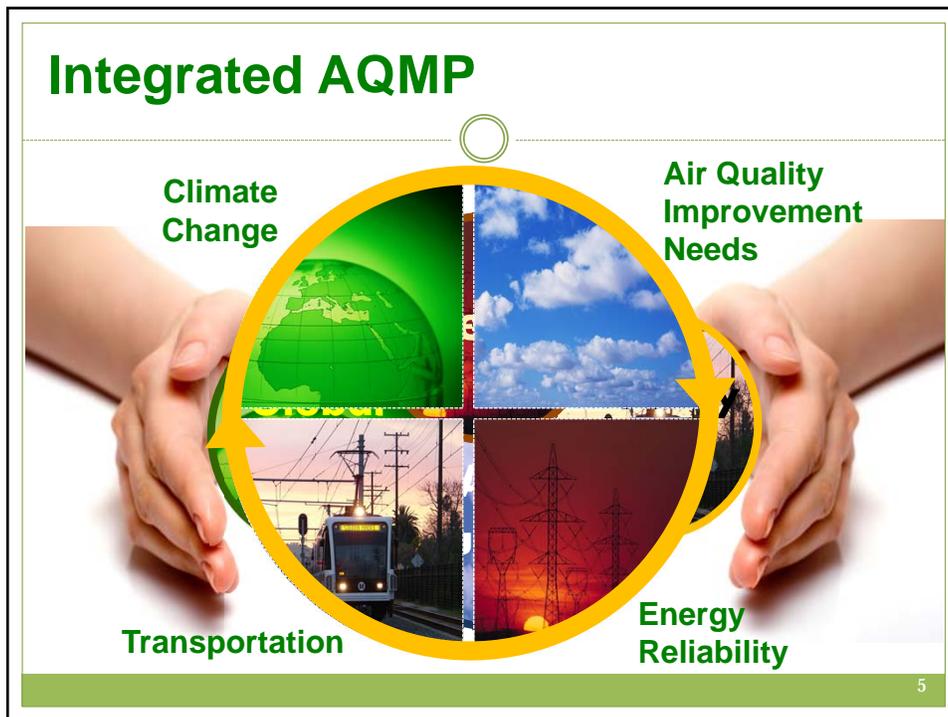


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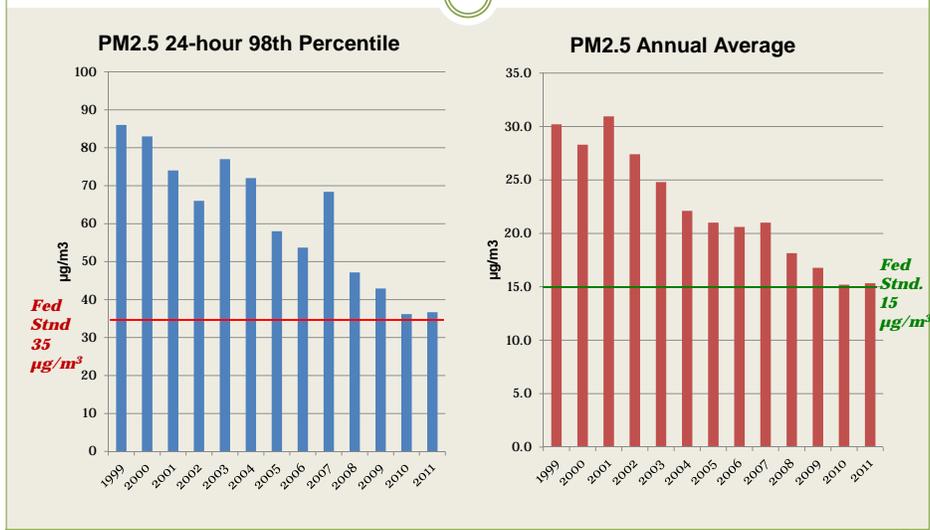
## 2012 AQMP Development



4



## PM2.5 Air Quality



7

## Baseline Demographics in the 2012 AQMP

	2008	2023 (% growth)	2030 (% growth)
Population (Millions)	15.6	17.3 (11%)	18.1 (16%)
Housing Units (Millions)	5.1	5.7 (12%)	6.0 (18%)
Total Employment (Millions)	7.0	7.7 (10%)	8.1 (16%)
Daily VMT (Millions)	379	396 (4%)	421 (11%)

