



MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

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Alan Wapner, San Bernardino
Associated Governments

Thursday, September 11, 2014
10:00 a.m. – 12:00 p.m.

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

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

Agendas & Minutes for the Energy and Environment Committee are also available at: <http://www.scag.ca.gov/committees/Pages/default.aspx>

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Energy and Environment Committee

Members – September 2014

<u>Members</u>	<u>Representing</u>
Chair* 1. Hon. Deborah Robertson	<i>Rialto</i> District 8
Vice-Chair* 2. Hon. Lisa Bartlett	<i>Dana Point</i> TCA
3. Hon. Denis Bertone	<i>San Dimas</i> SGVCOG
* 4. Hon. Margaret Clark	<i>Rosemead</i> District 32
5. Hon. Jordan Ehrenkranz	<i>Canyon Lake</i> WRCOG
* 6. Hon. Mitchell Englander	<i>Los Angeles</i> District 59
7. Hon. Larry Forester	<i>Signal Hill</i> Gateway Cities
8. Hon. Laura Friedman	<i>Glendale</i> Arroyo Verdugo Cities
9. Hon. Sandra Genis	<i>Costa Mesa</i> OCCOG
* 10. Hon. Ed Graham	<i>Chino Hills</i> District 10
11. Hon. Steven Hernandez	<i>Coachella</i> CVAG
12. Hon. Linda Krupa	<i>Hemet</i> WRCOG
13. Hon. Diana Mahmud	<i>South Pasadena</i> SGVCOG
14. Hon. Thomas Martin	<i>Maywood</i> Gateway Cities
* 15. Hon. Judy Mitchell	<i>Rolling Hills Estates</i> District 40
16. Hon. Geneva Mojado	Soboba Band of Luiseño Indians
* 17. Hon. Mike Munzing	<i>Aliso Viejo</i> District 12
18. Hon. Sam Pedroza	<i>Claremont</i> SGVCOG
19. Hon. David Pollock	<i>Moorpark</i> VCOG
* 20. Hon. Carmen Ramirez	<i>Oxnard</i> District 45
21. Hon. Meghan Sahli-Wells	<i>Culver City</i> WCCOG
22. Hon. Stephen Sammarco	<i>Redondo Beach</i> SBCCOG
23. Hon. Eric Schmidt	<i>Hesperia</i> SANBAG
24. Mr. Steve Schuyler	<i>Building Industry Association of Southern California (BIASC)</i> Ex-Officio
25. Hon. Joe Shaw	<i>Huntington Beach</i> OCCOG
* 26. Hon. Jack Terrazas	Imperial County
* 27. Hon. Cheryl Viegas-Walker	<i>El Centro</i> District 1
28. Hon. Diane Williams	<i>Rancho Cucamonga</i> SANBAG
29. Hon. Edward Wilson	<i>Signal Hill</i> Gateway Cities

* Regional Council Member

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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

SEPTEMBER 11, 2014

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

Time Page No.

- | | | | |
|--|------------|----------|---|
| <p>1. <u>Transportation Conformity Determination for Amendment No. 2 to 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) and 2015 Federal Transportation Improvement Program (FTIP)</u>
<i>(Rongsheng Luo, SCAG Staff)</i></p> | Attachment | 20 mins. | 1 |
|--|------------|----------|---|

Recommended Action: Recommend that the Regional Council approve the transportation conformity determination for Amendment No. 2 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2015 Federal Transportation Improvement Program (FTIP); and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

- | | | | |
|--|------------|----------|----|
| <p>2. <u>Addendum No. 2 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report (PEIR)</u>
<i>(Lijin Sun, SCAG Staff)</i></p> | Attachment | 20 mins. | 72 |
|--|------------|----------|----|

Recommended Action: Tgeqo o gpf 'vj cv'j g'Tgi kqpcnEqwpeki' cf qr v'Tguqnrwkp'P q036/784/3'vq"approve the Addendum No. 2 vq'j g'4234/4257'TVRUEU'Program Environmental Impact Report (PEIR).

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

SEPTEMBER 11, 2014

<u>CONSENT CALENDAR</u>	<u>Time</u>	<u>Page No.</u>
<u>Approval Item</u>		
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<u>Receive and File</u>		
4. <u>2014 Regional Council and Policy Committees Meeting Schedule</u>	Attachment	98
5. <u>SCAG Sustainability Planning Grants Program – Monthly Update</u>	Attachment	99
6. <u>Funding Awarded to SCAG for the Southern California Active Transportation Safety and Encouragement Campaign</u>	Attachment	107
7. <u>2014 Active Transportation Program Statewide Competition Funding Awards</u>	Attachment	109
8. <u>Cap-and-Trade Funding Update: Allocation Guideline Development and Schedule</u>	Attachment	113
9. <u>2014 Quadrennial Federal Certification of SCAG</u>	Attachment	141
10. <u>Annual “Walk to School Day” and the success of Riverside County’s Safe Routes to School Program</u>	Attachment	174
<u>INFORMATION ITEMS</u>		
11. <u>New Smartphone Applications by South Coast Air Quality Management District (SCAQMD)</u> <i>(Denny Shaw, SCAQMD Communications Center Supervisor)</i>	Attachment	15 mins. 181
12. <u>25th Annual SCAG/USC Demographic Workshop held on June 9, 2014</u> <i>(Simon Choi, SCAG Staff)</i>	Attachment	20 mins. 183
13. <u>Progress of the Bottom-up Local Input Process for the 2016 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS)</u> <i>(Kimberly Clark, SCAG Staff)</i>	Attachment	20 mins. 200

CHAIR’S REPORT
(Hon. Deborah Robertson, Chair)

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

SEPTEMBER 11, 2014

STAFF REPORT

(Jonathan Nadler, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

The next EEC meeting will be held on Thursday, October 2, 2014 at the SCAG Los Angeles Office.

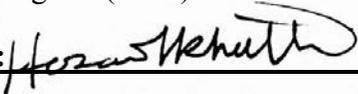
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DATE: September 11, 2014

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

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

SUBJECT: Transportation Conformity Determination for Amendment No. 2 to 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) and 2015 Federal Transportation Improvement Program (FTIP)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR EAC/EEC:

Recommend that the Regional Council approve the transportation conformity determination for Amendment No. 2 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) and 2015 Federal Transportation Improvement Program (FTIP); and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

RECOMMENDED ACTION FOR RC:

Approve the transportation conformity determination for Amendment No. 2 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) and 2015 Federal Transportation Improvement Program (FTIP); and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

EXECUTIVE SUMMARY:

Pursuant to federal and state law and based on requests from the six (6) county transportation commissions (CTCs) in the SCAG region, SCAG has jointly developed the Amendment No. 2 to the 2012-2035 RTP/SCS and 2015 FTIP. The 2012 RTP/SCS Amendment No. 2 reflects additions or changes to project scopes, costs, and/or schedule for a number of critical transportation projects. The 2015 FTIP implements the 2012 RTP/SCS and is a programming document totaling over \$31 billion and containing close to 2,200 projects covering a six (6) year period. At its June 5, 2014 meeting, the Transportation Committee released the Draft 2012 RTP/SCS Amendment No. 2 and Draft 2015 FTIP for a 30-day public review and comment period. The draft transportation conformity analyses for the 2012 RTP/SCS Amendment and 2015 FTIP were presented to the EEC on August 7, 2014. SCAG staff has performed the required conformity analyses demonstrating that the 2012 RTP/SCS Amendment No. 2 and 2015 FTIP meet all metropolitan planning regulations and transportation 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.

REPORT

BACKGROUND:

On June 6, 2013, the Regional Council adopted the Amendment No. 1 to the 2012 RTP/SCS. On July 15, 2013, the FHWA and FTA approved the transportation conformity determination for the first 2012 RTP/SCS Amendment.

Since that time, based on requests from the six CTCs in the SCAG region, SCAG has prepared the 2012 RTP/SCS Amendment No. 2 to reflect additions or changes to a number of critical transportation projects in order to allow them to move forward toward the implementation phase. Concurrently, SCAG has developed the 2015 FTIP that includes transportation projects and programs totaling over \$31 billion in Fiscal Years 2015/2016 to 2020/2021.

Under the U.S. Department of Transportation's metropolitan planning regulations and U.S. EPA's transportation conformity regulations, the 2012 RTP/SCS Amendment No. 2 and 2015 FTIP need to pass five conformity tests: consistency with the adopted 2012 RTP/SCS as previously amended; regional emissions analysis; timely implementation of transportation control measures (TCMs); financial constraint; and interagency consultation and public involvement.

Staff has performed the required transportation conformity analyses demonstrating conformity for the 2012 RTP/SCS Amendment No. 2 and 2015 FTIP. The draft conformity analyses were released for a 30-day public review and comment period on July 1, 2014 and subsequently presented to the EEC as an information item on August 7, 2014. In addition, two (2) public hearings were held on July 10 and 24, 2014 respectively. SCAG has received a number of comments, including some conformity related comments, from nine (9) commenters. All comments have been responded to and addressed as appropriate in the proposed final 2012 RTP/SCS Amendment and 2015 FTIP documents.

The conformity analyses, details of the transportation programs and projects in the Final 2012 RTP/SCS Amendment No. 2 and 2015 FTIP, and responses to comments are contained in the attached Final 2012 RTP/SCS Amendment and 2015 FTIP documents.

The Transportation Committee will consider at its meeting today whether to recommend that the Regional Council adopt resolutions to approve Amendment No. 2 to the 2012 RTP/SCS and the 2015 FTIP.

Upon adoption by the Regional Council, the transportation conformity determination for the 2012 RTP/SCS Amendment No. 2 and 2015 FTIP will be submitted to the FHWA/FTA for approval.

FISCAL IMPACT:

Work associated with this item is included in the current FY2014-15 Overall Work Program (15-025.SCG00164: Air Quality Planning and Conformity).

ATTACHMENTS:

1. Final Amendment No. 2 to 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS)
2. Final 2015 Federal Transportation Improvement Program (FTIP) Executive Summary
3. Final 2015 Federal Transportation Improvement Program (FTIP) Technical Appendix SCAG's Response to Comments



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



Southern California Association of Governments

ADOPTED
SEPTEMBER 2014

PRELIMINARY VERSION
FOR REVIEW

Amendment No. 2

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Introduction

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

A major component of the 2012–2035 RTP/SCS is a Project List containing thousands of individual transportation projects that aim to improve the region’s mobility and air quality, and revitalize our economy. On June 6, 2013, SCAG adopted Amendment No. 1 to the 2012–2035 RTP/SCS as a response to changes to 36 of these transportation projects and the need to add seven new projects.

Since the adoption of Amendment No. 1, additional projects have experienced technical changes that are time-sensitive and require

amendment to the RTP/SCS in order to allow these projects to move forward in a timely manner.

The majority of these project changes occur to short-range projects that can be found in the 2015 Federal Transportation Improvement Program (FTIP) document, which is being developed concurrently with this RTP/SCS Amendment. The purpose of this Amendment No. 2 document is to identify the project changes being made beyond the changes contained in the 2015 FTIP, and provide documentation demonstrating that the 2012–2035 RTP/SCS as amended will continue to comply with federal and state requirements, including the Moving Ahead for Progress for the 21st Century Act (MAP-21) metropolitan planning requirements, the Transportation Conformity Rule, and SB 375. An Addendum to the 2012–2035 RTP/SCS Program Environmental Impact Report (PEIR) has also been prepared to assess proposed changes to the 2012–2035 RTP/SCS Project List as detailed herein. The Addendum can be found at <http://scag.ca.gov>.

Project Modifications

The project changes identified in Amendment No. 2 to the 2012–2035 RTP/SCS can be broadly categorized as follows:

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

As indicated in the Introduction chapter of this document, the majority of project changes occur to short-range projects that can be found in the 2015 FTIP document. In addition to these short-range changes, Tables 1 and 2 of this document outline the addition of 6 new projects and an additional 16 project changes which are also considered a part of Amendment No. 2.

For specific details of all projects contained in the RTP/SCS Amendment No. 2 modeling and regional emissions analysis, please refer to the Model List updated through Amendment No. 2 to the 2012–2035 RTP/SCS and the 2015 FTIP at <http://scag.ca.gov>.

Table 1. New RTP/SCS Projects Beyond the FTIP

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	1122001	TRANSIT	N/A	AUTOMATED PEOPLE MOVER SYSTEM (APM): A RAIL OR FIXED GUIDEWAY BASED TRANSPORTATION SYSTEM OR SYSTEMS THAT MOVES PASSENGERS TO AND FROM THE CENTRAL TERMINAL AREA TO THE LANDSIDE ACCESS FACILITIES (CONRAC AND ITF) AND OTHER MASS TRANSPORTATION FACILITIES IN AN ABOVE-GRADE CONFIGURATION, AND TO AND FROM THE CENTRAL TERMINAL AREA TO THE TOM BRADLEY INTERNATIONAL TERMINAL AND THE MIDFIELD SATELLITE CONCOURSE IN A BELOW-GRADE CONFIGURATION.	2025	\$994,000	NEW PROJECT COST	NEW PROJECT
LOS ANGELES	1122002	OTHER	N/A	INTERMODAL TRANSPORTATION FACILITY (ITF): A FACILITY PROVIDING REMOTE PASSENGER PICK UP AND DROP OFF AREAS, PUBLIC PARKING, AND CONNECTIONS TO PUBLIC TRANSIT AND OTHER COMMERCIAL VEHICLES (I.E. DOOR-TO-DOOR SHUTTLES AND SCHEDULED BUSES).	2025	\$208,000	NEW PROJECT COST	NEW PROJECT
LOS ANGELES	1122003	OTHER	N/A	CONSOLIDATED RENTAL CAR FACILITY (CONRAC): A CONSOLIDATED FACILITY TO ACCOMMODATE RENTAL CAR OPERATORS AT LAX. THIS FACILITY MAY INCLUDE A CUSTOMER SERVICE FACILITY, READY/RETURN GARAGE, RENTAL CAR STORAGE, AND MAINTENANCE SUPPORT.	2025	\$566,000	NEW PROJECT COST	NEW PROJECT
SAN BERNARDINO	4122001	TRANSIT	METROLINK SAN BERNARDINO LINE	DOUBLE TRACKING OF METROLINK SAN BERNARDINO LINE BETWEEN CP LILAC AND CP RANCHO IN SAN BERNARDINO COUNTY	2020	\$64,000	NEW PROJECT COST	NEW PROJECT
SAN BERNARDINO	4122002	TRANSIT	METROLINK SAN BERNARDINO LINE	DOUBLE TRACKING OF METROLINK SAN BERNARDINO LINE BETWEEN CP CENTRAL AND CP ARCHIBALD IN SAN BERNARDINO COUNTY	2020	\$94,500	NEW PROJECT COST	NEW PROJECT
SAN BERNARDINO	4122003	STATE HIGHWAY	I-10	ON I-10 NEAR YUCAIPA: ADD/CONSTRUCT NEW EASTBOUND TRUCK CLIMBING LANE FROM LIVE OAK CANYON ROAD TO RIVERSIDE COUNTY LINE INCLUDING TRANSITION BETWEEN COUNTY LINE AND CALIMESA BLVD.	2025	\$30,000	NEW PROJECT COST	NEW PROJECT

Table 2. RTP/SCS Project Modifications Beyond the FTIP

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
VARIOUS	EXISTING: 1C0404	STATE HIGHWAY	HIGH DESERT CORRIDOR	HIGH DESERT CORRIDOR, CONSTRUCT NEW 4-6 LANE FACILITY: E-W I-14 TO US-395 (CONNECTING AT SB CO #20020144), E-W I-5 TO SR-14, N-S SR-14 TO SR-138.	2020	\$6,925,029	RTP PROJECT COST DECREASE.	REORGANIZATION OF OUTDATED HIGH DESERT CORRIDOR AND SR-138 PROJECT ENTRIES INTO UPDATED ENTRIES (INCLUDES REVISIONS TO DESCRIPTION AND COST OF HIGH DESERT CORRIDOR PROJECT).
SAN BERNARDINO	EXISTING: 20020144	STATE HIGHWAY	0	HI- DESERT CORR. PHASE 1, SR-18 REALIGNMENT FROM US 395 IN ADELANTO TO SR-18 E/O APPLE VALLEY. COONSTRUCT 4-6 LANE FREEWAY/EXPRESSWAY. CONSTRUCT NEW IC @I-15 W/AUX LANES NORTH AND SOUTH OF NEW IC. CONSTRUCT INTERSECTION @US 395 W/TURN POCKETS TO NORTH AND SOUTH	2020	\$1,156,000		
LOS ANGELES	EXISTING: 1M1005	STATE HIGHWAY	0	HIGH DESERT CORRIDOR (ENVIRONMENTAL) (MULTIPLE COMBINATIONS OF MODES UNDER STUDY, INCLUDING BUT NOT LIMITED TO TSM/TDM, FREEWAY, EXPRESSWAY, TOLLWAY, AND RAIL)	2014	\$33,000		
LOS ANGELES	NEW: LA0G1099	STATE HIGHWAY	0	HIGH DESERT CORRIDOR: AN APPROXIMATELY 63-MILE EAST-WEST MULTI-PURPOSE CORRIDOR FROM AVENUE P-8/SR-14 IN LA COUNTY TO BEAR VALLEY ROAD/SR-18 IN SAN BERNARDINO COUNTY. THIS MULTI-PURPOSE CORRIDOR INCLUDES TSM/TDM, FREEWAY, EXPRESSWAY, TOLLWAY, HIGH-SPEED RAIL, GREEN ENERGY TRANSMISSION/PRODUCTION, AND BIKEWAY ELEMENTS	2020	\$5,000,000		
LOS ANGELES	NEW: 1122004	STATE HIGHWAY	SR-138	NW 138 CORRIDOR IMPROVEMENT PROJECT - APPROXIMATELY 36 MILES, PROVIDING AN IMPROVED 4 TO 6 LANE FACILITY BETWEEN I-5 AND SR 14	2020	\$622,481		
LOS ANGELES	NEW: 1122005	STATE HIGHWAY	SR-138	SR-138 LOOP ROAD	2020	\$1,083,594		
ORANGE	2H0703	STATE HIGHWAY	I-5	EXISTING: ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD	2018	EXISTING: \$46,400	RTP PROJECT DECREASE.	REVISED DESCRIPTION AND COST.
				REVISED: I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION		REVISED: \$45,110		
ORANGE	2M0717	STATE HIGHWAY	I-5	EXISTING: ADD RAMPS AT LOS ALISOS	EXISTING: 2021	\$57,954	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE.
				REVISED: IMPROVE ACCESS AND MERGING IN THE VICINITY OF EL TORO ROAD	REVISED: 2023			
ORANGE	2M0728	STATE HIGHWAY	I-405	EXISTING: ADD 1 MF LANE EACH DIRECTION FROM I-5 TO SR-55 AND IMPROVE MERGING	2023	\$374,540	NO CHANGE TO RTP PROJECT	REVISED DESCRIPTION.

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
				REVISED: ADD 1 MF LANE EACH DIRECTION FROM I-5 TO SR-55 AND ADD SB AUX LANES FROM UNIVERSITY TO SAND CNYN, SAND CNYN TO 133, AND 133 TO IRV CTR DR			COST. NO FISCAL IMPACT.	
ORANGE	2T01135	STATE HIGHWAY	SR-91	EXISTING: HOV/HOT CONNECTOR NB 241 TO EB 91, WB 91 TO SB 241	EXISTING: 2017	EXISTING: \$473,191	RTP PROJECT DECREASE.	REVISED DESCRIPTION, SCHEDULE, COST, AND LEAD AGENCY.
				REVISED: HOV/HOT CONNECTOR: NB SR-241 TO EB SR-91, WB SR-91 TO SB SR-241 (1 LANE EACH DIR) AS REQ, BY 2020 PER SCAG/TCA MOU 4/05/01. PARENT PROJECT ORA050	REVISED: 2020	REVISED: \$183,557		
RIVERSIDE	3M01CV01	STATE HIGHWAY	I-10	CONSTRUCT NEW 4 LANE IC AND RAMPS	2017	\$23,371	NONE; DUPLICATE PROJECT STILL IN RTP/SCS	DELETION OF DUPLICATE PROJECT
SAN BERNARDINO	200403	LOCAL HIGHWAY	0	EVANS/WEST STREET FROM REDLANDS BLVD TO BARTON -CONSTRUCT 4 NEW LANES, A N/S ARTERIAL ROADWAY FROM REDLANS BLVD TO BARTON, WEST OF ANDERSON ST.	EXISTING: 2015	\$9,153	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
					REVISED: 2023			
SAN BERNARDINO	200804	LOCAL HIGHWAY	SOUTH ARCHIBALD	SOUTH ARCHIBALD AVE. GRADE SEPARATION (AT MISSION BLVD) CONSTRUCT A HIGHWAY AND RR GRADE SEPARTION AT EXISTING AT-GRADE CROSSING SOUTH OF ARCHIBALD AND THE UPPR LA LINE-PROJECT TO BUILD NEW FLY-OVER BRIDGE FOR RR - WIDENING FROM 2-6 LANES 3 LANES IN EACH DIRECTION AND LEFT AND RIGHT TURN LANES;DRAINAGE IMPROVMENTS.	EXISTING: 2014	\$57,932	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
					REVISED: 2023			
SAN BERNARDINO	200807	LOCAL HIGHWAY	MAIN STREET	MAIN STREET WIDENING - BNSF TO WEST CITY LIMITS-WIDENING FROM 1-2 LANES IN THE E/B & W/B DIRECTION-(BRIDGE WIDENING AND APPROACHES OF ABOUT 100' IN EACH DIRECTION	EXISTING: 2014	\$384	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
					REVISED: 2020			
SAN BERNARDINO	200816	LOCAL HIGHWAY	ROCK SPRINGS RD	ROCK SPRINGS RD FROM 0.3 MILES EAST/OF DEEP CREEK RD. TO KIOWA RD. (0.76 MI); WIDEN FROM 2-4 LANES	EXISTING: 2014	\$18,533	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
					REVISED: 2025			
SAN BERNARDINO	4A01387	LOCAL HIGHWAY	0	WIDEN 5TH STREET FROM 2 TO 4 LANES BETWEEN DEL ROSA DR AND PALM AVENUE; CONSTRUCT NEW TRAFFIC SIGNAL AT 5TH/CENTRAL INTERSECTION;	EXISTING: 2013	\$13,587	NO CHANGE TO RTP PROJECT	REVISED SCHEDULE.