8

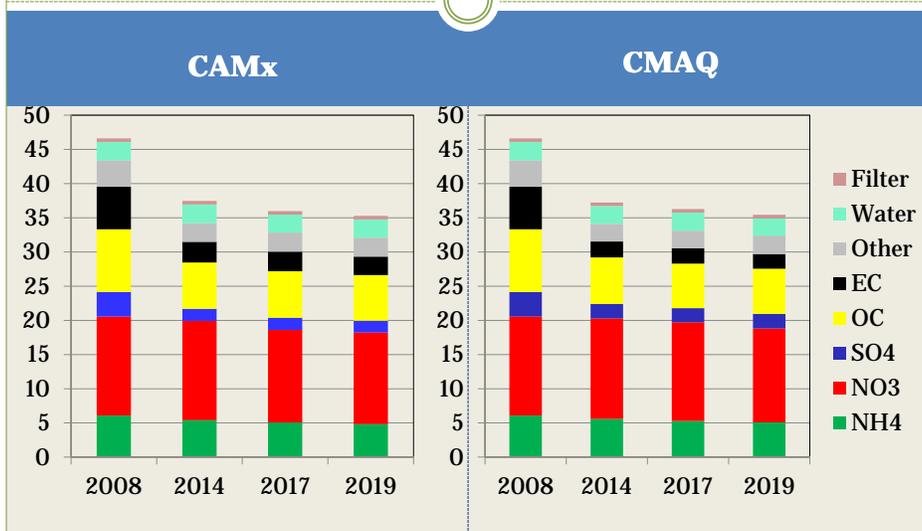
## Proposed PM2.5 Control Measures

- Measures to Ensure Attainment:
  - Reductions from NOx RECLAIM
  - Under-fired charbroilers
  - Port backstop measure
  - Education and outreach on energy and environment



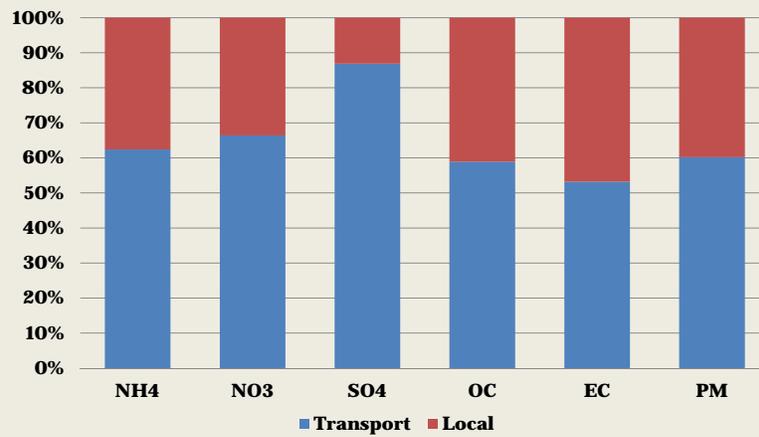
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## 24 Hr. Average PM2.5, Mira Loma



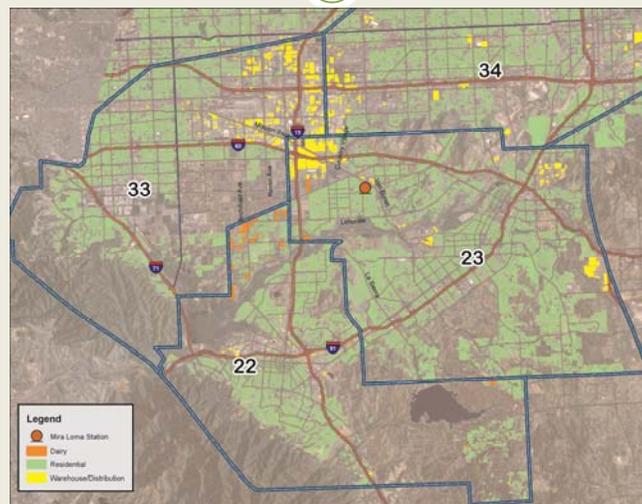
10

## Contribution of Local Vs. Transported Emissions to Mira Loma PM<sub>2.5</sub>



11

## Mira Loma Region



12

## Localized PM2.5 Strategies

- Advancing Attainment
  - Localized controls in Mira Loma Area
    - Residential wood burning
    - Livestock waste
    - Mobile sources serving warehouses and distribution centers



13

## Localized PM2.5 Strategies (cont'd)

- Contingency Measures
  - ~90+ tpd of NO<sub>x</sub> (eq) reductions or 1-1.5 μg/m<sup>3</sup> air quality improvement
    - Accelerated fleet turnover related to warehouse & distribution centers located in the Mira Loma Region
  - Continue to research alternative approaches

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## SCAB Ozone Attainment Preliminary Basin NOX Reductions Needed

Year	Federal Standard (PPB)	Percent Reduction of NOX Emissions from 2023 Base Year	Carrying Capacity (tpd)
2023	80	65	115
2032	75	75	80

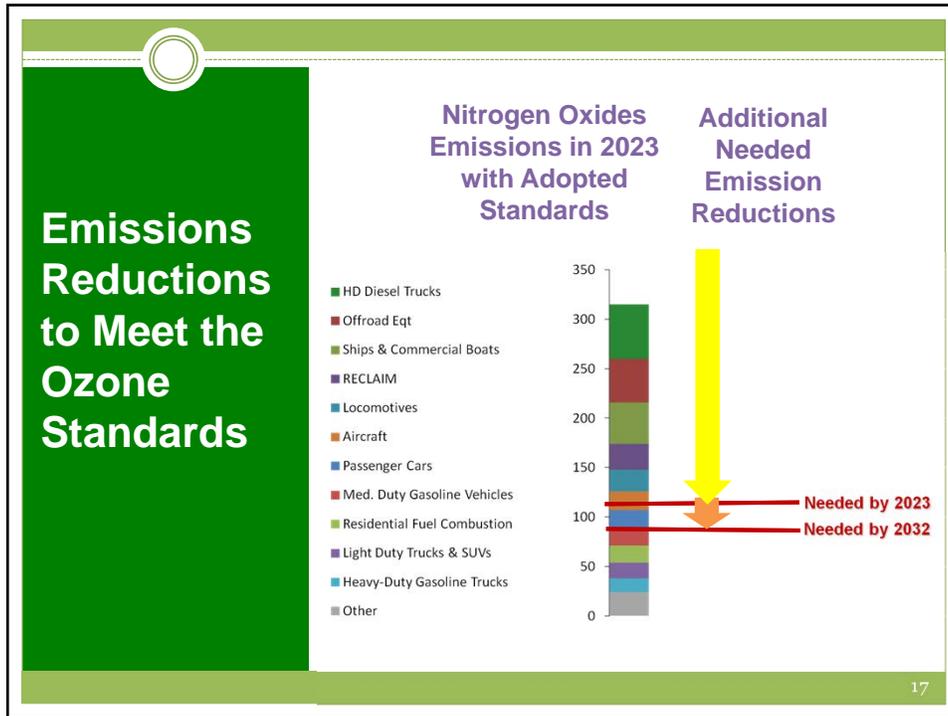
15

## Ozone Strategy Approach

- 8-hr ozone standards (*80 ppb by 2023; 75 ppb by 2032*)
  - NOx heavy strategy needed to meet standard
  - Provide actions to be taken in next 2-3 years
  - Mostly mobile source measures
- “Vision” document to maximize co-benefits



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## Section 182(e)(5) Ozone Measures

- Stationary Source Measures:
  - ❑ Coatings, solvents, lubricants, adhesives
  - ❑ Mold release products
  - ❑ Landfill flares, commercial space heating
  - ❑ Truck venting, propane gas refueling
  - ❑ Leak detection and repair programs
  - ❑ Greenwaste processing (chipping and grinding)
  - ❑ Improve start-up, shutdown procedures
  - ❑ Incentives, educational programs
- Reductions: ~10-16 tpd VOC; ~1-3 tpd NOx




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## Section 182(e)(5) Ozone Measures

- Mobile On-Road:
  - Accelerated penetration of zero and near-zero emission vehicles
  - Early retirement of older vehicles
  - Reduce emissions from near-dock railyards
- Mobile Off-Road:
  - Extension of SOON provision
  - Incentives, regulation to further reduce emissions from locomotives, marine vessels
- Early Action for Advanced Control Technologies:
  - research & development, demonstrations, incentives
- Reductions: ~26-28 tpd NOx



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## Funding

- Minimum Funding Needed to Implement Proposed Mobile Source Measures
  - On-Road - \$85 M/yr
  - Off-Road Construction/Industrial Equipment - \$30M/yr
  - Locomotives, Marine Vessels – Not Estimated
- Existing Funding Programs
  - SB1107 & AB923 - ~\$57 M/yr (AB 923 Sunset – Dec. 2014)
  - Prop 1B – up to \$125M/yr (Sunset – Dec. 2013)
  - AB118 AQIP – up to \$16M/yr (Sunset – Dec. 2015)
  - MSRC - ~\$14M/yr
- Need to Seek Additional Funding

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## Joint Vision Document

- Follow-up to “Powering the Future”
- SCAQMD, CARB and SJVAPCD
- Objectives:
  - ❑ Integrated planning
  - ❑ Consistency in strategy development
  - ❑ Identify opportunities for synergy and co-benefits
  - ❑ Multi-agency consensus on vision



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## NOx Emission Reduction Needed to Achieve Ozone Air Quality Standards