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
				WIDEN 5TH ST AT SR210 FREEWAY UNDERCROSSING FROM 4 TO 5 LANES; ADD TURN LANE, MODIFY RAMP TERMINI; SHOULDER IMPROVEMENTS ON DEL ROSA DR BETWEEN 3RD ST AND 5TH ST (NO ADDITIONAL LANES)	REVISED: 2020		COST. NO FISCAL IMPACT.	
SAN BERNARDINO	SBD031296	LOCAL HIGHWAY	0	REDLANDS BOULEVARD EAST CITY LIMITS TO WEST CITY LIMITS WIDEN FROM 4 LANES TO 6 LANES	EXISTING: 2014 REVISED: 2023	\$6,850	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	SBD031418	LOCAL HIGHWAY	0	AMETHYST ROAD PALMDALE ROAD TO HOPLAND STREET WIDEN EXISTING ROAD FROM 2 LANES TO 4 LANES	EXISTING: 2013 REVISED: 2023	\$4,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	SBD031419	LOCAL HIGHWAY	0	EL EVADO ROAD, PALMDALE RD TO AIR BASE ROAD PALMDALE TO HOPLAND (12/98) HOPLAND TO AIR BASE (12/96), WIDEN FROM 2 TO 4 WITH LEFT TURN LANES	EXISTING: 2013 REVISED: 2023	\$4,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	SBD031422	LOCAL HIGHWAY	0	3RD AVENUE NISQUALLI ROAD TO GREEN TREE BOULEVARD WIDEN FROM 2 LANES TO 4 LANES	EXISTING: 2013 REVISED: 2023	\$750	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
VARIOUS	7120013	STATE HIGHWAY	0	REGIONAL EXPRESS/HOT LANE NETWORK	2035	EXISTING: \$9,500,000 REVISED: \$6,970,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE TO SEVERAL SEGMENTS OF REGIONAL PROJECT 7120013 (NOW CONTAINED IN NEW PROJECTS 4122004, 4122005, 4122006, AND 4122007)
SAN BERNARDINO	NEW: 4122004	STATE HIGHWAY	I-10	I10 EXPRESS LANE ADDITION (GAREY AVENUE IN LOS ANGELES COUNTY TO I-15/I-10 INTERCHANGE) – EXPRESS LANE WIDENING TO IMPLEMENT TWO (2) EXPRESS LANES IN EACH DIRECTION FOR A TOTAL OF 12 LANES INCLUDING AUXILIARY LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS WHERE NEEDED.	2021	\$500,000		
SAN BERNARDINO	NEW: 4122005	STATE HIGHWAY	I-10	I10 EXPRESS LANE ADDITION (I-15/I-10 INTERCHANGE TO FORD STREET UNDERCROSSING) – EXPRESS LANE WIDENING TO IMPLEMENT TWO (2) EXPRESS LANES IN EACH DIRECTION FOR A TOTAL OF 12 LANES INCLUDING AUXILIARY LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS WHERE NEEDED.	2024	\$1,000,000		
SAN BERNARDINO	NEW: 4122006	STATE HIGHWAY	I-15	I15 EXPRESS LANE ADDITION (CANTU GALLEANO IC TO I15/215 INTERCHANGE) – EXPRESS LANE WIDENING, ADDING TWO (2) EXPRESS LANES IN EACH DIRECTION FOR A TOTAL OF 12 LANES INCLUDING AUXILIARY LANES, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS WHERE NEEDED. (SEGMENTS 1 THRU 3)	2026	\$460,000		
SAN BERNARDINO	NEW: 4122007	STATE HIGHWAY	I-15	I15 EXPRESS LANE ADDITION (I15/215 INTERCHANGE TO US-395) – EXPRESS LANE WIDENING, ADDING TWO (2) EXPRESS LANES IN EACH DIRECTION FOR A TOTAL OF 12 LANES INCLUDING AUXILIARY LANES, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS WHERE NEEDED. (SEGMENT 4)	2030	\$570,000		

Fiscal Impact

This amendment includes changes to existing projects, deletion of projects, and addition of new projects. Individual project changes are addressed in the 2015 FTIP document and the “Project Modifications” chapter of this document.

In terms of overall impact on the RTP/SCS Financial Plan, cost increases from changes to existing projects and new projects total \$13,937 million, offset by \$19,717 million in cost decreases as a result of changes to existing projects and project completions and deletions. The modifications result in an overall net cost decrease of \$5,780 million to the 2012–2035 RTP/SCS Financial Plan.

New projects added as part of this amendment are being funded in part by the addition of \$1,768 million in Other Local Funds (LAWA Airport Funds) to the RTP/SCS Financial Plan, which are in addition to 2012–2035 RTP/SCS forecasted revenues.

Based on review of the funding considerations for each project documented herein and in the 2015 FTIP document, SCAG finds that this amendment does not adversely impact the financial constraint of the 2012–2035 RTP/SCS. The RTP/SCS remains financially constrained.

Table 3. Fiscal Impact Summary

(Amounts in \$1,000's)	TOTAL
Cost Increases: Changes to Existing Project and Addition of New Projects	\$13,936,645
Cost Decreases: Changes to Existing Projects and Completed and/or Deleted Projects	(\$19,716,997)
Net Cost Increase (Decrease)	(\$5,780,352)
Additional Funding Sources:	
Other Local Funds (LAWA Airport Funds)	\$1,768,000
Total Additional Funding Sources	\$1,768,000

Senate Bill 375 and the Sustainable Communities Strategy

Upon the adoption of the RTP/SCS in April 2012, SCAG determined that the plan met and exceeded all of the requirements for a Sustainable Communities Strategy (SCS) as set forth in SB 375. A description of the SCS and how the requirements are addressed is included in the 2012–2035 RTP/SCS as Chapter 4. At the time of adoption, SCAG concluded that State-established greenhouse gas emission reduction targets had been met and exceeded, and the California Air Resources Board reviewed and approved this

conclusion in July 2012. This Amendment No. 2 to the 2012–2035 RTP/SCS makes certain changes to transportation projects. Staff has reviewed such changes relative to the adopted plan and the requirements of SB 375, and has determined that the RTP/SCS, as amended by Amendment No. 2 remains compliant with SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets established for the SCAG region.

Transportation Conformity

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

Under the U.S. DOT metropolitan planning regulations and EPA's transportation conformity regulations, the Draft Amendment No. 2 to the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) need to pass five tests: consistency with the adopted 2012–2035 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

The findings of the conformity determination for the Draft Amendment No. 2 to the 2012–2035 RTP/SCS are presented below. Details of the regional emissions analysis follow the findings.

Conformity Findings

SCAG's transportation conformity findings for the Draft Amendment No. 2 to the 2012–2035 RTP/SCS are as follows:

- Consistency with 2012–2035 RTP/SCS Test
 - Inclusion of the amended projects in the 2012–2035 RTP/SCS would not change any other policies, programs or projects in the federally approved 2012–2035 RTP/SCS.
 - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS are consistent with the federally approved 2012–2035 RTP/SCS as previously amended and meet all federal and state requirements and regulations.
- Regional Emissions Tests
 - Finding: The regional emissions analyses for the Draft Amendment No. 2 to the 2012–2035 RTP/SCS update the regional emissions analyses for the federally approved 2012–2035 RTP/SCS as previously amended and are identical to the regional emissions analyses for the Draft 2015 FTIP.
 - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions analysis for 1997 and 2006 PM_{2.5} and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).
 - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for 2008 ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).
 - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for NO₂ meet all applicable

emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

- Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
- Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).
- Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).
- Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions analysis for 2006 PM_{2.5} and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).
- Timely Implementation of TCMs Test
The Draft Amendment No. 2 to the 2012–2035 RTP/SCS does not revise or otherwise alter the scope, schedule, funding priority, or implementation of any TCM.
 - Finding: The TCM project categories listed in the 1994/1997/2003/2007/2012 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.
- Financial Constraint Test
 - Finding: All projects listed in the Draft Amendment No. 2 to the 2012–2035 RTP/SCS are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact chapter of this report.
- Interagency Consultation and Public Involvement Test
 - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS comply with all federal requirements for interagency consultation and public involvement. The amendment was discussed at the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on several occasions (September 24, 2013; January 28, May 27, June 24, July 22, and August 26, 2014). The draft conformity analysis was released for a 30-day public review on July 1, 2014 and two public hearings were held on July 10 and July 24, 2014 respectively at the SCAG’s Los Angeles office with video-conferencing available from the County Regional Offices. The Draft Amendment document was also posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. No conformity-specific comment was received.

Regional Emissions Analysis

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

budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas. For paved road dust (PM_{2.5} and PM₁₀), SCAG uses the approved AP-42 method with VMT by facility type for all applicable milestone, attainment and planning horizon years.

South Central Coast Air Basin – Ventura County Portion

Table A. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2014	2021	2030	2035
ROG	Budget	13	13	13	13
	Plan	8	5	4	4
	Budget – Plan	5	8	9	9
NOx	Budget	19	19	19	19
	Plan	15	8	6	6
	Budget – Plan	4	11	13	13

South Coast Air Basin

Table B. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		Nonattainment Area	2014	2017	2018	2020	2021	2023	2032	2035	
ROG	Budget	SCAB	136	119	119	108	108	99	99	99	
	Plan	Morongo	0.4	0.4 ^a	0.3	0.3	0.3	0.3	0.3	0.3	0.3
		Pechanga	0.0	0.0 ^a	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	129.3	104.9 ^a	96.7	86.8	83.9	77.8	67.1	61.7	
		Sum	129.7	105.3	97.1	87.2	84.2	78.1	67.4	62.0	
		SCAB	130	106	98	88	85	79	68	63	
	Budget – Plan		6	13	21	20	23	20	31	36	
NOx	Budget	SCAB	277	224	224	185	185	140	140	140	
	Plan	Morongo	1.8	1.5 ^a	1.5	1.3	1.2	1.0	1.0	1.0	
		Pechanga	0.0	0.0 ^a	0.0	0.0	0.0	0.0	0.0	0.0	
		SCAB excluding Morongo and Pechanga	259.0	205.5	187.6	160.8	148.3	124.9	109.9	106.4	
		Sum	260.8	207.0	189.1	162.1	149.5	126.0	110.9	107.4	
		SCAB	261	208	190	163	150	126	111	108	
	Budget – Plan		16	16	34	22	35	14	29	32	

^a2017 interpolated between 2014 and 2018

Table C. 1997 and 2006 PM_{2.5} (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
ROG	Budget	132	132	132	132
	Plan	127	85	68	61
	Budget – Plan	5	47	64	71
NOx	Budget	290	290	290	290
	Plan	282	175	121	115
	Budget – Plan	8	115	169	175
PM _{2.5}	Budget	35	35	35	35
	Plan	21	14	12	12
	Budget – Plan	14	21	23	23

Table D. PM₁₀ (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
ROG	Budget	182	110	81	81
	Plan ^a	127	80	54	47
	Budget – Plan	55	40	27	34
NOx	Budget	372	180	116	116
	Plan ^a	282	171	106	100
	Budget – Plan	90	9	10	16
PM ₁₀	Budget	159	164	175	175
	Plan	83	85	93	94
	Budget – Plan	76	79	82	81

a Including baseline adjustments provided by ARB in May 2014.

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

Pollutant		2015	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137
	Plan	1,053	696	510	461
	Budget – Plan	1,804	1,441	1,627	1,676

Table F. NO₂ (Winter Emissions [tons/day])

Pollutant		2014	2020	2030	2035
NO ₂	Budget	680	680	680	680
	Plan	277	172	118	113
	Budget – Plan	403	508	562	567

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

Table G. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2014	2020	2027	2035
ROG	Budget	22	22	22	22
	Plan	9	6	6	6
	Budget – Plan	13	16	16	16
NOx	Budget	77	77	77	77
	Plan	29	19	16	18
	Budget – Plan	48	58	61	59

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

Table H. PM10 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM ₁₀	No Build	9.6	10.5	13.6	15.1
	Build	8.9	9.5	12.4	13.6
	No Build – Build	0.7	1.0	1.2	1.5

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

Table I. PM10 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM ₁₀	No Build	0.0	0.0	0.0	0.0
	Build	0.0	0.0	0.0	0.0
	No Build – Build	0.0	0.0	0.0	0.0

Salton Sea Air Basin – Riverside County Coachella Valley Portion

Table J. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2014	2020	2027	2035
ROG	Budget	7	7	7	7
	Plan	4	3	3	3
	Budget – Plan	3	4	4	4
NOx	Budget	26	26	26	26
	Plan	15	10	8	9
	Budget – Plan	11	16	18	17

Table K. PM10 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM ₁₀	Budget ^a	10.9	10.9	10.9	10.9
	Plan	5.0	5.6	6.8	7.0
	Budget – Plan	5.9	5.3	4.1	3.9

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

Salton Sea Air Basin – Imperial County Portion

Table L. 2008 Ozone (Summer Planning Emissions [tons/day])

Pollutant		2015	2020	2030	2035
ROG	Budget	7	7	7	7
	Plan	3	3	3	3
	Budget – Plan	4	4	4	4
NO _x	Budget	17	17	17	17
	Plan	9	7	7	7
	Budget – Plan	8	10	10	10

Table M. 2006 PM2.5 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
NO _x	No Build	4.7	3.2	3.0	3.2
	Build	4.6	3.1	2.9	3.1
	No Build – Build	0.1	0.1	0.1	0.1
PM _{2.5}	No Build	0.2	0.2	0.3	0.3
	Build	0.2	0.2	0.3	0.3
	No Build – Build	0.0	0.0	0.0	0.0

Table N. PM10 (24-HOUR Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM ₁₀	No Build	1.6	1.7	2.0	2.2
	Build	1.1	1.4	1.7	1.8
	No Build – Build	0.5	0.3	0.3	0.4

Public Review and Comment

SCAG is required to provide a 30-day public review and comment period for the draft Amendment. A Notice of Availability and Public Hearing and the draft Amendment were posted on SCAG's website at <http://scag.ca.gov>, and written comments were accepted from July 1, 2014 until 5:00PM on Thursday, July 31, 2014, via US mail to:

Southern California Association of Governments
Attention: Naresh Amatya
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

or via email to: amatya@scag.ca.gov

Public hearings were held at SCAG's Main Office in Los Angeles on Thursday, July 10, 2014 at 10:00AM and on Thursday, July 24, 2014 at 3:00PM. The public hearings were accessible via videoconference at SCAG's regional offices throughout the region.

SCAG received one public comment on the Amendment. The comment, along with SCAG's response, can be found on the table beginning on the following page. Comments pertaining to the 2015 FTIP, along with SCAG's responses, are included separately in the 2015 FTIP document.

SCAG has also fully coordinated this Amendment with the regional stakeholders through SCAG's committee structure. Specifically, staff provided periodic reports regarding this Amendment to the Transportation Committee (TC), the Energy and Environment Committee (EEC), and Transportation Conformity Working Group (TCWG). To fulfill the consultation requirements of the "AB 1246 process" required under Public Utilities Code Section 130000 et seq., SCAG reviewed the RTP Amendment, comment received, and SCAG response, at a meeting of the region wide transportation agencies Chief Executive Officers (CEOs) Group on August 16, 2014.

Table 4. Comments and Responses

DATE	NAME	AFFILIATION	FORMAT	COMMENT SUMMARY	RESPONSE TO COMMENT
7/11/14	DAN WENTZEL	—	E-MAIL	<p>I BELIEVE SCAG SHOULD BE WORKING ON ESTABLISHING DAILY PASSENGER RAIL BETWEEN LOS ANGELES AND THE COACHELLA VALLEY WITH SERVICE IN THE MORNING AND EARLY EVENING.</p> <p>IF THAT MEANS USING REGULATION TO FORCE THE FRIEGHTS TO SHARE THE RAILWAYS, IF THAT MEANS BUILDING NEW TRACKS, IF THAT MEANS UPGRADING EXISTING STATIONS, THEN I WOULD LIKE TO SEE THAT IN THE FTIP IF POSSIBLE.</p>	<p>IN THE SCAG REGION, PROJECTS ARE SUBMITTED FOR INCLUSION IN THE RTP/SCS BY A SPONSORING LOCAL LEAD AGENCY. TO DATE, NO PASSENGER RAIL SERVICE BETWEEN LOS ANGELES AND THE COACHELLA VALLEY HAS BEEN SUBMITTED FOR INCLUSION IN THE RTP/SCS OR FTIP. CURRENTLY, THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION IS STUDYING RAIL SERVICE TO THE COACHELLA VALLEY AND PASS AREA (SEE HTTP://WWW/RCTC.ORG/PLANNING/RAIL/COACHELLA-VALLEY-RAIL-SERVICE). SCAG CONTINUES TO SUPPORT THE EXTENSION OF PASSENGER RAIL SERVICE THROUGHOUT THE REGION, AND WOULD CONSIDER THE INCLUSION OF THIS PROJECT AT THE APPROPRIATE TIME IN THE FUTURE.</p>

Note: Responses to comments regarding short-range projects contained in the 2015 FTIP can be found in the 2015 FTIP document.

Conclusion

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

increase in the severity of previously identified significant effects. Appropriate and adequate procedures have been followed in ensuring coordination of this Amendment, allowing all concerned parties, stakeholders, and the public ample opportunities to voice concern and provide input. In conclusion, this Amendment No. 2 to the 2012–2035 RTP/SCS complies with all applicable federal and state requirements, including the Transportation Conformity Rule.

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2015 FINAL FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

Attachment 2



EXECUTIVE SUMMARY Volume I of III

FY 2014/15-2019/20
September 2014

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 document was financed in part through funds from the Federal Highway Administration and Federal Transit Administration in accordance with the provisions under the Metropolitan Planning Program as set forth in Section 104(f) of Title 23 of the U.S. Code. Additional financial assistance was provided by the California Department of Transportation.

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Riverside County: Jeff Stone, Riverside County | Rusty Bailey, Riverside | Jeff DeGrandpre, Eastvale | Jim Hyatt, Calimesa | Greg Pettis, Cathedral City | Ron Roberts, Temecula | Julio Rodriguez, Perris | Karen Spiegel, Corona | Michael Wilson, Indio

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Ventura County: Linda Parks, Ventura County | Glen Becerra, Simi Valley | Carl Morehouse, San Buenaventura | Carmen Ramirez, Oxnard

Tribal Government Representative: Andrew Masiel, Sr., Pechanga Band of Luiseño Indians

Orange County Transportation Authority: Matthew Harper, Huntington Beach

Riverside County Transportation Commission: Adam Rush, Eastvale

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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Final 2015
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(FTIP)
(FISCAL YEAR 2014/15-2019/20)

EXECUTIVE SUMMARY

(Volume I of III)

September 2014



**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 2015 FTIP is a capital listing of all transportation projects proposed over Fiscal Years (FY) 2014/15 – 2019/20 for the SCAG region. As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. The 2015 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 as well as 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 projects in this 2015 FTIP have been found to be consistent with SCAG's approved 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS). The FTIP is developed to incrementally implement the programs and projects in the RTP.

SCAG Region



PROGRAM SUMMARY

The 2015 FTIP includes approximately 2200 projects and programs totaling \$31.8 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, 14 percent is from state funds, and 62 percent is from local funds.