- Explore “What If?”s for 2023 and 2032
- Engage Stakeholder Discussion



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## Outreach



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## The Road Ahead

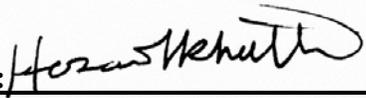


- June-July 2012 release
  - Draft AQMP
  - Draft EIR
  - Socioeconomic report
- Four-county public workshops/CEQA scoping (July 10, 11, 12)
- Adoption hearing on October 5, 2012
- Submit to CARB for approval
- SIP submittal to EPA
  - December 2012 deadline

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**DATE:** July 5, 2012  
**TO:** Energy and Environment Committee (EEC)  
**FROM:** Rongsheng Luo, Program Manager, (213) 236-1994, [luo@scag.ca.gov](mailto:luo@scag.ca.gov)  
**SUBJECT:** Draft Conformity Analysis for the 2013 Federal Transportation Improvement Program (FTIP)

**EXECUTIVE DIRECTOR'S APPROVAL:** 

---

**RECOMMENDED ACTION:**  
For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**  
*SCAG, as the Metropolitan Planning Organization (MPO) for the six-county Southern California region, is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal agencies. The FTIP implements the Regional Transportation Plan (RTP) and is a multi-modal list of capital improvement projects to be implemented over a six year period. Staff has completed the required conformity analysis demonstrating that the 2013 FTIP meets all conformity requirements.*

**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:**  
SCAG is the designated MPO under federal law and the designated transportation planning agency under state law for the six-county Southern California region. SCAG is responsible for developing the FTIP in cooperation with the State (Caltrans), the County Transportation Commissions (CTCs) and public transit operators. The 2013 FTIP includes projects and programs totaling \$32.5 billion in FY 2012/2013 to 2017/2018.

Under the U.S. Department of Transportation's Metropolitan Planning Regulations and U.S. Environmental Protection Agency's Transportation Conformity Regulations, the Draft 2013 FTIP must pass five (5) conformity tests: consistency with the plans and programs of the adopted RTP; regional emissions analysis; timely implementation of transportation control measures; financial constraint; and interagency consultation and public involvement. Once approved by the federal agencies, the 2013 FTIP will allow the projects to receive the necessary federal approvals and move forward towards implementation in a timely manner.

Staff has completed the draft conformity analysis for the 2013 FTIP and the analysis demonstrates a positive conformity finding. The draft conformity analysis will be released as part of the Draft 2013 FTIP for a 30-day public review later this month (July 2012). After public review, the final conformity analysis will be presented to EEC for recommendation to the Regional Council for approval.

# REPORT

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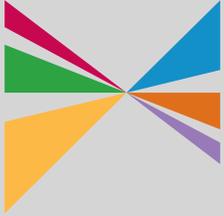
**FISCAL IMPACT:**

Work associated with this item is included in the current FY11-12 Overall Work Program (025.SCG00164.01: Air Quality Planning and Conformity).

**ATTACHMENT:**

Draft 2013 Federal Transportation Improvement Program Executive Summary

SOUTHERN CALIFORNIA



ASSOCIATION of  
GOVERNMENTS

# EXECUTIVE SUMMARY

## Volume I of III



# DRAFT FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM



# 2013

FY 2012/13–2017/18 July 2012



## Our VISION

An international and regional planning forum trusted for its leadership and inclusiveness in developing plans and policies for a sustainable Southern California.

## Our MISSION

Under the guidance of the Regional Council and in collaboration with our partners, our mission is to facilitate a forum to develop and foster the realization of regional plans that improve the quality of life for Southern Californians.

**Funding:** The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration – under provisions of the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU). Additional financial assistance was provided by the California State Department of Transportation.

## REGIONAL COUNCIL MEMBERS

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**First Vice President:** Greg Pettis, Cathedral City

**Second Vice President:** Carl Morehouse, San Buenaventura

**Immediate Past President:** Pam O’Connor, Santa Monica

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**Riverside County:** Jeff Stone, Riverside County | Jim Hyatt, Calimesa | Darcy Kuenzi, Menifee | Ron Loveridge, Riverside | Greg Pettis, Cathedral City | Lupe Ramos Watson, Indio | Ron Roberts, Temecula

**San Bernardino County:** Gary Ovitt, San Bernardino County | Ginger Coleman, Apple Valley | Paul Eaton, Montclair | Ed Graham, Chino Hills | Jon Harrison, Redlands | Bill Jahn, Big Bear Lake | Larry McCallon, Highland | Deborah Robertson, Rialto

**Ventura County:** Linda Parks, Ventura County | Glen Becerra, Simi Valley | Bryan A. MacDonald, Oxnard | Carl Morehouse, San Buenaventura

**Tribal Government Representative:** Mark Calac, Pechanga Band of Luiseño Indians

**Orange County Transportation Authority:** Jerry Amante, Tustin

**Riverside County Transportation Commission:** Mary Craton, Canyon Lake

**San Bernardino Associated Governments:** Alan Wapner, Ontario

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark  
**Transportation Corridors Agency:** Lisa Bartlett, Dana Point

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DRAFT 2013  
**FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**  
*(FISCAL YEAR 2012/13-2017/18)*

**EXECUTIVE SUMMARY**

*(Volume I of III)*

*July 2012*



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

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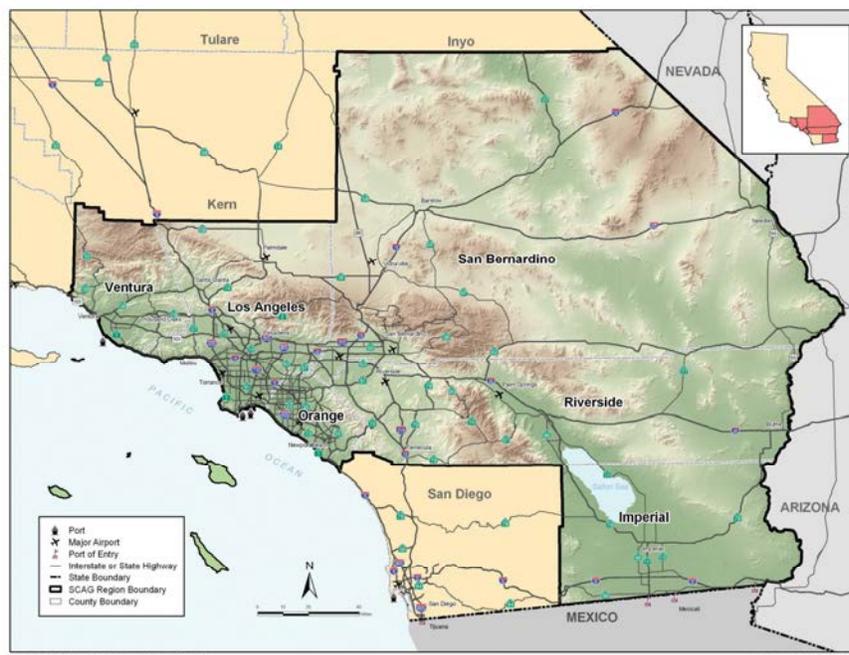
# EXECUTIVE SUMMARY

## INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a multimodal list of capital improvement projects to be implemented over a six year period. The SCAG 2013 FTIP is a capital listing of all transportation projects proposed over Fiscal Years (FY) 2012/13 – 2017/18 for the SCAG region. As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing the FTIP for submittal to Caltrans and the federal funding agencies. The 2013 FTIP for the SCAG region has been developed in partnership between the six County Transportation Commissions (CTCs) of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura and Caltrans Districts 7, 8, 11, and 12. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement the region's overall strategy for providing mobility and improving both the efficiency and safety of the transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized projects.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source. The FTIP is developed to incrementally implement the programs and projects in the RTP. The FTIP projects are consistent with SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS).

SCAG Region



## TRANSPORTATION CONFORMITY

### CONFORMITY DETERMINATIONS FOR THE 2013 FTIP

The 2013 FTIP meets all federal transportation conformity requirements and meets the five tests required under the U.S. DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2013 FTIP under the required federal tests.

✓ **Consistency with 2012-2035 RTP/SCS Test**

Finding: SCAG's 2013 FTIP (project listing) is consistent with the 2012-2035 RTP/SCS (policies, programs, and projects).

✓ **Regional Emissions Tests**

These findings are based on the regional emissions test analyses shown in Tables 14 -26 in Section II of this Technical Appendix.

Finding: The regional emissions analyses for the 2013 FTIP update the regional emissions analyses for the 2011 FTIP as previously amended and the 2012-2035 RTP/SCS.

Finding: The 2013 FTIP regional emissions analysis for PM<sub>2.5</sub> and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2013 FTIP regional emissions for the Ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, SCCAB (Ventura County portion), Western MDAB (Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and SSAB (Riverside County Coachella Valley and Imperial County portions).

Finding: The 2013 FTIP regional emissions for NO<sub>2</sub> meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2013 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

Finding: The 2013 FTIP regional emissions for PM<sub>10</sub> and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).

Finding: The 2013 FTIP regional emissions for PM<sub>10</sub> meet the interim emission test (build/no-build test) for all milestone and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion), Searles Valley portion of San Bernardino County, and for the SSAB (Imperial County portion).

Finding: The 2013 FTIP regional emissions analysis for PM<sub>2.5</sub> and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the SSAB (urbanized area of Imperial County portion).