Summary of 2015 FTIP by Funding Source

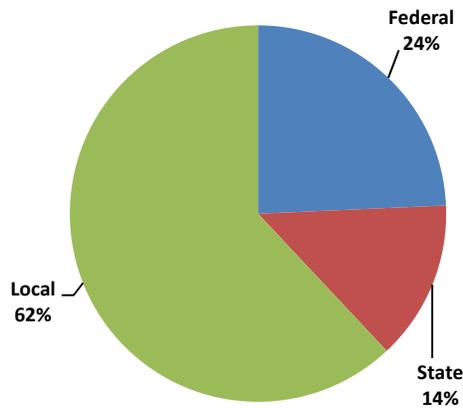


Figure 1 Summary of 2015 FTIP by Funding Source (in 000's)				
	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
2014/15	\$1,357,919	\$1,813,403	\$3,599,974	\$6,771,296
2015/16	\$1,481,401	\$1,030,142	\$4,016,979	\$6,528,522
2016/17	\$1,103,511	\$849,868	\$3,071,274	\$5,024,653
2017/18	\$1,275,417	\$425,221	\$3,868,566	\$5,569,204
2018/19	\$1,822,951	\$216,135	\$2,546,073	\$4,585,159
2019/20	\$694,114	\$20,438	\$2,615,961	\$3,330,513
Total	\$7,735,313	\$4,355,207	\$19,718,827	\$31,809,347
% of Total	24%	14%	62%	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 39 percent of the total \$31.8 billion in the 2015 FTIP is programmed in the State Highway Program, 23 percent in the Local Highway Program, and 38 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 2015 FTIP).

Summary of 2015 FTIP by Program

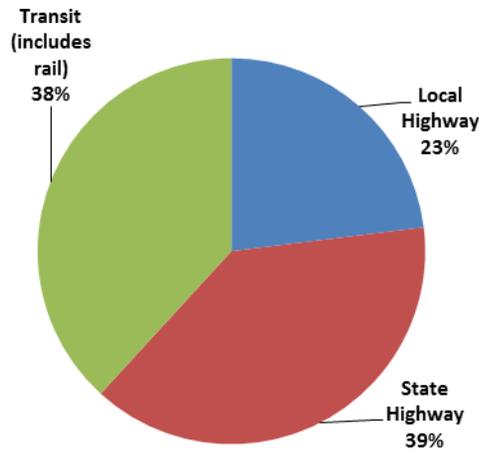
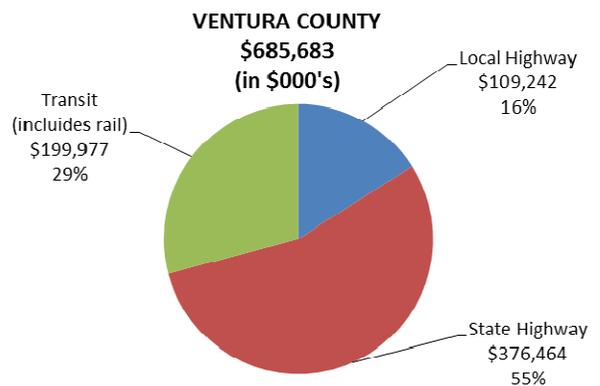
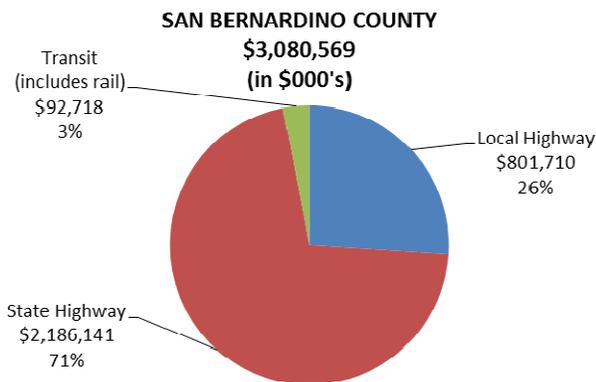
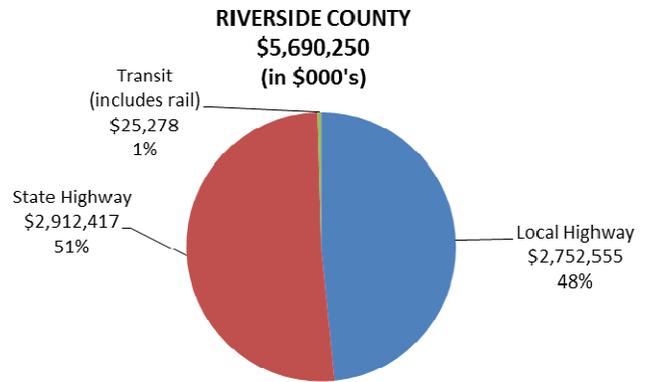
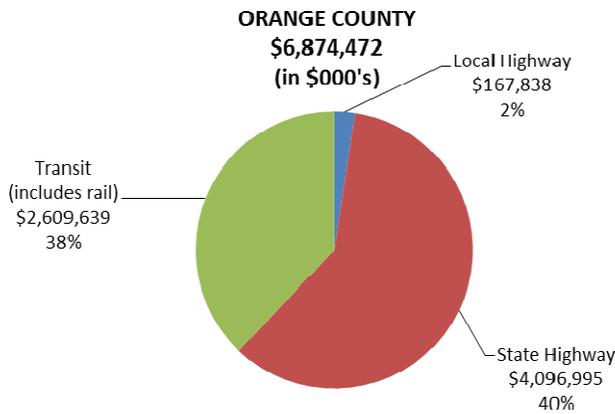
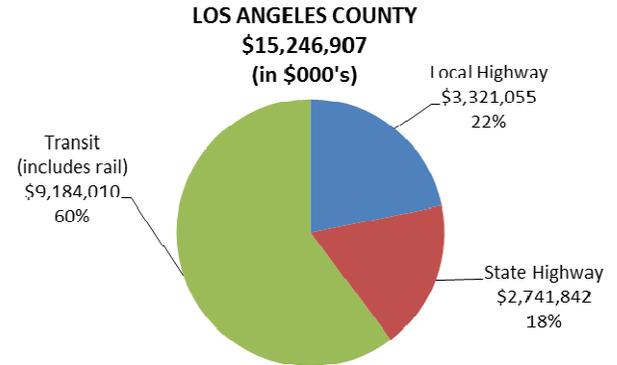
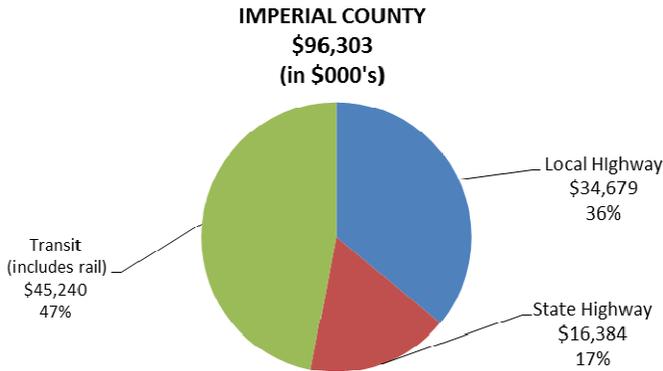
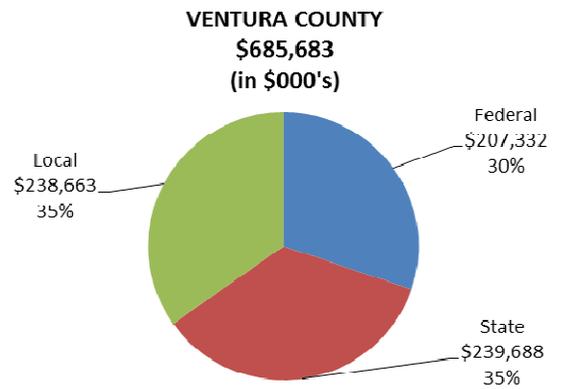
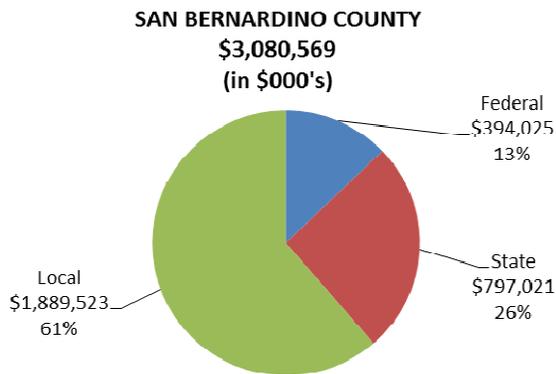
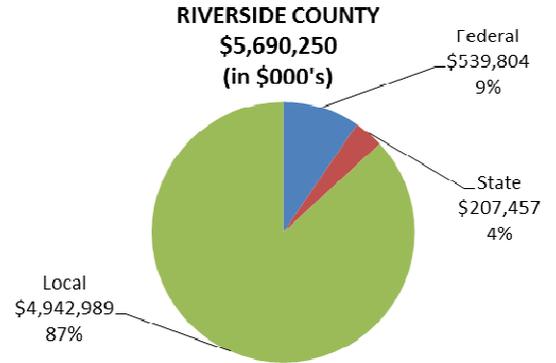
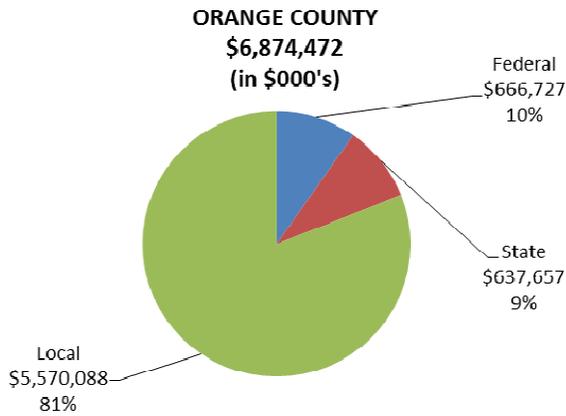
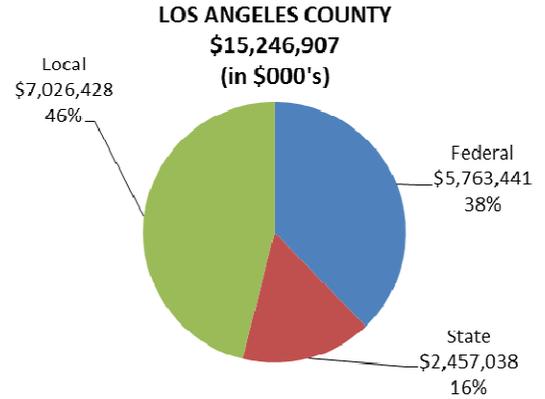
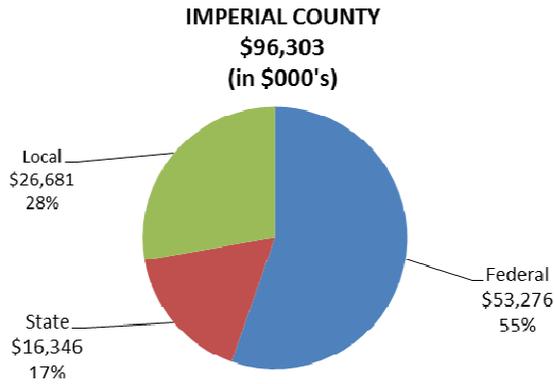


Figure 2 Summary of 2015 FTIP by All Programs (in 000's)				
	<i>Local Highway</i>	<i>State Highway</i>	<i>Transit (includes rail)</i>	<i>Total</i>
2014/15	\$ 1,608,869	\$ 2,604,753	\$ 2,557,674	\$ 6,771,296
2015/16	\$ 1,199,455	\$ 2,878,787	\$ 2,450,280	\$ 6,528,522
2016/17	\$ 1,385,759	\$ 1,622,551	\$ 2,016,343	\$ 5,024,653
2017/18	\$ 1,240,836	\$ 2,260,124	\$ 2,068,244	\$ 5,569,204
2018/19	\$ 1,458,244	\$ 1,247,962	\$ 1,878,953	\$ 4,585,159
2019/20	\$ 429,079	\$ 1,716,066	\$ 1,185,368	\$ 3,330,513
Total	\$ 7,322,242	\$ 12,330,243	\$ 12,156,862	\$ 31,809,347
% of Total	23%	39%	38%	100%

The six pie charts below summarize the funds programmed in the 2015 FTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.



The six pie charts below summarize the funds programmed in the 2015 FTIP for each county in the SCAG region by Federal, state, and local fund sources.



Environmental Justice

The Final 2012-2035 RTP/SCS, approved by the SCAG Regional Council on April 4, 2012 (and approved by FHWA/FTA with regard to transportation conformity on June 4, 2012), included a comprehensive environmental justice analysis. The 2015 FTIP is consistent with the policies, programs, and projects included in the 2012-2035 RTP/SCS, as amended by the proposed 2012-2035 RTP/SCS Amendment No. 2, and as such the environmental justice analysis included as part of the 2012-2035 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2015 FTIP.

A key component of the 2012-2035 RTP/SCS development process was to further implement SCAG's Public Participation Plan, which involved outreach to achieve meaningful public engagement with minority and low-income populations, and included seeking input from our environmental justice stakeholders. As part of the environmental justice analysis for the 2012-2035 RTP/SCS, SCAG identified several performance measures to analyze existing social and environmental equity in the region and to address the impacts of the 2012–2035 RTP/SCS on various environmental justice population groups. These performance measures included impacts related to tax burdens, share of transportation system usage, jobs-housing imbalance or mismatch, potential gentrification and displacement, air quality, health, noise, and rail related impacts. For additional information regarding these and other environment justice performance measures and the detailed environmental justice analysis, please see http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_EnvironmentalJustice.pdf.

Additionally, SCAG recently updated its Public Participation Plan, adopted on April 3, 2014, which addresses Title VI Requirements and Guidelines for Federal Transit Administration Recipients (FTA Circular 4702.1B; Effective October 1, 2012), including enhanced strategies for engaging minority and limited English proficient populations in SCAG's transportation planning and programming processes, as well as Environmental Justice Policy Guidance for Federal Transit Administration Recipients (FTA Circular 4703.1; Effective August 15, 2012).

Interagency Consultation and Public Participation

As stated earlier in this document, the 2015 FTIP complies with applicable federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP) (for more information on SCAG's PPP please visit http://scag.ca.gov/Documents/PPP2014_Adopted-FINAL.pdf). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

On July 1, 2014 the Draft 2015 FTIP was released for a 30-day public review period. In addition, during the public review period, two (2) public hearings were held on the Draft 2015 FTIP on July 10th and 24th, 2014 at SCAG's Los Angeles office with video-conferencing available from SCAG Regional offices, located in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties. These public hearings were noticed in numerous newspapers throughout the region. The notices were published in English, Spanish, Korean, Chinese, and Vietnamese languages (copies of these notices are included in Section V of the Final Technical Appendix). The 2015 FTIP is posted on the SCAG website and distributed to libraries throughout the region.

Likewise, the Guidelines for the 2015 FTIP went through a similar public review process. SCAG, in cooperation with the CTCs, TCWG, and other local, state and federal partners, completed its update of the 2015 FTIP Guidelines. The draft Guidelines were presented to the SCAG Transportation Committee for release on September 12, 2013. SCAG received comments during the review period from local, state and federal agencies as well as other interested parties, and revised the document as necessary. The Final Guidelines for the 2015 FTIP were approved by the SCAG Regional Council on October 3, 2013. For additional information on the 2015 FTIP Guidelines, please visit <http://ftip.scag.ca.gov/Documents/Final2015FTIPGuidelines.pdf>.

Economic Impacts of 2015 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 2014/2015 and ending in 2019/2020. 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. 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.

Over the six-year period, the FTIP program will generate an annual average of approximately 95,000 jobs in the six-county SCAG region. The total employment impact of the 2015 FTIP transportation program is shown in Figure 3.

Figure 3 - Jobs Creation							
	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	Average
SCAG	129295	120029	94064	95752	75996	52924	94677
Los Angeles	71009	53375	41898	36560	28183	14166	40865
Orange County	32838	39334	26587	25511	27799	19899	28661
San Bernardino County	10178	9889	7965	8596	5180	9764	8595
Riverside County	11755	13927	15265	22991	12493	8524	14159
Ventura County	3138	3104	2035	1760	2229	520	2131
Imperial County	375	400	314	336	112	51	265

In addition, the rest of the state of California will benefit from spillover impacts of an additional 6,900 jobs per year on average, and an additional 35,000 jobs per year on average will accrue to other states throughout the U.S.

These impacts are primarily related to the construction and maintenance-related benefits of the 2015 FTIP, or the economic and job creation impacts of the direct investment in transportation infrastructure. In addition, there are longer term economic impacts because of the relative efficiency of the regional transportation system. SCAG's 2012-2035 RTP/SCS included an analysis of economic impacts arising from efficiency gains in terms of worker and business economic productivity and goods movement that will beneficially impact Southern California, the state, and the nation in terms of economic development, competitive advantage, and overall economic competitiveness in the global economy. Projects that reduce congestion may help firms produce at lower cost, or allow those firms to reach larger markets or hire more capable employees. An economy with a well-functioning transportation system can be a more attractive place for firms to do business, enhancing the economic competitiveness of the SCAG region. As Southern California slowly recovers from the Great Recession, these "transportation network efficiency" benefits become all the more important to in terms of attracting and retaining employers in the Southern California region. Economic analysis of the 2012-2035 SCAG RTP/SCS estimated that, when fully implemented, the network efficiency benefits of the RTP/SCS could result in 354,000 jobs per year on average. Transportation modeling of the 2015 FTIP shows overall increased network efficiency on the order of approximately 10%, suggesting increased network efficiency benefits over and above the 354,000 associated with the 2012 RTP.

Program Performance of 2015 FTIP

The 2012-2035 RTP/SCS sets forth a vision to advance Southern California's mobility, economy, and sustainability for the next several decades. To help realize this vision, the RTP/SCS includes specific regional goals and policies. To measure the extent to which the RTP/SCS achieves these goals and policies, and to help guide the identification of preferred strategies and alternatives, SCAG used a set of multi-modal performance measures (see 2012-2035 RTP/SCS and the Performance Measures technical appendix at <http://rtpscs.scag.ca.gov/Pages/default.aspx>).

MAP-21, the Moving Ahead for Progress in the 21st Century Act, was signed into law on July 6, 2012, and placed new federal requirements on MPOs such as SCAG to establish and use a performance-based approach to transportation decision making and development of transportation plans. Although SCAG has been using performance measures in its metropolitan planning for many years, MAP-21 calls for the establishment of performance targets that address the performance measures specifically called out in the legislation:

- pavement condition on the Interstate System and National Highway System (NHS);
- performance of the Interstate System and NHS;
- bridge condition on the NHS;
- fatalities and serious injuries on all public roads;
- traffic congestion;
- on-road mobile source emissions;
- freight movement on the Interstate System;
- transit safety; and
- transit asset management/state of good repair.

Further, MAP-21 requires that the FTIP include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving these performance targets, thereby linking investment priorities to those targets. The US Department of Transportation (USDOT) is currently moving forward with the rulemaking process to implement the provisions of MAP-21, and SCAG is monitoring and participating in this process. At this point, specific performance measures have not been identified, nor

has work begun on developing performance targets. Therefore, the performance discussion in the 2015 FTIP focuses on key measures from the adopted 2012-2035 RTP/SCS. The results suggest that the SCAG region is already taking steps to address the key performance areas identified in MAP-21.

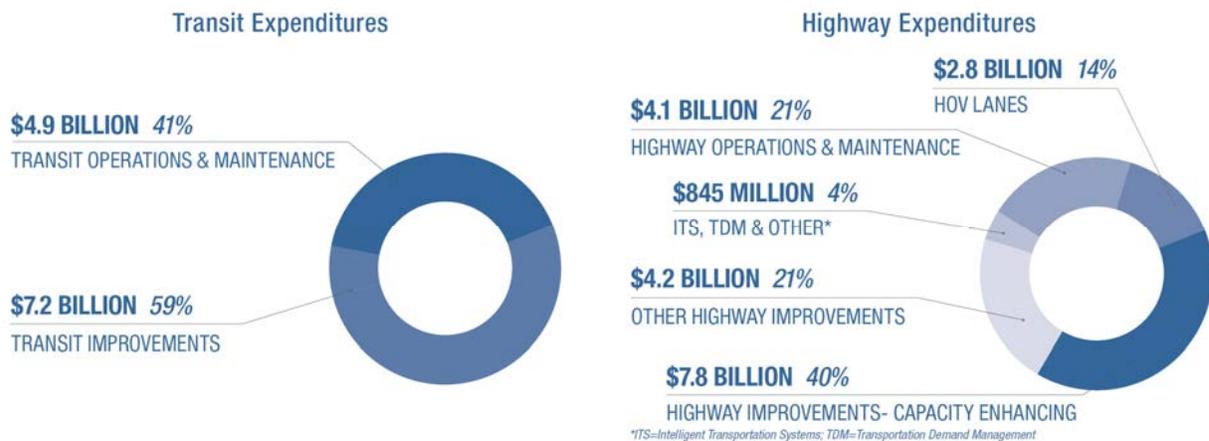
The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of the 2012-2035 RTP/SCS, The 2015 FTIP funding breakdown in Figure 4 shows a shift in the region's transportation needs, with a 65% increase in transit improvements from the 2011 FTIP (2011 FTIP was the last FTIP prior to SB375 and the adoption of the 2012-2035 RTP/SCS) and an emphasis on operations and maintenance of the transportation system.