✓ **Timely Implementation of TCM Test**

Finding: The TCM project categories listed in the 1994/1997/2003/2007 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.

Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.

✓ **Inter-agency Consultation and Public Involvement Test**

Finding: The 2013 FTIP complies with all federal and state requirements for interagency consultation and public involvement. SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation. The Draft 2013 FTIP will be released for a 30-day public review period. In addition, during the public review period, two (2) public hearings will be held on different dates and times at the SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The Draft 2013 FTIP will be posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region.

✓ **Financial Constraint Test**

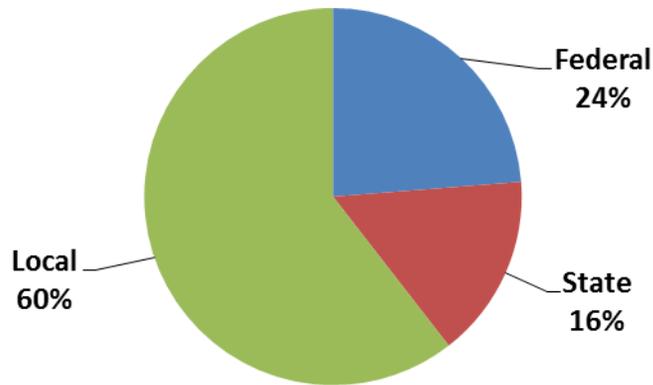
Finding: The 2013 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e). SCAG's 2013 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.

## PROGRAM SUMMARY

The 2013 FTIP includes projects and programs totaling \$32.5 billion over the next six years. The following charts and tables demonstrate how these funds are distributed based on funding source, program, and county.

Figure 1 is a summary of fund sources categorized as federal, state, and local sources. Figure 1 and its accompanying pie chart illustrate that 24 percent of the total is from federal funds, 16 percent is from state funds, and 60 percent is from local funds.

### Summary of 2013 FTIP by Funding Source

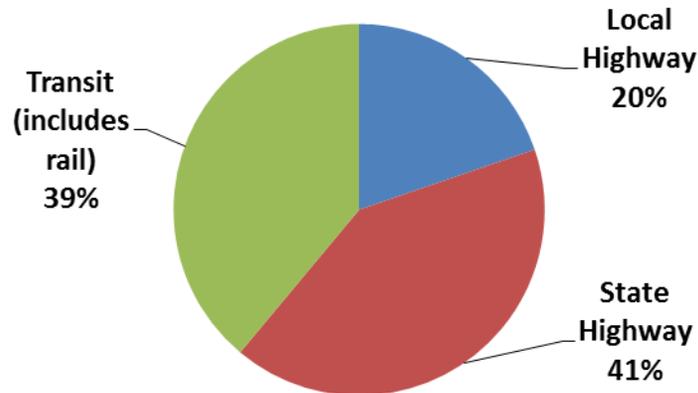


**Figure 1**  
**Summary of 2013 FTIP by Funding Source**  
*(in 000's)*

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<b>2012/13</b>	\$ 2,010,509	\$ 1,994,712	\$ 4,651,318	\$ 8,656,539
<b>2013/14</b>	\$ 1,129,811	\$ 1,067,283	\$ 3,110,771	\$ 5,307,865
<b>2014/15</b>	\$ 1,029,174	\$ 756,208	\$ 4,074,574	\$ 5,859,956
<b>2015/16</b>	\$ 964,744	\$ 666,869	\$ 4,515,218	\$ 6,146,831
<b>2016/17</b>	\$ 1,715,834	\$ 570,266	\$ 2,445,846	\$ 4,731,946
<b>2017/18</b>	\$ 809,938	\$ 23,373	\$ 989,587	\$ 1,822,898
<b>Total</b>	\$ 7,660,010	\$ 5,078,711	\$ 19,787,314	\$ 32,526,035
<b>% of Total</b>	24%	16%	60%	100%

Figure 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Figure 2 and its accompanying pie chart illustrate that 41 percent of the total \$32.5 billion in the FTIP is programmed in the State Highway Program, 20 percent in the Local Highway Program, and 39 percent in the Transit (including rail) program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2013 FTIP).