Figure 4 – Shifting Priorities in the Region

	2011 FTIP Amount Programmed (\$ Millions)	2015 FTIP Amount Programmed (\$ Millions)
Transit Improvements	\$4,300	\$7,200
Transit Operations & Maintenance	\$4,300	\$4,900
Highway Improvements	\$17,900	\$14,800
Highway Operations & Maintenance	\$3,700	\$4,100
Intelligent Transportation Systems & Transportation Demand Management*	\$698	\$655
Other	\$330	\$190

* Includes a portion of active transportation funds (see below).

2015 FTIP Investment Categories



The region's commitment to active transportation is also growing – with investments outpacing the financial projections made in the 2012-2035 RTP/SCS for achieving its active transportation funding goals. Figure 5 shows an estimated \$520 million funding nearly 200 active transportation projects are included in the 2015 FTIP, surpassing the \$400 million SCAG had projected over roughly the same time period in the 2012-2035 RTP/SCS. The region is accelerating investments in active transportation projects and still more is being done. The 2015 FTIP does not capture all projects funded entirely with local funds nor projects funded by the California Active Transportation Program (ATP) grants. SCAG estimates that the region will receive at least \$150 million in ATP funding through 2020, and is in the

process of documenting local initiatives not included in the 2015 FTIP to present a clearer picture of active transportation investments in the region.

Figure 5 – Active Transportation Expenditures (Millions)		
Bicycle and Pedestrian Infrastructure	\$259.0	48%
Dedicated Bicycle Infrastructure	\$78.0	14%
Dedicated Pedestrian Infrastructure	\$85.0	19%
First Mile/Last Mile Strategies	\$41.2	8%
Bicycle Detection & Traffic Signals	\$2.2	<1%
Bicycle and/or Pedestrian Projects as Part of Larger Projects	\$55.2	10%
Total	\$520.6	100%

The fruits of these investments are reflected in mobility and environmental benefits. In 2020, the FTIP is projected to help the region to achieve a reduction of over 800,000 hours per day in travel time. This would result in a reduction of 125 tons per day of nitrogen oxide, a pollutant which forms from emissions from cars, trucks and buses, among other sources. This would also result in a nine percent per capita reduction in regional greenhouse gas emissions.



TRANSPORTATION CONFORMITY

The FTIP must undergo the following criteria requirements to be in compliance: it must be consistent with the 2012-2035 RTP/SCS; it must meet regional emissions tests; it must meet timely implementation of TCMs; it must go through inter-agency consultation and public involvement; and it must be financially constraint.

CONFORMITY DETERMINATIONS FOR THE DRAFT 2015 FTIP

The 2015 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 2015 FTIP under the required federal tests.

- ✓ **Consistency with 2012-2035 RTP/SCS Test**
Finding: SCAG's 2015 FTIP (project listing) is consistent with the 2012-2035 RTP/SCS as amended (policies, programs, and projects).

✓ **Regional Emissions Tests**

These findings are based on the regional emissions test analyses shown in Tables 21 - 48 in Section II of the Technical Appendix.

Finding: The regional emissions analyses for the 2015 FTIP is an update to the regional emissions analyses for the 2013 FTIP as previously amended and are identical to the regional emissions analyses for the Amendment No. 2 to the 2012-2035 RTP/SCS.

Finding: The 2015 FTIP regional emissions analysis for 1997 and 2006 PM_{2.5} and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).

Finding: The 2015 FTIP regional emissions for 2008 ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

Finding: The 2015 FTIP regional emissions for NO₂ meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2015 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

Finding: The 2015 FTIP regional emissions for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).

Finding: The 2015 FTIP regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).

Finding: The 2015 FTIP regional emissions analysis for 2006 PM_{2.5} and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

✓ **Timely Implementation of TCM Test**

Finding: The TCM project categories listed in the 1994/1997/2003/2007/2012 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 2015 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP) (for more information on SCAG's PPP, please visit <http://scag.ca.gov/publicparticipationplan/>). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

The 2015 FTIP was discussed with the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on multiple occasions (September 24, 2013; October 22, 2013; December 3, 2013; January 28, 2014; February 25, 2014; March 25, 2014; April 22, 2014; May 27, 2014; and June 24, 2014). The draft conformity analysis for the 2015 FTIP was released for a 30-day public review on July 1, 2014 and two public hearings were held on July 10 and July 24, 2014 at the SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The 2015 FTIP is posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. All conformity-specific comments, as well as other comments on the 2015 FTIP, have been documented and responded to as appropriate.

✓ **Financial Constraint Test**

Finding: The 2015 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) and is consistent with the Financial Plan contained in the 2012-2035 RTP/SCS. SCAG's 2015 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.

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Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 15-1	10-Jul-14	Dan Silver	Endangered Habitats League	<p>Public comment (Public Hearing 07-10-14):</p> <p>Dan Silver, Endangered Habitats League, stated he represents a coalition which strenuously objects to the inclusion of the proposed SR 241 Toll Road extension as part of the Draft 2015 FTIP. Mr. Silver stated the SR 241 extension would bisect San Onofre State Beach and has other flaws. Mr. Silver further noted the Tesoro Extension is a prelude to a larger segment intended to reach Interstate 5 which would not provide the Traffic Demand Management benefits (TDM)* claimed by its sponsor, the Transportation Corridor Agencies. Mr. Silver stated the TCA argues SCAG should accept the completed SR 241 as a TDM project although the project was denied by the California Coastal Commission and the United States Department of Commerce upheld that decision. Mr. Silver states the project will fail to provide its intended benefits if there is not a realistic process by which it can be extended to Interstate 5. Mr. Silver asked to show the line on the map that represents the project with the supposed benefits. An ill define stake holders process is not enough. Mr. Silver stated that if this particular measure is challenged, it could void the entire FTIP and if it’s a risk SCAG is willing to take?</p>	<p>*Staff clarified with Mr. Silver that the term “Transportation Control Measure” (TCM) was intended rather than “Traffic Demand Management”(TDM)</p> <p>The FTIP is developed through a “bottom-up” approach; the project was submitted to SCAG by OCTA as part of their county TIP. The project is also part of OCTA’s long range plan as submitted by TCA and is part of SCAG’s 2012 RTP/SCS. The TCM designation of a given project does not dictate whether or not the project is included in the RTP/SCS or FTIP.</p> <p>It should be noted that the TCM portion of the SR-241 extension project is the approximately 11 mile portion within the SCAG region and the South Coast Air Basin. The approximately 5 mile portion of the SR-241 project in the San Diego region (and included in SANDAG’s FTIP and RTP/SCS) is not a TCM per the Clean Air Act.</p> <p>It should be further noted that the decision of the Coastal Commission does not impact the TCM portion of the SR-241 extension because the Coastal Commission’s jurisdiction lies solely within the San Diego region.</p>	10-Jul-14

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 15-2	11-Jul-14	Dan Wentzel	Private Citizen	<p>I believe SCAG should be working on establishing daily passenger rail between Los Angeles and the Coachella Valley with service in the morning and early evening.</p> <p>If that means using regulation to force the freights to share the railways, if that means building new tracks, if that means upgrading existing stations, then I would like to see that in the FTIP if possible.</p> <p>Thank you.</p> <p>Dan Wentzel</p>	<p>In the SCAG region, projects are submitted for inclusion in the RTP/SCS by a sponsoring local lead agency. To date, no passenger rail service between Los Angeles and the Coachella Valley has been submitted for inclusion in the RTP/SCS or FTIP.</p> <p>Currently, the Riverside County Transportation Commission is studying rail service to the Coachella Valley and Pass Area (see http://www/rctc.org/planning/rail/coachella-valley-rail-service). SCAG continues to support the extension of passenger rail service throughout the region, and would consider the inclusion of this project at the appropriate time in the future.</p>	14-Jul-14
FTIP 15-3	21-Jul-14	Abhijit J. Bagde	CALTRANS, HQ	<p>Thank you very much for providing us an opportunity to review SCAG’s Draft 2015 FTIP. My compliments to you and your staff for preparing an excellent document.</p> <p>Please include response to the comments below when submitting final 2015 FTIP to Caltrans.</p> <p>Let me know of any questions. Thank you.</p> <p>General comments: 1. Expedited Project Selection Procedures (EPSP), Technical Appendix, Volume II of III, Section iv, Attachment E: Below are suggested edits: a. SCAG and Caltrans agree that the Caltrans’ State Highway Operation Protection Program (SHOPP) Program Manager may advance or delay projects programmed in the adopted SHOPP project schedule upon notifying SCAG. b. The Caltrans Division of Local Assistance has implemented a project selection process for the Highway Maintenance (HM) Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), Highway-Railroad Grade Separation Program, the Highway Bridge Program (HBP), and</p>	<p>EPSP language in Technical Appendix will be updated to reflect agreed procedure for SHOPP, HM, ATP, HSIP, HBP, and HRRR/HR3. Projects funded through the programs listed may be advanced within the four-year element of the FTIP by authorized Program Managers without amending the FTIP, upon notification to SCAG.</p>	21-Jul-14

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt																		
				<p>High Risk Rural Roads (HRRR/HR3) Program to produce the four-year FTIP, Program Schedule planning list. Projects funded through the programs listed may be advanced or delayed within the four-year element of the FTIP by the authorized Program Managers without amending the FTIP, upon notification to SCAG.</p> <p>2. 3 – Expedited Project Selection procedures – Part iii is not mandatory. FTIP is not required to be adjusted to incorporate impacts from EPSP.</p> <p>3. Include back-up listings for all grouped projects when submitting final FTIP to Caltrans.</p> <p>Financial Summary:</p> <p>1. Per 2014 STIP, STIP revenue/programming (IIP and RIP) for the SCAG region is as follows. Please clarify the discrepancies.</p> <table border="0" data-bbox="791 769 945 894"> <tr><td>14/15</td><td>221K</td></tr> <tr><td>15/16</td><td>167K</td></tr> <tr><td>16/17</td><td>309K</td></tr> <tr><td>17/18</td><td>231K</td></tr> <tr><td>18/19</td><td>242K</td></tr> </table> <p>2. Highway Bridge Program (HBP): HBP funding is not consistent with the approved list posted at the link below. Please clarify. http://dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_MPO.html</p> <p>Per above link, below is the summary for HBP funding.</p> <table border="0" data-bbox="791 1105 1018 1206"> <tr><td>14/15</td><td>\$105,059,679</td></tr> <tr><td>15/16</td><td>\$117,930,707</td></tr> <tr><td>16/17</td><td>\$84,490,069</td></tr> <tr><td>17/18</td><td>\$62,888,979</td></tr> </table> <p>3. State Minor Program: Funding programmed is not reflected in the financial summary. Please update the funding per link below. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/variouspgms/minor/minor_pgm.htm</p>	14/15	221K	15/16	167K	16/17	309K	17/18	231K	18/19	242K	14/15	\$105,059,679	15/16	\$117,930,707	16/17	\$84,490,069	17/18	\$62,888,979	<p>Part iii removed from EPSP language in Technical Appendix</p> <p>Back-up listings will be submitted with final FTIP submission</p> <p>2014 STIP revenue/program will be updated as part of amendment 15-01</p> <p>HBP funding will be updated in amendment 15-01</p> <p>State Minor Program will be updated in amendment 15-01</p>	
14/15	221K																							
15/16	167K																							
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				<p>4. Safe Routes to School (SRTS): Update the funding per link below. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/srts_pgm/srts_program.htm</p> <p>5. Highway Safety Improvement Program (HSIP): Update the funding per link below. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/hsip_pgm/hsip_program.htm</p> <p>6. Transportation Enhancement (TE) funds in the amount of \$426K are programmed in the FY 2014/15. With the passage of Moving Ahead for Progress in the 21st Century Act (MAP-21), Congress eliminated the Transportation Enhancement (TE) Program and, established the Transportation Alternatives Program (TAP). Existing TE projects may remain in the 2015 FTIP provided they are eligible for State Highway Account or Federal funds in lieu of TE funds.</p> <p>7. Federal Transit: 5310 Program funding is awarded by CTC on an annual basis. Explain the basis of revenue/programming for the 4-year cycle of the 2015 FTIP. Also project list for FY 2014/15 has not been selected by CTC yet.</p> <p>Project Listings:</p> <p>3. LALS03, LAF5609, OP240: See comment no. 6 regarding TE funding under Financial Summary above.</p> <p>4. ORA111210: STIP-RIP funding programmed is not consistent with the 2014 STIP funding shown below [in CTIPS screen shot].</p> <p>5. ORA990929: STIP-RIP funding programmed is not consistent with the 2014 STIP funding shown below. [in CTIPS screen shot]. Also use only “STIP AC – RIP” fund type for all STIP funding.</p> <p>6. ORA020501: HBP funding programmed is not consistent with the approved list posted at the link below. Please clarify. http://dot.ca.gov/hq/LocalPrograms/hbrr99/2014-04-02/2014_04_02_Dist12_OrangeCountyTransporLumpSumItem.pdf</p>	<p>SRTS program will be updated in amendment 15-01</p> <p>HSIP program will be updated in amendment 15-01</p> <p>TE funds will be removed from FY 2014/15 and beyond in amendment 15-01</p> <p>5310 funds will be removed from FY14/15 and beyond. 5310 funded projects will be amended into FTIP when selected.</p> <p>TE funds will be removed from FY 2014/15 and beyond in amendment 15-01</p> <p>Change will be done in amendment 15-01</p> <p>Change will be done in amendment 15-01</p> <p>Change will be done in amendment 15-01</p>	

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				<p>7. ORA040607, SBD59303, VEN54187: For Planning Studies (non-transportation capital), check to ensure that these projects have been considered for inclusion in the Overall Work Program (OWP) rather than the FTIP.</p> <p>8. SBD31850: Change the fund type from “National Highway System – RIP” to “STIP – AC” as shown below. [in CTIPS screen shot].</p> <p>9. RIV120201: STIP-RIP funding programmed is not consistent with the 2014 STIP funding shown below. [in CTIPS screen shot].</p> <p>10. LALS01, LALS03, LALS06, LALS07: Please update the project description for the SHOPP grouped projects per guidance posted at the link below. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/grouped_pjt_listings.pdf</p> <p>11. VEN120102: Per project scope it appears that this is a AC Conversion project. What is the project Id of the project that was programmed for initial AC authorization.</p> <p>12. SCAG015: See comment no. 5 under Financial summary above regarding HSIP funding.</p> <p>13. LA0D198: Provide details regarding scope of the project.</p> <p>14. LA0G677: Provide the size of buses that are to be purchased.</p> <p>***** *****</p> <p>Abhijit J. Bagde, P.E. Senior Transportation Engineer Division of Transportation Programming Office of Federal Trans. Mgmt. Program (916) 654-3638, CALNET 464-3638 FAX: (916) 654-2738 Website: http://www.dot.ca.gov/hq/transprog/oftmp.htm</p>	<p>Projects not in OWP – will remain in the FTIP</p> <p>Change will be done in amendment 15-01</p> <p>Change will be done in amendment 15-01</p> <p>Change will be done in amendment 15-01</p> <p>The initial project is VEN011205.</p> <p>Change will be done in amendment 15-01</p> <p>Project scope for LA0D198 will be updated in 15-01</p> <p>Project LA0G677 will be updated in amendment 15-01 to reflect size of buses as 30 ft.</p> <p>In addition, any other comments to projects in the Draft 2015 FTIP needing technical updates that do not impact conformity will be updated through amendment 15-01 or 15-02 to the 2015 FTIP</p>	

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FTIP 15-4	24-Jul-14	Valarie McFall	Transportation Corridor Agencies	<p>Public comment (Public Hearing 07-24-14):</p> <p>Valarie McFall, Transportation Corridor Agencies, read the following letter:</p> <p>Hasan Ikhata Southern California Association of Governments 818 West Seventh Street, 12th Floor Los Angeles, CA</p> <p>Subject: 2015 FTIP Comments</p> <p>Dear Mr. Ikhata:</p> <p>The Foothill/Eastern Transportation Corridor Agency (TCA) is pleased to comment on the Draft 2015 FTIP, now open for public comment. This letter supports the continued inclusion in the FTIP of ORA052, SR 241/Foothill Transportation Corridor South, and clarifies several misperceptions of the project that were entered into the record at the July 10, 2014, public hearing.</p> <ul style="list-style-type: none"> ORA 052/SR 241 performs important regional functions at no cost to taxpayers. The project provides relief to Interstate 5, which is one of the most heavily traveled and congested facilities within the SCAG region. The project provides inter-regional mobility and enhances transportation security between the SCAG and SANDAG regions. SR 241 reduces ozone emissions that are needed to meet the federal 1-hour ozone standard by 2022, and because of that it is designated as a Transportation Control Measure (TCM) in the RTP/SCS and AQMP. The project reduces GHG emissions on the regional transportation network, and is incorporated into the region’s RTP/SCS. SR 241 is a tolled facility that reinforces SCAG’s regional priced transportation strategy, and provides access, congestion relief and emission reductions at no cost to the taxpayer. ORA 052/SR 241 has been assumed and modeled in SCAG’s RTP since 1989, and has been designated a TCM since 1991. SR 241 is needed now to provide local mobility and 	<p>We appreciate the information provided regarding ORA052/ SR 241 project.</p> <p>See also response to comment ID FTIP 15-1</p>	24-Jul-14

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				<p>congestion relief in South Orange County. The northern portion of SR 241 has been built in 3 phases since 1993. The next link in the project, called the Tesoro Extension, will extend SR 241 from Oso Parkway to Cow Camp Road. Advancing major freeway projects in multiple, stand-alone, independent phases as funds become available are the norm within the SCAG region. The environmental document that is being prepared pursuant to NEPA, will document that the Tesoro Extension has independent utility and provides traffic relief for local arterials and Interstate 5.</p> <p>The Tesoro Extension is needed without further delay to meet demand generated by 14,000 homes and 5 million square feet of commercial development in Rancho Mission Viejo, plus additional demand from other South County housing and employment growth. In fact, if SR 241 were not built, an alternative project would eventually have to be added to the FTIP and RTP- but without the regional congestion relief, air pollutant and greenhouse gas benefits, extensive mitigations and taxpayer relief provided by SR 241.</p> <ul style="list-style-type: none"> • SR 241 is designated a Transportation Control Measure (TCM). Ozone reductions from the SR 241 TCM are still needed to reach attainment by 2022. SR 241 has been designated a TCM since the 1991 AQMP because its pricing policy lowers congestion that leads to increased ozone emissions. USEPA has published in the Federal Register its intent to approve a new 1-hour Ozone Standard attainment date of September 31, 2022, for the South Coast Air Basin. The proposal is scheduled to be finalized by August 13, 2014. EPA's proposed action underscores that ozone-reducing TCMs, including SR 241, are still necessary to meet regional air quality requirements. This development supports SCAG's decision to retain SR 241's TCM designation in the 2015 FTIP, and TCA's efforts to construct the Tesoro Extension as soon as possible. • Completion of SR 241 has been delayed from its original 2010 opening date. The project has encountered obstacles in obtaining Coastal Commission approval for its connection with Interstate 5 within San Diego County. Per the Secretary of Commerce's 2008 decision to uphold the Coastal Commission's denial, TCA is working with stakeholders to define a path for the southernmost portion of the alignment through Camp Pendleton, connecting with Interstate 5. 		