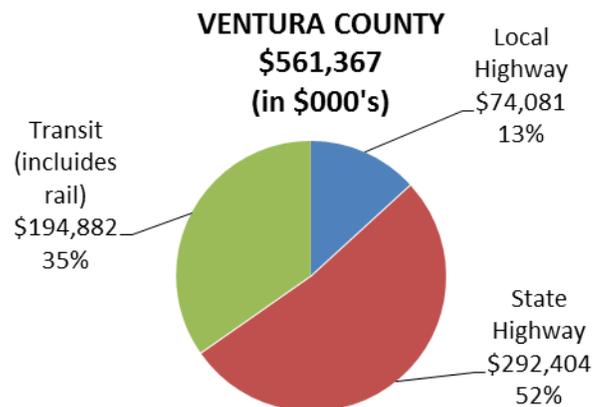
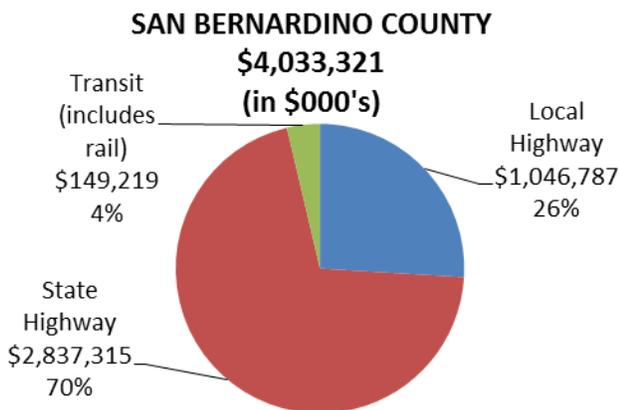
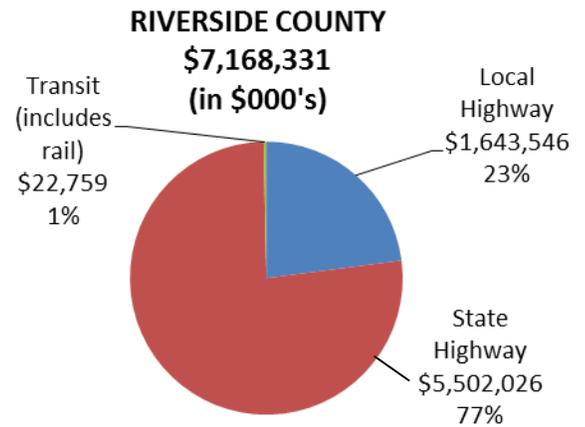
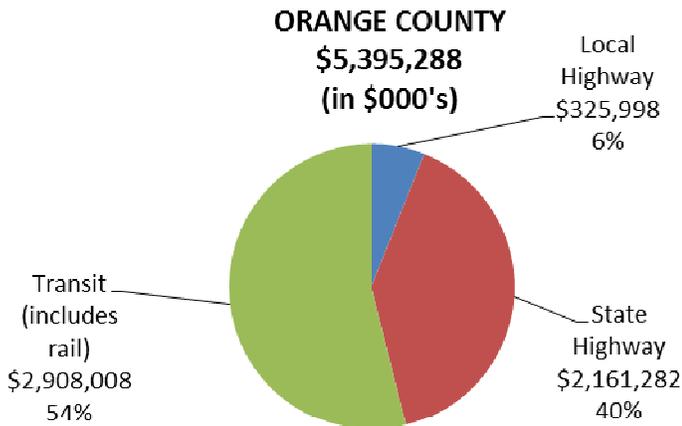
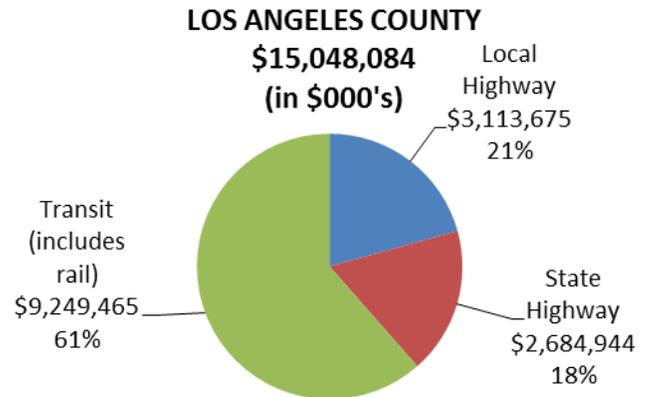
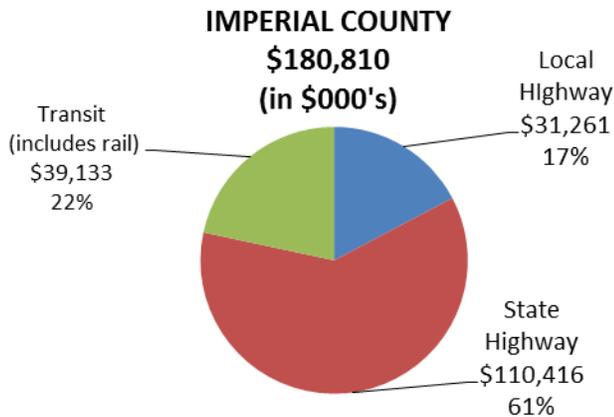
## Summary of 2013 FTIP by Program