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				<p>However, within the SCAG region, the Tesoro Extension, and any future extension south of Cow Camp Road, do not require a Coastal Commission permit. Because federal conformity regulations require the SR 241 TCM to be completed as expeditiously as possible, TCA is doing everything within its authority to secure permits/approvals for the Tesoro Extension. Concurrently, TCA is working with environmental organizations opposed to the project to identify viable options for the final five miles of SR 241 (south of Cow Camp Road) within the SCAG region.</p> <ul style="list-style-type: none"> • SR 241 is making steady progress toward construction and meets all federal transportation conformity regulatory requirements. SR 241 has made continuous and substantial progress toward construction since the 2013 FTIP was federally approved. Only two more regulatory approvals (a State Water Resources Control Board waste discharge requirements permit and a biological opinion from the U.S. Fish and Wildlife Service) are needed for the Tesoro Extension. In addition, numerous required technical studies have already been approved. Most recently, an option agreement between TCA and Rancho Mission Viejo on right of way acquisition for SR 241 was approved in June 2014. • SR 241 is financially constrained, with no taxpayer subsidy. TCA's December 2013 refinancing for SR 241 enhances the project's fiscal constraint, as assured by TCA's adopted FY2015 Capital Improvement Program. The CIP clearly identifies and programs funds sufficient to construct the Tesoro Extension, as well as provide funding to continue working with stakeholders to identify viable solutions for the final five miles within the SCAG region. In addition, TCA has reached a Cooperative Agreement with Caltrans that allows TCA to toll SR241 south of Oso Parkway through 2040, with future extensions to be negotiated between TCA and the State. TCA's three decades of expertise in constructing toll roads with efficient design/build techniques further enhances its fiscal constraint. • SR 241 is an integral part of the 2015 FTIP. Working with our partners at Caltrans, TCA is committed to completion of the 61-mile toll road system within the SCAG region in an environmentally responsible and expeditious manner. We are committed to advancing the Tesoro Extension at the earliest 		

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				<p>feasible date to provide congestion relief to the regionally significant I-5 corridor, and to deliver needed congestion relief to South Orange County residents and employees.</p> <p>TCA will be pleased to respond to any questions that FHWA and SCAG staff and leadership may have during the 2015 FTIP process. As a supplement to this testimony, we have submitted detailed documentation to SCAG of SR 241 's continuous progress toward opening since the last FTIP adoption, to establish that the project is undertaking all actions required to "overcome obstacles" to permits/approvals as required by federal transportation conformity regulations.</p> <p>Sincerely,</p> <p>Michael Kraman Acting Chief Executive Officer</p>		
FTIP 15-5	24-Jul-14	Tomas Oliva	SCAG staff on behalf of ICTC Executive Director	<p>Public comment (Public Hearing 07-24-14):</p> <p>Was asked by the ICTC Executive Director [Mark Baza] to convey the message that he fully supports the 2015 FTIP and hopes that it gets approved.</p>	Comment Noted.	24-Jul-14
FTIP 15-6	31-Jul-14	Autumn Bernstein Laura Baker Michele	ClimatePlan Coalition for Clean Air Coachella Valley	<p>(letter below attached to e-mail sent by Channel Fletcher of Climateplan)</p> <p>July 31st, 2014</p> <p>Attn: Honorable Carl Morehouse, President of SCAG and Regional Council members Southern California Association of Governments (SCAG) 818 W. Seventh Street, 12th Floor Los Angeles, CA 90017</p> <p>RE: Draft 2015 Federal Transportation Improvement Plan</p> <p>On behalf of the undersigned organizations, we would like to thank SCAG for its leadership to create sustainable communities and implement SB 375. The visionary 2012 RTP/SCS was a significant effort that improved the quality of life, public health, increased long-term economic competitiveness, and bolstered the environmental sustainability</p>	SCAG has made special effort to include pertinent information of program performance of the 2015 FTIP in relation to the goals and policies of the 2012-2035 RTP/SCS. See Volume I.	31-Jul-14

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		Hasson Gloria Ohland	Leadership Counsel for Justice and Accountability MoveLA	<p>of the region. With this plan, Southern California has made some impressive strides in this direction, such as:</p> <ul style="list-style-type: none"> • Reduces overall traffic congestion and allows residents to spend less time in their cars • Triples spending on bike and pedestrian projects and increases transit investments by 13% • Meets the projected economic market demand by planning for a diversity of housing types, including a more adequate number of small-lot single family homes and dwellings in mixed- use, walkable neighborhoods • Saves 400 square miles of open space and mitigates habitat loss via planning for more cost- effective future environmental mitigation <p>With these visionary policies in place, we were excited to review the projects that use the policies listed above to create more sustainable communities. However, it was not clear in the draft 2015 FTIP how the selected projects furthered the goals, policies, and performances measures of the 2012 – 2035 RTP/SCS. In the spirit of collaboration, we would like to provide you with comments to ensure the connection between the 2012 RTP/SCS and 2015 FTIP is clear.</p> <p>The FTIP allocates federal funds over the course of four years to implement the RTP. The FTIP is also required to be consistent with the RTP. Section I of the draft FTIP states, “SCAG’s 2015 FTIP (project listing) is consistent with the 2012 – 2035 RTP/SCS as amended (policies, programs, and projects). While we applaud the consistency between the FTIP and RTIP, we believe the FTIP should also be utilized to showcase the connection between selected projects and their role to implement the goals, policies, and performance measures of the 2012 – 2035 RTP/SCS.</p> <p>For better connection between the 2015 FTIP and 2012 – 2035 RTP/SCS, we ask that Section I be expanded to clearly show how the transportation investments in the FTIP meet the goals, policies and performance measures in the 2012 RTP/SCS and SB375. For example, providing a deeper analysis of projects consistency with the RTP/SCS that asks questions such</p>	<p>It is noted that the US Department of Transportation (USDOT) is currently moving forward with the rulemaking process to implement the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) relative to performance measures and reporting. At this point, specific measures, targets, and the type of information regarding performance that will eventually be required to be included in future FTIPs have not been identified. SCAG is monitoring and participating in these processes, and will continue to work with our stakeholders on this important topic.</p>	

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				<p>as:</p> <ul style="list-style-type: none"> • How will the projects in the FTIP reduce VMT per capita? • How will projects in the FTIP reduce the number of bicycle and pedestrian injuries and fatalities? • How will projects in the FTIP increase transit investments? • How will projects in the FTIP be assessed to determine whether or not projects have growth inducing impacts for existing communities, in particular vulnerable and low income communities? • How many projects in the FTIP will directly benefit disadvantaged communities? • How will projects in the FTIP promote a jobs-housing fit? • How will projects in the FTIP improve investment opportunities for transit and Active Transportation projects that benefit low income, especially rural, communities? • How will projects in the FTIP protect open space and agricultural lands? • How will projects in the FTIP promote public health? <p>Inserting this analysis in the FTIP will highlight projects that align with the 2012 – 2035 RTP/SCS while eliminating projects that do not promote the goals of the RTP. This analysis will also elevate SCAG’s position as model for other regions to make a stronger connection between the FTIP and RTP/SCS.</p> <p>As organizations invested in a sustainable Southern California, we recognize and thank SCAG for the enormous progress that Southern California has made in recent years. This is a large and diverse region that has long lacked a transit system with regional reach. By including the analysis listed in this letter, the FTIP will build upon the visionary regional plan to further commit Southern California to the path of reduced greenhouse gas emissions, increased transit and bike options, and</p>		

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				<p>healthier, more equitable transportation decisions.</p> <p>In closing, thank you for your consideration and your ongoing commitment to SB 375. We look forward to working with you to create more sustainable, equitable, and healthy communities.</p> <p>Sincerely,</p> <p>Autumn Bernstein, Director ClimatePlan</p> <p>Laura Baker, Policy Associate Coalition for Clean Air</p> <p>Michele Hasson, Regional Director – Coachella Valley Leadership Counsel for Justice and Accountability</p> <p>Gloria Ohland, Policy and Communications Director MoveLA</p>		
FTIP 15-17	31-Jul-14	Ben Cacatian	Planning, Rules & Incentives Division Ventura County Air Pollution Control District	<p>Thank you for the opportunity to review the Draft 2015 FTIP and 2012 RTP/SCS Amendment #2. Please consider the following comments:</p> <p>2015 FTIP</p> <p>1) Section III: Project VEN040502 status comment “replacement with VEN040502” is not clear. It states that the project was replaced by another project with the same project I.D. number.</p> <p>2) Section III: The 2015 FTIP project completion date is not entered for VEN110308.</p> <p>3) Section III: Project VEN93017 status states completion date is the same as the 2013 FTIP Transportation Control Measures (TCM) report, however, the table shows a different completion date for the 2015 FTIP.</p> <p>4) Local Highway Project Listings: Project VEN130103 is marked as a TCM, but is constructing a Class III bike lane which</p>	<p>1) VEN040502 will be replaced with a different TCM project. This typo has been corrected to read “Replacement has been initiated per Final 2015 FTIP Guidelines.”</p> <p>2) The completion date “7/1/2015” has been added.</p> <p>3) This is an ongoing project. The completion date for the original TCM scope remains the same as in 2013 FTIP TCM Report. The clarification has been added.</p> <p>4) The project is not a TCM and correction has been made.</p>	31-Jul-14

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				<p>is not a TCM according to 2015 FTIP guidelines.</p> <p>RTP Amendment #2 1) RTP modeled projects list: The following projects appear to be TCMs that should be subject to timely implementation, but are not listed in the timely implementation tables: VEN071104 Bike Lanes 1.3 miles, VEN34089 Sidewalks .6 mile, VEN110112 Sidewalks .4 mile. The 2015 FTIP guidelines state that bike lanes 1 mile or greater and sidewalks ¼ mile or greater are TCMs.</p> <p>2) RTP modeled projects list: Project VEN070201 includes HOV lanes; however, this project does not appear on the timely implementation report. This project appears to be a TCM.</p>	<p>Staff Note: Comment regarding RTP Amendment #2 pertains to the FTIP (see response below)</p> <p>1) Per Final 2015 FTIP Guidelines, VEN071104 is a non-reportable TCM because the bike lane is only 0.9 mile; VEN34089 is not a TCM because the sidewalk is replacement only; VEN110112 is a committed TCM and is scheduled to be completed by August 31, 2014 – the TCM project has been added to the TCM Timely Implementation Report.</p> <p>2) VEN070201 is a committed TCM – the TCM project has been added to the TCM Timely Implementation Report.</p>	
FTIP 15-8	31-Jul-14	Michael Morris Jr.	Federal Highway Administration Cal-South	<p>Thank you for the opportunity to review and comment on the Southern California Association of Government’s (SCAG) Draft 2015 Federal Transportation Improvement Program (FTIP). After the Federal Highway Administration’s (FHWA) review of SCAG’s Draft 2015 FTIP, the document’s content was inclusive and comprehensive of federal regulatory transportation improvement program requirements as referenced in 23 Code of Federal Regulations (CFR) § 450.324.</p> <p>In summary, SCAG’s FTIP was developed in partnership with the six County Transportation Commissions (CTCs) of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura – as well as with California Department of Transportation’s (Caltrans) Districts 7, 8, 11, and 12. All project listings identify specific funding sources and fund amounts, and are prioritized to implement the region’s overall strategy for providing mobility, improved efficiency, and enhanced safety in support of efforts to attain federal and state air quality standards in reduction of transportation related air pollution. FTIP projects include capital and non-capital highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes,</p>	<p>Comment Noted.</p>	31-Jul-14

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				<p>signal synchronization, intersection improvements, freeway ramps, and non-motorized projects.</p> <p>Along with this instance to offer FHWA comments, SCAG provided all interested parties – including the public – with a chance to do the same via a 30-day public comment period. SCAG’s FTIP also wholly documents regionally significant projects, sufficiently details descriptions for all projects, and delineates an adequate financial plan. SCAG’s FTIP covers a period of at least four years and is consistent with the 2012/2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).</p> <p>We are pleased with SCAG’s resulting Draft 2015 FTIP document, and recommend SCAG to move forward with developing the Final 2015 FTIP product. If any questions ensue from FHWA’s comments, or if SCAG would require assistance with development of the final outcome, please feel free to contact me. Thanks!</p>		
FTIP 15-09	31-Jul-14	Joyce Dillard	Private Citizen	<p>State requires General Plan and Elements to be executed which includes the CIRCULATION ELEMENT.</p> <p>Government Code Section 65302 reads:</p> <p>(b) (1) A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.</p> <p>(2) (A) Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.</p> <p>(B) For purposes of this paragraph, “users of streets, roads, and highways” mean bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.</p> <p>Governor’s Office of Planning and Research uses the 2003 General Plan Guidelines (Guidelines) with a Notice for revision</p>	<p>The FTIP has no authority over mandated elements of cities General Plans, including, Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety, which fall under the purview of local jurisdictions.</p> <p>SCAG will share all comments received on Draft 2015 FTIP with Los Angeles County Metropolitan Transportation Authority.</p> <p>The FTIP is developed through a “bottom-up” approach; projects are</p>	31-Jul-14

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				<p>in 2014 with a focus on Economics, Equity, Climate Change and Healthy Communities with an Online Mapping Tool to provide planners with customizable city maps with access to State GIS Geographic Information System data for each element.</p> <p>Guidelines state:</p> <p>Consistency Within Elements Each element’s data, analyses, goals, policies, and implementation programs must be consistent with and complement one another. Established goals, data, and analysis form the foundation for any ensuing policies. For example, if one portion of a circulation element indicates that county roads are sufficient to accommodate the projected level of traffic while another section of the same element describes a worsening traffic situation aggravated by continued subdivision activity, the element is not internally consistent (Concerned Citizens of Calaveras County v. Board of Supervisors (1985) 166 Cal.App.3d 90).</p> <p>And</p> <p>In addition, preparing, adopting, implementing, and maintaining the general plan serves to:</p> <ul style="list-style-type: none"> Identify the community’s land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development <p>And</p> <p>The plan’s text and diagrams must be reconciled, because “internal consistency requires that general plan diagrams of land use, circulation systems, open-space and natural resources areas reflect written policies and programs in the text for each element.” (Curtin’s California Land-Use and Planning Law, 1998 edition, p. 18).</p> <p>Without consistency in all five of these areas, the general plan cannot effectively serve as a clear guide to future development. Decision-makers will face conflicting directives; citizens will be confused about the policies and standards the community has selected; findings of consistency of subordinate land use decisions such as rezonings and subdivisions will be difficult to make; and land owners,</p>	<p>submitted by County Transportation Commission as part of their county TIP.</p>	

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				<p>business, and industry will be unable to rely on the general plan’s stated priorities and standards for their own individual decision-making. Beyond this, inconsistencies in the general plan can expose the jurisdiction to expensive and lengthy litigation.</p> <p>CITY OF LOS ANGELES has no CIRCULATION ELEMENT. The Transportation Element adopted August 8, 1999, CF 97-1387 superseding the Scenic Highways Plan adopted in May13, 1978, CF 98-0894 and the Highways and Freeways Element adopted in 1959. City of Los Angeles Mobility Plan 2035 was has been circulated this year but not approved. This plan emphasizes bicycles, pedestrians and transit while ignoring the traffic congestion and greenhouse gas emissions from sitting in traffic. Goods movement and pipelines are ignored, yet are contributory factors in transportation planning.</p> <p>CITY OF LOS ANGELES has the FRAMEWORK ELEMENT Policy No. 3.3.2 which reads:</p> <p>3.3.2 Monitor population, development, and infrastructure and service capacities within the City and each community plan area, or other pertinent service area.</p> <p>The results of this monitoring effort will be annually reported to the City Council and shall be used in part as a basis to:</p> <ul style="list-style-type: none"> a. Determine the need and establish programs for infrastructure and public service investments to accommodate development in areas in which economic development is desired and for which growth is focused by the General Plan Framework Element. b. Change or increase the development forecast within the City and/or community plan area as specified in Table 2-2 (see Chapter 2: Growth and Capacity) when it can be demonstrated that (1) transportation improvements have been implemented or funded that increase capacity and maintain the level of service, (2) demand management or behavioral changes have reduced traffic volumes and maintained or improved levels of service, and (3) the community character will not be significantly impacted by such increases. Such modifications shall be considered as amendments to Table 2-2 and depicted on the community plans. c. Initiate a study to consider whether additional growth 		

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				<p>should be accommodated, when 75 percent of the forecast of any one or more category listed in Table 2-2 (see Chapter 2: Growth and Capacity) is attained within a community plan area. If a study is necessary, determine the level of growth that should be accommodated and correlate that level with the capital, facility, or service improvements and/or transportation demand reduction programs that are necessary to accommodate that level.</p> <p>d. Consider regulating the type, location, and/or timing of development, when all of the preceding steps have been completed, additional infrastructure and services have been provided, and there remains inadequate public infrastructure or service to support land use development. (P42, P43)</p> <p>Annual Reports for Infrastructure have not been executed.</p> <p>With that, the projects in this Draft for the City of Los Angeles have no applicability for providing mobility and improving both the efficiency and safety of the transportation system.</p> <p>Those projects are:</p> <p>LAF1634 El Pueblo Pedestrian Improvements Phase I, II, III, & IV. Design and construction of enhanced facilities to improve & assist pedestrian movement in the El Pueblo District & other landmarks in downtown LA. Wayfinding element in TDM F1718</p> <p>LAF7703 EXPERIENCELA 3.0-MOBILITY IN THE CLOUD: Develops and implements cloud computing based software technology to provide transit users location specific information via personal mobile devices and interactive kiosks at key transportation facilities</p> <p>LAF7806 VERMONT AVENUE STREETScape IMPROVEMENT PROJECT: (1) Installs streetscape improvements that include landscaping and planting of drought tolerant trees, permeable concrete pavers, nonpermeable interlocking concrete pavers at bus stops, and decorative crosswalks. (2) Landscaping will have automated irrigation system and flow-through filtration planters.</p>		

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				<p>(Note SOILS and GEOLOGY and HAZARD and HAZARDOUS MATERIAL and HYDROLOGY AND WATER QUALITY analyses should be executed to determine Methane Zones, Earthquake Faults and High Groundwater)</p> <p>LA0C8037 LOS ANGELES, CITY OF SOTO ST BRIDGE OVER MISSION RD & HUNTINGTON DR WILL DEMOLISH EXISTING BRIDGE AND REALIGN THE STREET TO INCREASE TRAFFIC FLOW ADDING A 0.5 BIKE LANE. PPNO 3093 3380 (BRIDGE #53C0013)</p> <p>LA0C8075 LOS ANGELES, CITY OF CESAR CHAVEZ AVE/ LORENA ST / INDIANA ST INTERSECTION IMPROVEMENTS. Reconstruction of a five-legged signalized intersection into a modern roundabout. The construction of the roundabout will reduce the complexity of the intersection and will improve traffic flow and safety</p> <p>LA0F007 LOS ANGELES, CITY OF GLENDALE BLVD.-HYPERION AVE. COMPLEX OF BRIDGES OVER LA RIVER, I-5 AND RIVERSIDE DR, REHABILITATION/SEISMIC RETROFIT; UPGRADE BRIDGE RAILING; INCLUDES BRIDGES 53C-1881, 53C-1882, 53C-1883, 53C-1884, 53C-1179 AND 53-1069. NO ADDITIONAL LANES. REALIGN I-5 NORTH BOUND OFF RAMP. CONSTRUCT A PEDESTRIAN BRIDGE OVER LA RIVER.(FED PROJECT ID: BHLS-5006(181)</p> <p>LA0G686 LOS ANGELES, CITY OF Highland Park Pedestrian Improvements along Figueroa between Avenue 50 and Avenue 60</p> <p>LA0G860 LOS ANGELES, CITY OF LEMON GROVE LIGHTING PHASE 2 - Lemon Grove area bounded by Santa Monica Blvd(north), Western Ave (west), Lemon Grove Ave (south) and the Hollywood Freeway 101(east). Install new street lighting system - installation of new conduit, wiring, pullboxes, foundations, street lighting electroliers. This project will use \$31 of Toll Credits to \$3 in PE</p>		

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				<p>and \$28 in construction in FY2015.. Toll Credits of \$3 will be used to match FY15 federal funds for the PE phase, Toll Credits of \$28 will be used to match FY15</p> <p>LA996425 LOS ANGELES, CITY OF INSTALL REVERSIBLE LANE ON SEPULVEDA BL THROUGH TUNNEL AT MULHOLLAND DR, INSTALL BIKE FACILITIES FROM SKIRBALL CENTER DR TO BEL AIR CREST RD, IMPLEMENT INTERSECTION IMPROVEMENTS AT SKIRBALL CENTER DR, I-405 FWY SB ON-RAMP, MORAGA DR, WILSHIRE BL. BIKE FACILITIES LESS THAN A MILE.</p> <p>LAE0180 LOS ANGELES, CITY OF LAUREL CANYON BLVD NEAR VICTORY BLVD. PROJECT WILL PROVIDE FOR PEDESTRIAN SAFETY AND BEAUTIFICATION TREATMENT. ELEMENTS INCLUDE LANDSCAPED MEDIAN ISLANDS.</p> <p>LAE0346 LOS ANGELES, CITY OF LIGHTING, AND SAFETY IMPROVEMENTS ON ROAD LEADING TO HANSEN DAM RECREATION AREA. Access improvements including hillside stabilization and parking lot rehabilitation along Osborne Street between Glenoaks Boulevard and Dronfield Avenue [ref P.L. 110-244, Sec 105(a)(234)] (Change per H.R.1195-6/6/08)</p> <p>(Note-Discovery Science Center will be opening a museum and exhibition space and should be contributing to any improvements needed.)</p> <p>LAE0427 LOS ANGELES, CITY OF IN CITY OF LOS ANGELES, ON 103RD STREET FROM CENTRAL TO GRAHAM & CENTRAL AV. FROM 103RD STREET TO IMPERIAL HWY. PROJECT WILL PROVIDE STREETScape, TRANSIT, AND PEDESTRIAN AMENITIES</p> <p>LAE0518 LOS ANGELES, CITY OF IN THE CITY OF LOS ANGELES, ON BROADWAY W/S FROM 4TH ST. TO 235 N/O 4TH ST, AND 4TH ST FROM BROADWAY TO 120</p>		

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				<p>W/O BROADWAY. REMOVE AND REPLACE SIDEWALKS INCLUDING PORTIONS THAT SPAN.</p> <p>(Note-Broadway Streetscape aka Bringing Back Broadway is being used for the benefit of private business.)</p> <p>LAE1440 LOS ANGELES, CITY OF RECONFIGURE SAN FERNANDO RD. FROM FLETCHER DR. TO I-5 FWY.Install left-turn channelization, improve pedestrian amenities, install wider sidewalks, median islands and landscaping where feasible between Cazador Street to just south of Alice Street</p> <p>(Note-This area has only two lanes which will be reduced to one lane each way with extremely heavy auto, truck and bus traffic especially during the commuting hours. Housing developments have been added on property owned by Metro next to active railroads.)</p> <p>LAE2538 LOS ANGELES, CITY OF KOREATOWN PAVILION GARDEN-TO ENHANCE THE NORTHEAST CORNER OF NORMANDIE AND OLYMPIC BL. Enhance an existing pocket park at the intersection Olympic and Normandie/Irolo with decorative concrete paving and improve streetscape by adding pedestrian improvements such as street furniture, lighting, landscaping, and community identifiers.</p> <p>LAE2699 LOS ANGELES, CITY OF CONSTRUCTION OF NEW MULTI-USE PATH/TRAIL ALONG RIVER BANK BETWEEN SEPULVEDA BLVD & KESTER AVE INCLUDING ACCESS RAMPS, RETAINING WALLS, LANDSCAPING ETC.</p> <p>LAF1524 LOS ANGELES, CITY OF San Fernando Rd. Bike Path Ph. IIIA/IIIB - Construction. Recommend Phase IIIA-Construction of a Class I bike path within Metro owned rail right-of-way along San Fernando Rd. between Branford St. and Tuxford St incl bridge. 2 mile bikepath</p>		

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				<p>LAF1535 LOS ANGELES, CITY OF Bicycle Wayfinding Signage Program. Wayfinding signs to direct bicyclists, and educate motorists, to the locations of dedicated bike paths, lanes and routes, destinations, and transit hubs throughout Los Angeles.</p> <p>LAF1611 LOS ANGELES, CITY OF Cesar Chavez Transit Corridor (110 Fwy to Alameda). Installation of pedestrian/transit rider amenities inc. bus stop gardens at three intersections, new pedestrian lighting, street trees in a landscaped parkway & wayfinding signage</p> <p>LAF1612 LOS ANGELES, CITY OF Century City Urban Design and Pedestrian Connection Plan. Project will implement sidewalk improvements, decorative crosswalks, median island, curb ramps, pedestrian lighting, shelters, benches, trash receptacles & street trees. The physical improvements will consist of a meandering pedestrian walkway, solar-powered pedestrian scale lighting, street lighting, trash receptacles, bus benches, (10) bicycle racks.</p> <p>LAF1704 LOS ANGELES, CITY OF Downtown L.A. Alternative Green Transit Modes Trial Program. Offer shared ride-bicycle and Neighborhood Electric Vehicle transit services to LA City Hall as an alternative to overcrowded DASH service</p> <p>(Note-To our knowledge, the DASH service is not overcrowded.)</p> <p>LAF1844 LOS ANGELES, CITY OF Angels Walk Crenshaw. To promote pedestrian activity within the project limits with a guidebook and 15 on-street information markers (historic stanchions) at strategic locations.</p> <p>LAF1845 LOS ANGELES, CITY OF</p>		

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				<p>Angels Walk Highland Park. To promote pedestrian activity within the project limits with a guidebook and 15 on-street information markers at strategic locations</p> <p>LAF3148 LOS ANGELES, CITY OF North Main St. Grade Separation: Construct a new grade separation over UPRR and Metrolink & LA River while preserving the existing historic N. Main St. Bridge. Bike lanes will be added at the shoulders of the bridge. Other work components include realigning Albion Street and modifying the intersections of North Main and Mesnager Street at the west end</p> <p>LAF3515 LOS ANGELES, CITY OF San Fernando Rd. Bike Path Ph. IIIB Construction. Construct 2.75 mile Class I bike path within METRO right-of-way along San Fernando Rd. between Tuxford St. and Cohasset St. to complete 12-mile bikeway.. The project is located within the City of Los Angeles, in the community of Sun Valley. The project consists of a Class I facility 12 feet in width and 2.75 miles in length between Tuxford St. and Cohasset St. (Burbank City limit).</p> <p>LAF3640 LOS ANGELES, CITY OF LANI - Evergreen Park Street Enhancement Project. Increase pedestrian safety and access by providing improved crosswalks, new bus shelters and street trees to enhance connectivity between transit and area landmarks.. The proposed project is located in the Boyle Heights community of Los Angeles</p> <p>LAF3653 LOS ANGELES, CITY OF Pasadena Ave Ped Connection to Gold Line Heritage Sq Station. This project will implement sidewalk improvements, street furniture, safety lighting, street trees, and enhanced crosswalks along Pasadena Ave between Broadway to to Figueroa St. This project will improve pedestrian connectivity to the Gold Line Heritage Square Station</p> <p>(Note-This area is not well traveled by pedestrians. Autos and</p>		

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				<p>trucks service the area and buses provide transportation to non-car owners.)</p> <p>LAF3721 LOS ANGELES, CITY OF Angels Walk Silverlake. Promote pedestrian activity within the project limits with a guidebook and 15 on-street information markers (historic stanchions) at strategic locations.</p> <p>LAF3722 LOS ANGELES, CITY OF Angels Walk Boyle Heights. Promote pedestrian activity within the project limits with a guidebook and 15 on-street information markers (historic stanchions) at strategic locations</p> <p>LAF3726 LOS ANGELES, CITY OF First and Last Mile Transit Connectivity Options. Implement a pilot shared fleet vehicle program that includes, bikes, alternative green vehicles for first & last miles from Union Station to and other Downtown locations.</p> <p>LAF3731 LOS ANGELES, CITY OF Downtown LA Inter-Modal Transit Information and Wayfinding. Install transit information monitors, variable message signs, interactive kiosks & parking availability signage along Broadway Corridor to Olympic.</p> <p>LAF5519 LOS ANGELES, CITY OF This project is located in the City of Los Angeles. Construction of Bicycle Friendly Street treatments: at least 100 directional signs, at least 500 shared lane markings, and bicycle detectors and markings provided to at least 15 signalized intersections. Other treatments will include traffic calming devices and diversion, which include at least one diverter and roundabout</p> <p>LAF5525 LOS ANGELES, CITY OF To design and construct curb-side bicycle parking (bicycle corral) that will serve each Council District. The project requires surface modifications to curbside parking areas for installing at least 150 bike racks.</p>		

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				<p>LAF5707 LOS ANGELES, CITY OF Angels Walk Central Avenue. This project will provide 15 on-street information markers (historic stanchions), guide books and digital access on the Internet to guide pedestrians and transit users in a significant segment of Central Av, informing them of the history and culture of the area. It will also link the pedestrian to Downtown via connections to public transit options along this Angels Walk Route.</p> <p>LAF5710 LOS ANGELES, CITY OF Experience LA Historic Cultural Neighborhood Connections. Installation of 22 kiosks at transit hubs in activity centers throughout the City of Los Angeles. By utilizing smart technology transit users will be able to use cell phones or the kiosk to find information that will make the transfer more seamless to their final destination</p> <p>LAF7131 LOS ANGELES, CITY OF CENTURY BOULEVARD EXTENSION BETWEEN GRAPE STREET AND ALAMEDA STREET: Extends Century Bl by approx 2,600 ft from Grape St to Alameda St with a 2 lane roadway, sidewalks on both sides, Class II bike lane, ped/bike facilities, and landscaping</p> <p>LAF7628 LOS ANGELES, CITY OF WATTS STREETScape IMPROVEMENTS PHASE 2: Installs ADA ramps, landscaping street trees, street furniture, ped lighting, crosswalk enhancements, curb extensions, sharrows, and ped & bike wayfinding signage</p> <p>LAF7708 LOS ANGELES, CITY OF BICYCLE BOARD DEMO PROJECT: Installs 12 interactive display screens and 96 bicycle counters to encourage greater use of bicycles and reducing Vehicle Miles Traveled</p> <p>LAF7814 LOS ANGELES, CITY OF LADOT STREETS FOR PEOPLE: TRANSIT CORRIDOR PARKLETS</p>		

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				<p>AND PLAZAS: Installs 12 parklets and 3 plazas. The limits of the parklets will be equal to two curbside parking spaces (apprx. 40x 6). The plaza limit varies ranging from 2,000 to 6,000 SF</p> <p>LA0G670 LOS ANGELES, CITY OF Glassell Park Transit Pavilion, Los Angeles. Pavilion will include multiple permanent canopies consisting of fiber glass with metal frames that provide passengers coverage from the weather. Amenities include wandering paths, vegetation and permanent benches for waiting between line transfers of the 5 local and regional transit lines which use the pavilion as a stop</p> <p>LA0G901 LOS ANGELES, CITY OF Historic Los Angeles Streetcar</p> <p>LAF7423 LOS ANGELES, CITY OF DOWNTOWN BUS MAINTENANCE FACILITY: Constructs a maintenance facility and fueling station on an approximately 2.75-acre property in order to service clean-fuel DASH buses. New facility will Provide six service bays, a bus-washing bay, an administrative building, and parking for 60 DASH vehicles. The facility will also provides layover space for Commuter Express buses.</p> <p>LAF7707 LOS ANGELES, CITY OF LAST MILE FOLDING BIKE INCENTIVE PROGRAM: Provides financial incentives to transit riders towards the purchase of 1,800 collapsible or electric bikes to use in conjunction with bus and rail</p> <p>We ask for CONSISTENCY with the General Plan and Its Elements.</p> <p>Please consider all users of transportation including women, children and the elderly. There is much anger in the City of Los Angeles over wasted tax dollars and no improvements to the quality of life and consideration of people’s time. Increase of bus fares due to unwarranted improvements or capital acquisitions is not necessary.</p>		

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				<p>Please redesign this plan to enhance transportation not just special interests and developers. Sports venues and tourism is the design of the hotel developers for the use of transit to increase their revenues. Job development and the economy should be viewed in relationship to the needs of the entire population.</p> <p>Joyce Dillard P.O. Box 31377 Los Angeles, CA 90031</p>		

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DATE: September 11, 2014

TO: Energy and Environment Committee (EEC)
Executive/Administration Committee (EAC)
Regional Council (RC)

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

SUBJECT: Addendum No. 2 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) Program Environmental Impact Report (PEIR)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR EAC/EEC:
Recommend that the Regional Council adopt Resolution No. 14-562-1 to approve the Addendum No. 2 to the 2012-2035 RTP/SCS Program Environmental Impact Report (PEIR).

RECOMMENDED ACTION FOR RC:
Adopt Resolution No. 14-562-1 to approve the Addendum No. 2 to the 2012-2035 RTP/SCS Program Environmental Impact Report (PEIR).*

EXECUTIVE SUMMARY:
Since the approval of Addendum No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) Program Environmental Impact Report (PEIR) and the adoption of the associated Amendment No. 1 to the 2012-2035 RTP/SCS by the RC at its June 6, 2013 meeting, SCAG has received requests from several county transportation commissions (CTCs) to amend the 2012 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects. SCAG staff has conducted a programmatic environmental assessment of the changes to the 2012-2035 RTP/SCS Project List documented in the Amendment No. 2 pursuant to CEQA. SCAG finds that the projects identified in 2012-2035 RTP/SCS Amendment No. 2 are programmaticaly consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR. Further, SCAG finds that the proposed changes to the 2012-2035 RTP/SCS Project List identified in 2012-2035 RTP/SCS Amendment No. 2 would not result in a substantial change to the region-wide impacts programmaticaly addressed in the 2012-2035 RTP/SCS PEIR. As such, SCAG staff has prepared Addendum No. 2 to the 2012-2035 RTP/SCS PEIR for RC approval.

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 collaboration and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
SCAG is the six (6)-county region's designated metropolitan planning organization pursuant to federal law, and the region's designated transportation planning agency pursuant to state law. As such, SCAG is

REPORT

responsible for developing and maintaining the RTP/SCS in cooperation with the California Department of Transportation (Caltrans), the CTCs, public transit operators, and local jurisdictions, as well as other partners and stakeholders, including other public agencies, businesses, and environmental and community groups.

On April 4, 2012, the RC adopted the 2012-2035 RTP/SCS and certified the associated PEIR. Subsequently, on June 6, 2013, the RC approved the Addendum No. 1 to the 2012-2035 RTP/SCS PEIR associated with Amendment No. 1 to the 2012-2035 RTP/SCS, which was adopted by the RC on the same day.

Since that time, staff has received requests from several CTCs in the SCAG region to amend the 2012–2035 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects in order to move forward towards the implementation phase. To address these requests, 2012–2035 RTP/SCS Amendment No. 2 has been prepared.

The 2012-2035 RTP/SCS includes approximately 3,600 projects with completion dates spread over a 23-year time period. The Amendment No. 2 to the 2012-2035 RTP/SCS contains six (6) new projects and 16 project revisions that were not contained in the 2012-2035 RTP/SCS.

BASIS FOR A PEIR ADDENDUM:

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

PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:

SCAG staff has conducted a programmatic environmental assessment of the changes to the 2012-2035 RTP/SCS Project List documented in proposed Amendment No. 2 pursuant to CEQA. SCAG finds that the projects identified in 2012-2035 RTP/SCS Amendment No. 2 are programmatically consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR and that adoption of the proposed modifications would not result in either new significant environmental impacts or substantial increase in the severity of previously identified significant impacts in the 2012-2035 RTP/SCS PEIR. Therefore, it is determined that a subsequent or supplemental PEIR is not required and that Addendum No. 2 to the 2012-2035 RTP/SCS PEIR fulfills the requirements of CEQA.

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2014/15 Overall Work Program (15-020.SCG00161.04: Regulatory Compliance).

ATTACHMENTS:

1. Resolution No. 14-562-1
2. Addendum No. 2 to the 2012-2035 RTP/SCS Program Environmental Impact Report



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RESOLUTION NO. 14-562-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING ADDENDUM NO. 2 TO THE FINAL 2012-2035 RTP/SCS PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) FOR THE 2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2012-2035 RTP/SCS)

WHEREAS, SCAG adopted and certified the Final Program Environmental Impact Report (PEIR) for the 2012-2035 RTP/SCS (SCH #2011051018) on April 4, 2012, in accordance with the California Environmental Quality Act ("CEQA"), Cal. Pub. Res. Code Section 21000 et seq.;

WHEREAS, when certifying the Final PEIR for the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR), the SCAG Regional Council approved Resolution 12-538-1 which is incorporated herein by reference (available at <http://rtpscs.scag.ca.gov/Pages/Final-2012-PEIR.aspx> or by contacting SCAG) to adopt Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program;

WHEREAS, on June 6, 2013, SCAG approved the Addendum No. 1 to the 2012-2035 RTP/SCS PEIR associated with Amendment No. 1 to the 2012-2035 RTP/SCS in accordance with Cal. Pub. Res. Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164;

WHEREAS, when approving the Addendum No. 1 to the 2012-2035 RTP/SCS PEIR, the SCAG Regional Council approved Resolution 13-550-1;

WHEREAS, since the approval of the Addendum No. 1 to the 2012-2035 RTP/SCS PEIR, staff has received requests from all six county transportation commissions in the SCAG region to amend the 2012-2035 RTP/SCS to reflect additions of projects or modifications to project scopes, costs, and/or schedules for critical transportation projects, as well as the addition of some new projects specified in the proposed Amendment No. 2 to the 2012-2035 RTP/SCS, in order to allow such projects to move forward toward the implementation phase;

WHEREAS, when an environmental impact report (EIR) has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary;

WHEREAS, pursuant CEQA Guidelines Section 15164(a), an Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred set forth under CEQA Guidelines Section 15162 requiring preparation of a Subsequent EIR;

WHEREAS, on June 5, 2014, SCAG staff reported to the Energy and Environment Committee (EEC) that a programmatic environmental assessment of the proposed changes to the 2012-2035 RTP/SCS Project List documented in proposed Amendment No. 2 was being conducted pursuant to CEQA Guidelines Section 15162, 15163, and 15164 and that the appropriate type of CEQA documentation for proposed Amendment No. 2 would be an Addendum;

WHEREAS, on July 1, 2014, Draft Amendment No. 2 to the 2012-2035 RTP/SCS was released for a 30-day public review and comment period through July 31, 2014, and such comments received on Draft Amendment No. 2 were addressed in the public review process;

WHEREAS, at the August 7, 2014 EEC meeting, SCAG staff reported that the preparation of a Draft Addendum No. 2 to the 2012-2035 RTP/SCS PEIR had been completed pursuant to Cal. Pub. Res. Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164, and Draft Addendum No. 2 was presented to the EEC for review and comment;

WHEREAS, for the reasons set forth in Addendum No. 2 to the 2012-2035 RTP/SCS PEIR, SCAG determined that an addendum is the appropriate CEQA document because the proposed project revisions as set forth in the Amendment No. 2 to the 2012-2035 RTP/SCS do not meet the conditions of CEQA Guidelines Section 15162, for preparation of a subsequent EIR;

WHEREAS, pursuant to CEQA Guidelines Section 15164(d), the Regional Council has considered the Addendum No. 2 to the 2012-2035 RTP/SCS PEIR with the Final PEIR prior to making a decision on the Amendment No. 2 to the 2012-2035 RTP/SCS; and

WHEREAS, SCAG has prepared Addendum No. 2 to the 2012-2035 RTP/SCS PEIR, attached hereto and incorporated herein by this reference (Attachment 2), in order to address proposed changes to the 2012-2035 RTP/SCS as described in Amendment No. 2 to the 2012- 2035 RTP/SCS.

NOW, THEREFORE BE IT RESOLVED, by the SCAG Regional Council, that the foregoing recitals are true and correct and incorporated by this reference; and

BE IT FURTHER RESOLVED that the SCAG Regional Council finds as follows:

1. The Addendum No. 2 to the 2012-2035 RTP/SCS PEIR has been completed in compliance with CEQA.
2. The adoption of the proposed revisions set forth in Amendment No. 2 to the RTP/SCS would not result in either new significant environmental effects or a substantial increase in the severity

of previously identified significant effects; such proposed changes are consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2012- 2035 RTP/SCS PEIR; and thus, a subsequent or supplemental EIR is not required and the Addendum No. 2 to the 2012-2035 RTP/SCS PEIR fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 11th day of September, 2014.

Hon. Carl E. Morehouse
President, SCAG
Councilmember, City of San Buenaventura

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel



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



Southern California Association of Governments

Addendum No. 2 to the

Program Environmental Impact Report

for the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy

State Clearinghouse (SCH) No.: 2011051018

Introduction

Southern California Association of Governments (SCAG) proposes to amend the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Plan). The RTP is a long-range vision for regional transportation investments. Using growth forecasts and economic trends, the RTP considers the role of transportation relative to economic factors, environmental issues and quality-of-life goals, and provides an opportunity to identify transportation strategies today that address mobility needs for the future. The RTP is updated every four years to reflect changes in economic trends, state and federal requirements, progress made on projects, and adjustments for population and jobs. The SCS, a new element of the RTP pursuant to Senate Bill (SB) 375, integrates land use, transportation strategies, and transportation investments within the Plan.

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

As the Lead Agency under the California Environmental Quality Act (CEQA, Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared

the Final RTP/SCS Program EIR (PEIR) for the 2012-2035 RTP/SCS to evaluate the potential environmental impacts associated with implementation of the 2012-2035 RTP/SCS and to identify practical and feasible mitigation measures.

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

The 2012-2035 RTP/SCS PEIR was certified on April 4, 2012, and the associated Plan was adopted on the same day (SCH No. 2011051018). Since the adoption of the 2012-2035 RTP/SCS, SCAG has received requests from several county transportation commissions to amend the Plan to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects. To address these requests, SCAG prepared Amendment No. 1 to the 2012-2035 RTP/SCS (referred to herein as “2012-2035 RTP/SCS Amendment No. 1”) and conducted a programmatic environmental assessment of the changes to the 2012-2035 RTP/SCS Project List documented in the 2012-2035

RTP/SCS Amendment No. 1 pursuant to CEQA. It was found that adoption of the modifications to the 2012-2035 RTP/SCS Project List documented in the 2012-2035 RTP/SCS Amendment No. 1 would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects and that the modifications would be consistent with the analysis, mitigation measures, alternatives, and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR. Therefore, it was determined that a Subsequent or Supplemental PEIR would not be required and that an addendum to the 2012-2035 RTP/SCS PEIR would fulfill the requirements of CEQA. On June 6, 2013, Addendum No. 1 to the 2012-2035 RTP/SCS PEIR was approved, and the associated 2012-2035 RTP/SCS Amendment No. 1 was adopted on the same day.

Since that time, SCAG has received additional requests from several county transportation commissions to amend the 2012-2035 RTP/SCS to reflect additions or changes to project scopes, costs,

and/or schedule for a number of transportation projects, as well as the addition of some new transportation projects contained therein (proposed Amendment No. 2 to the 2012-2035 RTP/SCS, referred to herein as “2012-2035 RTP/SCS Amendment No. 2”).

This Addendum No. 2 to the 2012-2035 RTP/SCS PEIR has been prepared by SCAG to assess potential environmental impacts of the proposed updates and revisions to the 2012-2035 RTP/SCS Project List included in the 2012-2035 RTP/SCS Amendment No. 2. This document is prepared as an addendum to the previously certified 2012-2035 RTP/SCS PEIR in April 2012 (SCH No. 2011051018).

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

Basis for the Addendum

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

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

- (1) Substantial changes are proposed in the project which will require major revisions the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;

- b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

An addendum to the 2012-2035 RTP/SCS PEIR is appropriate to address the proposed changes in the 2012-2035 RTP/SCS Amendment No. 2 because the proposed updates and revisions do not meet the conditions of Section 15162(a) for preparation of a subsequent EIR. Neither the proposed new projects or changes to existing projects would result in 1) substantial changes to the 2012-2035 RTP/SCS which will require major revisions of the 2012-2035 RTP/SCS PEIR; 2) substantial changes to the circumstances under which the 2012-2035 RTP/SCS is being undertaken which will require major revisions in the 2012 PEIR; or 3) new information of

substantial importance showing significant effects not previously examined.