**Figure 2**  
**Summary of 2013 FTIP by All Programs**  
*(in 000's)*

	<i>Local Highway</i>	<i>State Highway</i>	<i>Transit (includes rail)</i>	<i>Total</i>
<b>2012/13</b>	\$ 1,641,709	\$ 4,523,823	\$ 2,491,007	\$ 8,656,539
<b>2013/14</b>	\$ 1,600,882	\$ 1,649,967	\$ 2,057,016	\$ 5,307,865
<b>2014/15</b>	\$ 1,163,812	\$ 2,281,977	\$ 2,414,167	\$ 5,859,956
<b>2015/16</b>	\$ 829,036	\$ 2,982,238	\$ 2,335,557	\$ 6,146,831
<b>2016/17</b>	\$ 815,072	\$ 1,769,180	\$ 2,147,694	\$ 4,731,946
<b>2017/18</b>	\$ 323,540	\$ 381,202	\$ 1,118,156	\$ 1,822,898
<b>Total</b>	\$ 6,374,051	\$ 13,588,387	\$ 12,563,597	\$ 32,526,035
<b>% of Total</b>	20%	41%	39%	100%

The six pie charts below summarize the funds programmed in the 2013 FTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.



## Economic Impacts of FTIP Program Expenditures The FTIP's Investment Plan in terms of Economic Growth and Job Creation

The FTIP program budget includes spending on a mix of transportation projects – state highway, local highway, and transit – that are planned in six Southern California counties over a six- year time period beginning in 2012/2013 and ending in 2017/2018. Economic and job impacts were calculated using REMI, a regional impact model that estimates economic and employment gains arising from transportation and infrastructure investments.

FTIP expenditures are categorized by function into three broad industries: construction, transit operations, and architectural and engineering services. Highway operations and maintenance expenditures are included with construction given their similarity. The total employment impact of the FTIP transportation program is shown in Figure 3.

**Figure 3 - Jobs Creation**

	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	Average
<b>SCAG</b>	139,207	82,983	86,389	83,524	60,885	20,936	78,985
<b>Los Angeles County</b>	67,948	42,151	42,239	32,738	26,082	6,310	36,244
<b>Orange County</b>	28,913	19,268	18,080	17,212	12,383	8,652	17,418
<b>San Bernardino County</b>	14,857	10,280	7,495	7,968	12,208	1,592	9,066
<b>Riverside County</b>	24,392	9,362	16,724	24,049	8,258	3,985	14,461
<b>Ventura County</b>	2,563	1,504	1,557	1,259	1,629	304	1,469
<b>Imperial County</b>	534	418	294	298	325	93	327

Over the six-year period, the FTIP program will generate an annual average of approximately 79,000 jobs in the six-county SCAG region. In addition, the rest of the state of California will benefit from spillover impacts of an additional 5,500 jobs per year on average, and an additional 18,000 jobs per year on average will accrue to other states throughout the U.S.

Due to differences in economic impacts arising from different kinds of transportation spending, FTIP transportation project expenditure data is sorted by category, such as construction services, operations and maintenance for transit operations, and architectural and engineering services. Right-of-way acquisition costs are excluded since these represent a transfer of assets and are generally considered to have no economic impact. Each category of spending was modeled separately and their impacts summed. Employment estimates are measured on a job-count basis for employment gains and are reported on an annual basis, i.e., the number of jobs generated in each year respectively.

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# DRAFT FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM // 2013



#### MAIN OFFICE

818 West 7th Street, 12th Floor  
Los Angeles, CA 90017  
Phone: (213) 236-1800  
Fax: (213) 236-1825

#### IMPERIAL COUNTY REGIONAL OFFICE

1405 North Imperial Avenue, Suite 1  
El Centro, CA 92243  
Phone: (760) 353-7800  
Fax: (760) 353-1877

#### ORANGE COUNTY REGIONAL OFFICE

OCTA Building  
600 South Main Street, 9th Floor  
Orange, CA 92863  
Phone: (714) 542-3687  
Fax: (714) 560-5089

#### RIVERSIDE COUNTY REGIONAL OFFICE

3403 10th Street, Suite 805  
Riverside, CA 92501  
Phone: (951) 784-1513  
Fax: (951) 784-3925

#### SAN BERNARDINO COUNTY REGIONAL OFFICE

Santa Fe Depot  
1170 West 3rd Street, Suite 140  
San Bernardino, CA 92418  
Phone: (909) 806-3556  
Fax: (909) 806-3572

#### VENTURA COUNTY REGIONAL OFFICE

950 County Square Drive, Suite 101  
Ventura, CA 93003  
Phone: (805) 642-2800  
Fax: (805) 642-2260



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