While the proposed changes to the 2012-2035 RTP/SCS Project List documented in the 2012-2035 RTP/SCS Amendment No. 2 may arguably represent "new information of substantial importance ..." at the local project-level, these changes are not substantial at the regional program-level as analyzed in the 2012-2035 RTP/SCS PEIR. More specifically, the proposed changes to the 2012-2035 RTP/SCS Project List documented in the 2012-2035 RTP/SCS Amendment No. 2 would not result in one or more significant effects (at the regional level) not discussed in the 2012-2035 RTP/SCS PEIR, nor result in a substantial increase in the severity of previously identified significant effects disclosed in the 2012-2035 RTP/SCS PEIR. Moreover, no changes to the mitigation measures or alternatives contained in the 2012-2035 RTP/SCS PEIR are necessary or being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the 2012-2035 RTP/SCS PEIR, the level of detail for individual projects on the RTP/SCS Project List is generally insufficient to be able to analyze local effects. Such analysis is more appropriately undertaken in Tier 2, project-specific environmental documents prepared by the individual CEQA lead agencies proposing each project.

SCAG has assessed potential environmental effects of the proposed changes to the 2012-2035 RTP/SCS Project List, contained in the 2012-2035 RTP/SCS Amendment No. 2, at the regional program-level, and finds that the additional and modified projects contained in Amendment No. 2 are consistent with the region-wide environmental impacts analysis, mitigation measures or alternatives, and Findings of Fact discussed in the previously certified 2012-2035 RTP/SCS PEIR, and do not result in any of the conditions described in CEQA Guidelines Section 15162(a)(1)(2)(3). For these reasons, SCAG has elected to prepare an addendum to the 2012-2035 RTP/SCS PEIR rather than a Subsequent or Supplemental EIR, and this Addendum No. 2 to the 2012-2035 RTP/SCS PEIR is prepared in accordance with CEQA Guidelines Section 15164.

Purpose and Scope of the Addendum to the PEIR

SCAG has prepared this Addendum No. 2 to the 2012-2035 RTP/SCS PEIR to demonstrate that the proposed changes to the 2012-2035 RTP/SCS Project List, contained in the 2012-2035 RTP/SCS Amendment No. 2, satisfies the requirements contained in Section 15164 of the CEQA Guidelines for the use of an Addendum to an EIR. The proposed changes to the Project List do not require the preparation of a Subsequent or Supplemental EIR pursuant to Sections 15162 and 15163, respectively, of the CEQA Guidelines due to the absence of new or substantially more adverse significant impacts than those analyzed in the certified EIR.

Project Description

The project changes identified in the 2012-2035 RTP/SCS Amendment No. 2 can be broadly categorized as follows:

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

This Addendum No. 2 to the 2012-2035 RTP/SCS PEIR neither controls nor determines the ultimate decision for approval of the 2012-2035 RTP/SCS Amendment No. 2 and the proposed changes to the 2012-2035 RTP/SCS Project List contained therein. The information presented in this Addendum to the 2012-2035 RTP/SCS PEIR will be considered by SCAG's decision making body, the Regional Council, prior to making a decision on the 2012-2035 RTP/SCS Amendment No. 2.

- Duplicate project removed or project combined with another project in the 2012–2035 RTP/SCS Project List

The majority of project changes occur to short-range projects. In addition to these short-range changes, the addition of six (6) new projects and an additional 16 project changes are considered as part of the 2012-2035 RTP/SCS Amendment No. 2.

Specific details of all project changes are identified in the 2012-2035 RTP/SCS Amendment No. 2, incorporated herein by reference, and can be accessed at <http://rtpscs.scag.ca.gov/Pages/Amendment-2.aspx>.

Environmental Analysis

The changes described above to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 would not result in a substantial change to the region-wide impacts programmatically analyzed in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR broadly identifies a number of region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by the 2012-2035 RTP/SCS.

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

Although the new projects identified in the 2012-2035 RTP/SCS Amendment No. 2 were not identified in the 2012-2035 RTP/SCS PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the 2012-2035 RTP/SCS and with the analysis and conclusions presented in the previously certified 2012-2035 RTP/SCS PEIR. Further, each project will be fully

assessed at the project-level by the implementing agency in accordance with CEQA, NEPA, and all applicable regulations.

No changes to the mitigation measures or alternatives contained in the 2012-2035 RTP/SCS PEIR are necessary or proposed. SCAG has determined that the changes and additions identified above would result in impacts that would fall within the range of impacts already identified in the previously certified 2012-2035 RTP/SCS PEIR. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the 2012-2035 RTP/SCS PEIR are anticipated to result from the changes and additions identified in the 2012-2035 RTP/SCS Amendment No. 2.

The environmental analysis provided in this Addendum describes the information that was considered in evaluating the questions contained in the Environmental Checklist of the State CEQA Guidelines, Appendix G. Potential region-wide environmental impacts from the proposed project changes, documented in the 2012-2035 RTP/SCS Amendment No. 2, as compared to those already identified in the 2012-2035 RTP/SCS PEIR are summarized in Table 1-1, *Summary of Impacts from Proposed Project Changes Identified in the 2012-2035 RTP/SCS Amendment No. 2*.

TABLE 1-1: SUMMARY OF IMPACTS FROM PROPOSED PROJECT CHANGES IDENTIFIED IN THE 2012-2035 RTP/SCS AMENDMENT NO. 2

Impact	Compared to the Certified 2012-2035 RTP/SCS PEIR
Aesthetics and View	Same; no new impacts
Air Quality	Same; no new impacts
Biological Resources	Same; no new impacts
Cultural Resources	Same; no new impacts
Geology, Soils, and Mineral Resources	Same; no new impacts
Greenhouse Gas Emissions	Same; no new impacts
Hazardous Materials	Same; no new impacts
Land Use and Agricultural Resources	Same; no new impacts
Noise	Same; no new impacts
Population, Housing, and Employment	Same; no new impacts
Public Services and Utilities	Same; no new impacts
Transportation, Traffic, and Security	Same; no new impacts
Water Resources	Same; no new impacts
Comparison of Alternatives	Same; no new impacts
Long-Term Effects	Same; no new impacts

Aesthetics and Views

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to aesthetics and views beyond those already described in the previously certified 2012-2035 RTP/SCS PEIR. Potential significant impacts anticipated in the 2012-2035 RTP/SCS PEIR would be the substantial degradation of the existing visual character or quality of the site and its surroundings, adverse effects on a scenic vista, damage to scenic resources, creating a new source of substantial light affecting day or nighttime views, and affecting shadow-sensitive uses that would be shaded by a project-related structure for more than three hours in the winter or for more than four hours during the summer (2012-2035 RTP/SCS PEIR pp. 3.1-8 – 3.1-18).

Air Quality

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to air quality beyond those already identified in the previously certified 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR identified significant and unavoidable impacts to regional air quality, cancer risk increases, and short-term air emissions from implementation of the RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.2-21 – 3.2-41). Nevertheless, both the 2012-2035 RTP/SCS and Amendment No. 2 meet the regional emissions and other tests set forth by the federal Transportation Conformity regulations, demonstrating the integrity of the State Implementation Plans prepared pursuant to the federal Clean Air Act for the non-attainment and maintenance areas in the SCAG region. The updated conformity analysis can be found in section 5,

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Amendment No. 2, would not result in any new significant impacts to aesthetics and views, or a substantial increase in the severity of impacts to aesthetics and views beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Transportation Conformity, of the 2012-2035 RTP/SCS Amendment No. 2 and is incorporated herein by reference.

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant air quality impacts or a substantial increase in the severity of air quality impacts beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Biological Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to biological resources beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR concluded that significant impacts expected with the implementation of the RTP/SCS includes the disturbance and removal of natural vegetation that may be utilized by sensitive species, habitat fragmentation and associated decrease in habitat quality, litter, trampling, light pollution and road noise, displacement of riparian and wetland habitat, siltation, loss of prime farmlands, grazing lands, open space and recreation lands (2012-2035 RTP/SCS PEIR pp. 3.3-39 – 3.3-59).

Cultural Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to cultural resources beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR determined that the development of new transportation facilities may affect archaeological and paleontological resources, primarily through the disturbance of buried resources. Additionally, the development of new transportation facilities may affect historic architectural resources (structures 50 years or older), either through direct affects to buildings within the proposed project area, or through indirect affects to the area surrounding a resource if it creates a visually incompatible structure adjacent to a historic structure (2012-2035 RTP/SCS PEIR pp. 3.4-18 - 3.4-27).

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any new significant impacts to biological resources, or a substantial increase in the severity of impacts to biological resources beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any new significant impacts to cultural resources, or a substantial increase in the severity of impacts to cultural resources beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Geology, Soils, and Mineral Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to geology, soils, and mineral resources beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR identified that damage to transportation infrastructure can result from geologic and seismic activity, such as surface rupture, ground shaking, subsidence, liquefaction, soil expansion and land-sliding. In addition work associated with implementation of the 2012-2035 RTP/SCS could cause impacts such as soil erosion, ground instability and loss of mineral resources. However, incorporation of mitigation measures identified in the 2012-2035 RTP/SCS PEIR would alleviate significant impacts associated with geological safety and mineral loss (2012-2035 RTP/SCS PEIR pp. 3.5-14 – 3.5-23).

Greenhouse Gas Emissions

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to greenhouse gas emissions beyond those already identified in the 2012-2035 RTP/SCS PEIR. Though lead agencies retain the discretion to determine thresholds of significance of GHG emissions, the 2012-2035 RTP/SCS PEIR identifies three thresholds of significance: increase in GHG emissions compared to existing conditions, conflict with SB 375 GHG emission reduction targets, and conflict with other applicable GHG reduction plans. Both the 2012-2035 RTP/SCS and proposed Amendment No. 2 achieve and exceed the SB375 per capita GHG reduction targets for the SCAG region.

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any new significant impacts to geology, soils, and mineral resources, or a substantial increase in the severity of impacts to geology, soils, and mineral resources beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant greenhouse gas emissions impacts or a substantial increase in the severity of greenhouse gas emissions impacts beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Hazardous Materials

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to hazardous materials beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR concluded that the RTP/SCS would improve the movement of goods, including hazardous materials, throughout the region. The potential significant impacts include potential hazards created due to the disturbance of contaminated property during implementation of the 2012-2035 RTP/SCS and risk of accidental releases due to an increase in the transportation of hazardous materials and the potential for such releases to reach schools within one-quarter mile of transportation facilities affected by the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.7-8 – 3.7-18).

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant impacts to hazardous materials, or a substantial increase in the severity of impacts to hazardous materials beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Land Use and Agricultural Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to land use and agricultural resources beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR analyzed potential impacts of the 2012-2035 RTP/SCS on land use consistency and compatibility. The 2012-2035 RTP/SCS PEIR concluded that the RTP/SCS would affect land use patterns and the consumption of agricultural land and forest resources. Expected significant impacts include substantial land use density growth in areas adjacent to transit, separation of residences from community facilities and services and impacts on vacant natural lands (2012-2035 RTP/SCS PEIR pp. 3.8-11 – 3.8-27).

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant impacts to land use and agricultural resources, or a substantial increase in the severity of impacts to land use and agricultural resources beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Noise

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to noise beyond those already identified in the 2012-2035 RTP/SCS PEIR. The projects could potentially cause temporary or permanent increases in ambient noise levels and expose noise-sensitive land uses to noise increases in excess of acceptable levels. However, the assessment in the 2012-2035 RTP/SCS PEIR Noise Chapter adequately evaluates these impacts across the SCAG region at the programmatic level and includes mitigation measures to be implemented at the project level (2012-2035 RTP/SCS PEIR pp. 3.9-13 – 3.9-26). Impacts from the proposed projects identified in this Amendment would be expected to fall within the range of impacts previously identified in the 2012-2035 RTP/SCS PEIR.

Population, Housing and Employment

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to population, housing, and employment beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR analyzed potential impacts to population growth and current residential and business land uses that could occur upon implementation of the 2012-2035 RTP/SCS. The 2012-2035 RTP/SCS PEIR concluded that the Plan would result in significant impacts, including substantial induced population growth in areas adjacent to transit, displacement of existing businesses and homes, separation of residences from community facilities and services, and impacts on vacant natural lands. Also indirectly, population distribution is expected to occur due to the transportation investments and land use policies identified in the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.10-6 – 3.10-13).

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant noise impacts or a substantial increase in the severity of noise impacts beyond those programmaticaly addressed in the 2012-2035 RTP/SCS PEIR.

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Therefore, incorporation of the proposed changes to the Project List would not result in any new significant impacts to population, housing, and employment, or a substantial increase in the severity of impacts to population, housing, and employment beyond those programmaticaly addressed in the 2012-2035 RTP/SCS PEIR.

Public Services and Utilities

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to public services and utilities beyond those already identified in the 2012-2035 RTP/SCS PEIR. Anticipated significant cumulative impacts include demand for more police, fire, emergency personnel and facilities; demand for more school facilities and teachers; demand for additional solid waste services, and increased potential of encountering and severing utility lines during implementation of the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.11-45 – 3.11-56).

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant impacts to public services and utilities, or a substantial increase in the severity of impacts to public services and utilities beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Transportation, Traffic and Security

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to transportation, traffic, and security beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR utilized data from the Regional Travel Demand Model to present a regional analysis for the impacts of the 2012-2035 RTP/SCS on transportation. The 2012-2035 RTP/SCS PEIR identifies the following significant impacts from implementation of the 2012-2035 RTP/SCS: increased Vehicle Miles Traveled (VMT); greater average daily Vehicle Hours of Delay (VHD) for heavy-duty truck trips; increased percentage of work opportunities within a 45 minute travel time; and lower system-wide fatality accident rate and injury accident rate in the SCAG region (2012-2035 RTP/SCS PEIR pp. 3.12-23 – 3.12-45).

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Therefore, incorporation of the proposed changes to the Project List would not result in any new significant region-wide impacts to transportation, traffic, and security, or a substantial increase in the severity of region-wide impacts to transportation, traffic, and security beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Water Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to water resources beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR identified degradation of surface water quality, potential reduction of groundwater infiltration; increased flooding hazards; and potentially increase demand for water supply and associated infrastructure (2012-2035 RTP/SCS PEIR pp. 3.13-25 – 3.13-48).

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant impacts to water resources, or a substantial increase in the severity of impacts to water resources beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Comparison of Alternatives

The proposed changes to the Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 would not significantly change the comparison of alternatives in the 2012-2035 RTP/SCS PEIR. Potential impacts from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are anticipated to be within the scope of the programmatic-level comparison among the alternatives already considered in the 2012-2035 RTP/SCS PEIR: 1) No Project; 2) Modified 2008 RTP Alternative; and 3) Envision 2 Alternative.

The Alternatives Chapter of the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of alternatives to the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the programmatic level. Incorporation of the proposed projects identified in the 2012-2035 RTP/SCS Amendment No. 2 would not require comparison of any new alternatives or alternatives which are considerably different from or inconsistent with those already analyzed in the 2012-2035 RTP/SCS PEIR. Therefore, no further comparison is required at the programmatic level.

Long Term Effects

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 would not significantly change the scope of the discussion presented in the long-term effects chapter of the 2012-2035 RTP/SCS PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts (2012-2035 RTP/SCS PEIR pp. 5-1 – 5-4). Unavoidable and irreversible impacts from inclusion of the proposed changes to the Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2012-2035 RTP/SCS PEIR.

At the programmatic level, any region-wide growth inducing impacts from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) are expected to be approximately

equivalent to those previously disclosed in the 2012-2035 RTP/SCS PEIR (2012-2035 RTP/SCS PEIR pp. 5-1 – 5-4). Overall, the proposed changes to the Project List presented in the 2012-2035 RTP/SCS Amendment No. 2 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the 2012-2035 RTP/SCS PEIR. Thus, the 2012-2035 RTP/SCS Amendment No. 2 would not be expected to result in any new long-term impacts that have not been analyzed in the previous 2012-2035 RTP/SCS PEIR, or any long-term impacts that are considerably different from or inconsistent with those already analyzed in the previous 2012-2035 RTP/SCS PEIR.

Findings

After completing a programmatic environmental assessment of the proposed changes described herein to the Project List, SCAG finds that the proposed changes identified in the 2012-2035 RTP/SCS Amendment No. 2 would not result in either new significant environmental effects or a substantial increase in the severity of any previously identified significant effect. The proposed changes are not substantial changes on a regional level as those have already been adequately and appropriately analyzed in the 2012-2035 RTP/SCS PEIR. The proposed changes to the Project List do not require revisions to the programmatic, region-wide analysis presented in the previously certified 2012-2035 RTP/SCS PEIR.

Further, SCAG finds that the proposed changes to the Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 require any

new mitigation measures or alternatives previously unidentified in the 2012-2035 RTP/SCS PEIR, or significantly affect mitigation measures or alternatives already disclosed in the 2012-2035 RTP/SCS PEIR. As such, SCAG has assessed the proposed changes to the Project List included in 2012-2035 RTP/SCS Amendment No. 2 at the programmatic level, and finds that inclusion of the proposed changes would be within the range of, and consistent with the findings of impacts analysis, mitigation measures, and alternatives contained in the 2012-2035 RTP/SCS PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the 2012-2035 RTP/SCS. Therefore, a Subsequent or Supplemental EIR is not required, and SCAG concludes that this Addendum to the previously certified 2012-2035 RTP/SCS PEIR fulfills the requirements of CEQA.



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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For more information about the 2012–2035 RTP/SCS, please visit the SCAG interactive RTP site—the iRTP—at <http://scagrtp.net>.

REGIONAL OFFICES

Imperial County

1405 North Imperial Avenue
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Fax: (760) 353-1877

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Orange, CA 92863
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Fax: (714) 560-5089

Riverside County

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

San Bernardino County

Santa Fe Depot
1170 West 3rd Street
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San Bernardino, CA 92410
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Fax: (909) 806-3572

Ventura County

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

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Energy and Environment Committee
of the
Southern California Association of Governments
August 7, 2014
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. The meeting was called to order by the Hon. Deborah Robertson, Chair. There was a quorum.

Members Present

Hon. Denis Bertone, San Dimas	SGVCOG
Hon. Margaret Clark, Rosemead	District 32
Hon. Larry Forester, Signal Hill	GCCOG
Hon. Laura Friedman, Glendale	Arroyo Verdugo Cities
Hon. Sandra Genis, Costa Mesa	OCCOG
Hon. Thomas Martin, Maywood	GCCOG
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Mike Munzing, Aliso Viejo	District 12
Hon. Sam Pedroza, Claremont	SGVCOG
Hon. David Pollock, Moorpark	VCOG
Hon. Carmen Ramirez, Oxnard	District 45
Hon. Deborah Robertson, Rialto (Chair)	District 8
Hon. Meghan Sahli-Wells, Culver City	WCCOG
Mr. Steve Schuyler, Ex Officio	Building Industry Association
Hon. Joe Shaw, Huntington Beach	OCCOG
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Diane Williams, Rancho Cucamonga	SANBAG

Members Not Present

Hon. Lisa Bartlett, Dana Point (Vice-Chair)	TCA
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Mitchell Englander, Los Angeles	District 59
Hon. Ed Graham, Chino Hills	District 10
Hon. Steve Hernandez, Coachella	CVAG
Hon. Linda Krupa, Hemet	WRCOG
Hon. Geneva Mojado, Soboba Band of Luiseno Indians	Tribal COG
Hon. Stephen Sammarco, Redondo Beach	SBCCOG
Hon. Eric Schmidt, Hesperia	SANBAG
Hon. Jack Terrazas	Imperial County
Hon. Edward Wilson, Signal Hill	Gateway Cities

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Deborah Robertson, Chair, called the meeting to order at 10:03 a.m. and led the Committee in the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Leeor Alpern, South Coast Air Quality Management District (AQMD) announced that AQMD will hold its Annual Clean Air Awards in downtown Los Angeles on October 3, 2014. AQMD's Air Quality Management Plan, which is established in conjunction with SCAG's Regional Transportation Plan/Sustainable Communities Strategy, is in the process of being developed. An update is provided on Agenda Item No. 12.

REVIEW AND PRIORITIZE AGENDA ITEMS

INFORMATION ITEM

1. Storm Water Funding Options Report

Mr. Ken Farfsing, City Manager, Signal Hill, reported that the Storm Water Funding Options Report was developed by a working group formed by the League of California Cities-Los Angeles County Division and California Contract Cities which includes City Managers and public works officials. It was intended to review stormwater funding options after a parcel fee proposed by the Los Angeles County Flood Control District failed to move forward. The report describes the regulatory framework for stormwater management, reviews estimated stormwater program compliance costs, and presents the "pros and cons" of various funding options, including recommendations agreed upon by the City Managers.

The study concluded that stormwater quality programs needed to be viewed as major utilities requiring dedicated operating revenues. The working group did not specifically recommend regional or local fees, but did recommend that the cities, County and stakeholders engage in a process to reach consensus on whether or not a regional fee was viable.

The second phase of the study is to create a work program to narrow down the different options and find out what is politically viable and sensible (e.g., collaborating as a region or cities going on their own with individual fee).

A link to the report is available at:

http://www.scag.ca.gov/committees/CommitteeDocLibrary/eec060514_StormWaterReport.pdf

2. A Sustainable Solid Waste Management Vision for Los Angeles County

Mr. Pat Proana, Assistant Deputy Director, Los Angeles County Department of Public Works, provided an update on the development of a countywide siting element and the associated environmental documentation. In addition, Mr. Proana discussed Los Angeles County's sustainable approach toward solid waste management, which includes four (4) strategies that may be applicable to other counties: quality programs and services, measuring results, facilities and infrastructure, and outreach and education.

Mr. Proana discussed SB 498 which defines conversion technologies and allows the use of such technologies to process bio-mass. Chair Robertson asked if the Committee could take action on SB 498 today. Joann Africa, SCAG Chief Counsel, informed the Committee that because SB 498 was not an item on the agenda and there was no known urgency to add it to the agenda, the

Committee could not take action on SB 498 today. Ms. Africa also informed the Committee that SCAG's Legislative/Communications and Membership Committee (LCMC) is the body which recommends to the Regional Council bills to support and that there was a LCMC meeting later this month. Based on further discussion, Chair Robertson on behalf of the Committee directed SCAG's legislative staff to review the SB 498 and add it as an agenda item for SCAG'S LCMC meeting on August 19, 2014.

3. Draft Addendum No. 2 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) Program Environmental Impact Report (PEIR)

Ms. Lijin Sun, SCAG staff, stated the preparation of the Draft Addendum No. 2 to the 2012 RTP/SCS PEIR has been completed and is included in today's agenda. The Draft PEIR Addendum will come back to the EEC at the September 11, 2014 meeting for recommendation to the RC for approval on the same day.

4. Draft Conformity Analysis for 2015 Federal Transportation Improvement Program (FTIP) and 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) Amendment #2

Mr. Rongsheng Luo, SCAG staff, stated that since last month's staff update on the public release of the 2015 FTIP and 2012 RTP/SCS Amendment #2, the draft transportation conformity analyses have been completed and released for public review. Both the FTIP and RTP/SCS Amendment #2 demonstrate transportation conformity. The 30-day public review and comment period concluded July 31, 2014. SCAG has received a number of public comments including some conformity specific comments. All comments received will be documented along with SCAG's responses. The final conformity analyses will be presented to the EEC at its September 11, 2014, meeting for recommendation to the RC for approval also on September 11, 2014.

Note

Discussion on Agenda Item numbers 5 and 6 will be postponed to the September 11, 2014 meeting.

CONSENT CALENDAR

Approval Item

7. Minutes of the June 5, 2014 Meeting

Receive and File

8. 2014 Regional Council and Policy Committee Meeting Schedule

9. SCAG Sustainability Planning Grants Program – Monthly Update

10. The Federal Highway Administration (FHWA) Nonmotorized Transportation Pilot Program Final Report

11. Clean Power Plan Proposed Rule by U.S. Environmental Protection Agency (EPA)

12. 2016 South Coast Air Quality Management Plan (AQMP) Update

13. State Approved Cap-and-Trade Expenditure Plan

14. SCAG Sustainability Planning Grants Program – New Member Project Applications

A MOTION was made (Forester) to approve the Consent Calendar (Agenda Items 7 through 14). The MOTION was SECONDED (Mitchell) and APPROVED.

AYES: Bertone, Clark, Forester, Friedman, Genis, Martin, Mitchell, Munzing, Pedroza, Pollock, Ramirez, Robertson, Sahli-Wells, Shaw, Viegas-Walker, Williams

NOES: None

ABSTAIN: Shaw (abstention is for Agenda Item No. 7 only)

CHAIR'S REPORT

Chair Robertson invited the members to SCAG/SCLC “Fifty Years into the War on Poverty” Summit that will be held on August 20, 2014 at 9:00 a.m. at the California Science Center in Los Angeles.

STAFF REPORT

Jonathan Nadler, SCAG Staff, announced that the URL cited on the FHWA NTPP staff report on page 173 is incorrect. The correct URL is:

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/ntpp/2014_report/

FUTURE AGENDA ITEMS

As a future agenda item, Chair Robertson requested an update on the CalEnviro Maps from the Strategic Growth Council (SGC) or the California Environmental Protection Agency (CalEPA). Hon. Sam Pedroza also requested that there be a CalRecycle presentation for a future agenda.

ANNOUNCEMENTS - None

ADJOURNMENT

Hon. Deborah Robertson adjourned the meeting at 11:55 p.m.

The next meeting of the Energy & Environment Committee will be held on Thursday, September 11, 2014 at the SCAG Los Angeles Office.

Action Minutes Approved by:



Jonathan Nadler, Manager
Compliance & Performance Monitoring

Energy and Environment Committee Attendance Report

2014

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 Bernardino	Ventura	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec					
Bartlett, Lisa		OCCOG			X					X	X		X		X										4
Bertone, Denis		SGVCOG		X						X	X	X	X	G			X								5
Clark, Margaret		Rosemead		X						X	X	X	X	E	X		X								6
Ehrenkranz, Jordan		WRCOG					X			X	X	X		N	X										4
Englander, Mitchell		Los Angeles		X										E											
Forester, Larry		Gateway Cities		X							X	X	X	R	X		X								5
Friedman, Laura		AVCOG		X						X	X	X	X	A	X		X								6
Genis, Sandra		OCCOG			X					X	X	X	X	L	X		X								6
Graham, Ed		Chino Hills						X						X											1
Hernandez, Steven		CVAG						X						A											
Krupa, Linda		Hemet					X					X	X	S	X										3
Mahmud, Diana	6/5/2014	SGVCOG		X										S											
Martin, Thomas		GCCOG		X						X	X	X		E			X								4
Mitchell, Judy		SBCCOG		X						X	X	X	X	M			X								5
Mojado, Geneva	2/1/2014	Tribal COG									X	X	X	B	X										4
Munzing, Mike		District 12			X					X	X	X	X	L	X		X								6
Pedroza, Sam		SGVCOG		X								X		Y			X								2
Pollock, David		VCOG								X	X	X	X			X	X								5
Ramirez, Carmen		Oxnard						X		X	X	X	X		X		X								6
Robertson, Deborah		District 8						X			X	X	X		X		X								5
Sahli-Wells, Meghan	6/5/2014	WCCOG		X											X		X								2
Sanmarco, Stephen		SBCCOG		X						X	X														2
Schmidt, Eric	6/5/2014	SANBAG						X							X										1
Schuyler, Steve	2/1/2014	BIASC									X				X		X								3
Shaw, Joe	6/5/2014	OCCOG			X												X								1
Terrazas, Jack		Imperial County	X							X	X	X	X		X										5
Viegas Walker, Cheryl		EI Centro	X							X	X	X	X		X		X								6
Williams, Diane		SANBAG						X		X	X	X	X		X		X								6
Wilson, Edward		Signal Hill		X						X	X	X	X		X										5
TOTALS			2	11	4	2	5	2																	5

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2014 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 <u>1st Thursday of each month, except for September*</u>	
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
Carl Morehouse, San Buenaventura

First Vice President
Cheryl Viegas-Walker, El Centro

Second Vice President
Michele Martinez, Santa Ana

Immediate Past President
Greg Pettis, Cathedral City

Executive/Administration Committee Chair

Carl Morehouse, San Buenaventura

Policy Committee Chairs

Community, Economic and Human Development
Margaret Finlay, Duarte

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino Associated Governments

January 2, 2014

February 6, 2014

March 6, 2014

April 3, 2014

**May 1 – 2, 2014
(SCAG 2014 Regional Conference & General Assembly)**

June 5, 2014

DARK IN JULY

August 7, 2014

September 11, 2014*
(Note: League of California Cities Annual Conference in Los Angeles, Sept. 3 – 5)

October 2, 2014

November 6, 2014

December 4, 2014

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

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REPORT

DATE: September 11, 2014

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

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

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 the seventy-five (75) grants 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. At the time this report was distributed, forty-six (46) grant projects have had Scopes of Work developed and finalized, forty-five (45) grant projects have had Request for Proposals (RFPs) released, forty-two (42) grant projects have selected consultants, and thirty-nine (39) grant projects have had contracts executed.

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 will be part of Phase III and will proceed as additional funds 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 Grant projects to the approved 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, *forty-six (46)* grant projects have had scopes of work developed in partnership with the cities, *forty-five (45)* grant projects have had RFPs released, *forty-two (42)* grant projects have consultants selected and *thirty-nine (39)* grant projects have completed negotiations and have contracts executed.

REPORT

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

September 2, 2014 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			
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		
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		
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	x				
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	
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	
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				
46	Los Angeles/San Fernando	Northeast San Fernando Valley Sustainability & Prosperity Strategy - Multi-jurisdiction; Economic development; Sustainability	x	x	x		
47	San Dimas	Downtown Specific Plan - Mixed use; Infill	x				
48	Los Angeles - Department of City Planning	CEQA Streamlining: Implementing the SCS Through New Incentives - CEQA streamlining	Oct-13				
49	Pico Rivera	Kruse Road Open Space Study - Open space; Active transportation	x				
50	South Bay Cities Council of Governments	Neighborhood-Oriented Development Graphics - public outreach	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				

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
53	San Bernardino Associated Governments	Countywide Habitat Preservation/Conservation Framework - Open Space; Active Transportation	x				
54	Rancho Cucamonga	Healthy RC Sustainability Action Plan - Public health; implementation	Oct-13				
55	Pasadena	Form-Based Street Design Guidelines - Complete Streets; Multi-modal; Livability	Oct-13				
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	Oct-13				
58	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - Transit Access	Oct-13				
59	Santa Clarita	Soledad Canyon Road Corridor Plan - Land Use Design; Mixed Use Plan	Oct-13				
60	Seal Beach	Climate Action Plan - Climate Action Plan	Oct-13				
61	La Mirada	Industrial Area Specific Plan - Land Use Design	Oct-13				
62	Hemet	Downtown Hemet Specific Plan - Land Use Design; Mixed Use Plan	Oct-13				
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	Oct-13				
65	Cathedral City	General Plan Update - Sustainability - General Plan Update; Sustainability Plan	Oct-13				
66	Westminster	General Plan Update - Circulation Element - General Plan Update; Complete Streets	x	x	x	x	
67	La Canada Flintridge	Climate Action Plan - Climate Action Plan	Oct-13				
68	Huntington Beach	Neighborhood Electric Vehicle Plan - Electric Vehicle	Oct-13				
69	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - Climate Action Plan	Oct-13				

		Working /						
Rank	Applicant	Project	Last Contact	Scope	RFP	Selection	Contract	
70	San Bernardino Associated Governments	Countywide Bicycle Route Mobile Application - Active Transportation	Oct-13					
71	Dana Point	General Plan Update - General Plan Update	Oct-13					
72	Garden Grove	RE:IMAGINE Downtown - Pedals & Feet - Active Transportation; Infill	Oct-13					
73	Barstow	Housing Element and Specific Plan Update - Housing; Land Use Design	Oct-13					
74	Bell	General Plan Update - General Plan Update	Sep-14					
75	Fountain Valley	Euclid/I-405 Overlay Zone - Mixed use; Urban infill	Sep-14					

REPORT

DATE: September 11, 2014

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

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

SUBJECT: Funding Awarded to SCAG for the Southern California Active Transportation Safety and Encouragement Campaign

EXECUTIVE DIRECTOR'S APPROVAL:


RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

On August 20, 2014, SCAG was awarded a \$2,333,000 grant by the California Transportation Commission from the statewide competitive portion of 2014 Active Transportation Program (ATP). The funds will be used to initiate the Southern California Active Transportation Safety and Encouragement Campaign. SCAG applied for this grant to implement the May 1, 2014 General Assembly Resolution No. GA 2014-2, supporting a regional pedestrian and bicycle safety initiative.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1 (Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies), Objective c (Provide practical solutions for moving new ideas forward).

BACKGROUND:

In 2011, data indicated that 38 pedestrians and bicyclists are killed or injured daily in the SCAG region. On May 1, 2014, the SCAG General Assembly passed GA Resolution No. 2014-2, which was advanced by Councilwoman Michele Martinez, representing the City of Santa Ana and Councilwoman Leslie Daigle, representing the City of Newport Beach, to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. The regional safety initiative is focused on reducing the number of injuries and fatalities for people traveling by non-motorized means. As part of GA Resolution No. 2014-2, SCAG noted that it will support various partnership efforts, including an annual public education, awareness and behavior campaign.

In coordination with the six county public health departments and the six (6) California Transportation Commissions (CTCs), SCAG has successfully applied to the statewide 2014 ATP Call for projects for \$2,333,000 in Caltrans grant funding to coordinate the Southern California Active Transportation Safety and Encouragement Campaign. A funding match was not provided or required. The project will implement a regional advertising campaign, community outreach/tactical urbanism events, and the development of active transportation trainings and toolkits designed for target audiences.

REPORT

NEXT STEPS:

- The Active Transportation Safety and Encouragement Campaign is scheduled to begin in January of 2015 and be completed by June of 2016.
- The regional advertising component will begin in October of 2015
- The tactical urbanism component will occur in May of 2016.
- The targeted trainings will occur between October of 2015 and May of 2016.

Staff will bring a consultant on board to manage the project and once the consultant is selected, a project steering committee will be formed to guide the campaign's development. As project milestones are completed, staff will report back to the Regional Council with project updates.

FISCAL IMPACT:

SCAG will receive \$2,333,000 in Caltrans funds that will be utilized for the Southern California Active Transportation Safety and Encouragement Campaign. Approval to receive this funding was previously authorized by the Regional Council by passage of Resolution 14-561-2 on August 7, 2014.

ATTACHMENT:

None

REPORT

DATE: September 11, 2014

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

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

SUBJECT: 2014 Active Transportation Program Statewide Competition Funding Awards

EXECUTIVE DIRECTOR'S APPROVAL:


RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

On August 20, 2014, the California Transportation Commission adopted the statewide and rural portions of the 2014 Active Transportation Program (ATP). The ATP includes \$115.2 million to fund 68 projects in the SCAG region that will result in \$248 million of investment in active transportation facilities, plans and programs. The awards received within the SCAG region represent approximately 63% of the total funding awarded through the statewide ATP competition. Projects not selected through the statewide competition are being considered for funding in the Regional ATP, which is administered by SCAG, in collaboration with the county transportation commissions. Staff recommendations for the funding awards made through the Regional ATP will be submitted to Regional Council for approval on October 2, 2014 and for adoption by the California Transportation Commission on November 12, 2014.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective 1: Identify new infrastructure funding opportunities with State, Federal and private partners.

BACKGROUND:

The California Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), and ultimately signed into law by Governor Brown on September 26, 2013, to encourage increased use of active modes of transportation, such as biking and walking, as well as to ensure compliance with the federal transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21). The new ATP program will award approximately \$124.2 million statewide per year for active transportation projects. The first three-years of funding, approximately \$360 million statewide, will be awarded in the 2014 Call for Projects. The goals of the Active Transportation Program are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.

REPORT

- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Funds awarded through the new ATP program are selected by the state (60% of total funds) as well as regional MPOs (40% of total funds). In lieu of hosting a separate Call for Projects for the 2014 Regional ATP, which is an option provided by the ATP Guidelines, SCAG will assemble the Regional ATP from grant proposals that were not awarded funding in the statewide competition. The Regional Project Selection Process, which was developed in collaboration with the county transportation commissions per state law, was approved by the Regional Council on April 3, 2014 and adopted by the California Transportation Commission on May 21, 2014.

SCAG local jurisdictions and other eligible applicants applied for nearly \$500 million in ATP grant funds through the 2014 Call for Projects. While the funding request far exceeds the amount available in the statewide and regional competitions combined, it underscores the demand for active transportation infrastructure and programs within the SCAG Region.

Statewide Competition Results

The California Transportation Commission approved the Statewide and Small Rural and Urban components of the ATP on August 20, 2014. The SCAG region received approximately \$115.2m to fund 68 projects worth \$248.5m for the two (2) year funding cycle (Fiscal years 2014/15 and 2015/16). The award represents approximately 63% of the total statewide funding as reported in agenda item titled “Funding Awarded for Southern California Active Transportation Safety and Encouragement Campaign”. SCAG’s application for a Regional Safety and Encouragement Campaign was selected as part of the statewide award selections. The campaign will target all roadway users including drivers, pedestrians and cyclists in communities across the region. The focus will be on disadvantaged communities, high-risk populations, and key opportunity areas. The statewide selections list is attached to this report. To see the full statewide selection list, visit http://www.catc.ca.gov/programs/ATP/2014_ATP_Adoption_BI_final.pdf

Regional Program Development Status

SCAG and the county transportation commissions in the SCAG region are assembling the Regional Program based on scores provided by Caltrans and other factors outlined in the approved Project Selection Process, noted above. The Regional Program will award \$78.2m, with up to 5% (\$3.9m) available for planning projects. SB 99 and the ATP Guidelines require that the Regional Program consider geographic equity, which is addressed in the Project Selection Process by the inclusion of funding targets for each county based on a per capita formula. The funding targets do not consider the planning funds (\$3.9m), which will be awarded regionally on a competitive basis.

REPORT

SCAG Region Funding Targets

County	Funding Target (in thousands)
Imperial County	\$718
LA County	\$40,411
Orange County	\$12,389
Riverside County	\$9,012
SB County	\$8,376
Ventura County	\$3,389
Region	\$74,295

The Active Transportation Program is the largest source of funding available to local agencies for the implementation of active transportation projects, and is a key revenue source for meeting SCAG’s funding goals established in the 2012 Regional Transportation Plan/Sustainable Communities Strategy. The SCAG region was successful in capturing a large share of the funding available statewide through the first funding cycle of ATP. Staff will be analyzing the results of the first funding cycle over the next few months to identify opportunities to work with the California Transportation Commission, Caltrans, and the county transportation commissions to improve the program and project selection process, as well as, to better prepare local agencies to compete for future funding cycles and deliver quality projects.

Next Steps

The project list for the Regional Program is scheduled to be reviewed and approved by SCAG’s Regional Council on October 2, 2014 and adopted by the California Transportation Commission on November 12, 2014.

FISCAL IMPACT:

Work associated with this item was included in the FY 2014-15 Budget under FY15OWP under 050.SCG00169.01.

ATTACHMENT:

ATP Statewide Selection List for the SCAG Region

**Active Transportation Program
Statewide Selections SCAG Region**

	Co	Agency	Project Title	Total Project Cost	Total Fund Request
1	IMP	Westmorland	Improve Center St Ped Facility	1,113	985
2	LA	Bell	Florence Ave Ped Improvements	2,405	62
3	LA	Bell Gardens	City Wide Safety Enhancement Project	997	802
4	LA	Carson	City of Carson Active Transportation Project	1,482	1,482
5	LA	Compton	Wilmington Ave Safe Streets Ped/Bicycle Improvements	996	996
6	LA	Cudahy	Cudahy Citywide SRTS Improvement (Ped Crosswalks)	1,271	1,271
7	LA	Duarte	Duarte Gold Line Station Ped and Bicycle Improvements	1,646	1,305
8	LA	El Monte City School District	Durfee-Thompson Elementary Emerald Necklace Walking School Bus	692	604
9	LA	Glendale	Citywide Ped Plan	500	500
10	LA	Glendale	SRTS Improvements	1,642	1,642
11	LA	Inglewood	Active Transportation Plan & SRTS Plan	486	486
12	LA	Lancaster	5th Street East Corridor Improvements	1,438	1,438
13	LA	LARRC	N. Atwater Non-Motorized Multimodal Bridge	9,038	3,660
14	LA	Los Angeles	Yale St Ped Linkages - Phase 1	690	690
15	LA	Los Angeles	Beverly Blvd Trans Enhancements	1,374	992
16	LA	Los Angeles	Cesar E Chavez Connections	2,350	1,565
17	LA	Los Angeles	Top 50 SRTS Safety Assessments & Travel Plans	1,900	1,900
18	LA	Los Angeles	Eastside Active Transportation Linkages, Ph II	3,651	2,237
19	LA	Los Angeles	Hollywood Western Ped Improvements	3,923	2,288
20	LA	Los Angeles	SRTS Education and Enforcement Prog	2,829	2,829
21	LA	Los Angeles	Expo Line Bundy Sta First-Last Mile Improvements	3,450	3,053
22	LA	Los Angeles	Little Tokyo Ped Safety	4,439	3,316
23	LA	Los Angeles	Hollywood HS & Selma Ave ES, SRTS	3,412	3,412
24	LA	Los Angeles	SRTS Delores Huerta ES/Quincy Jones ES	4,292	4,292
25	LA	Los Angeles	SRTS Menlo Ave ES/West Vernon ES	4,742	4,742
26	LA	Los Angeles	SRTS Sheridan St ES/Breed St ES	5,092	5,092
27	LA	Los Angeles Co	Vermont Av Bike Lane, Manchester-El Segundo	1,317	676
28	LA	Los Angeles Co	East Los Angeles Community SRTS Program	925	810
29	LA	Los Angeles Co	Florence-Firestone Community SRTS	1,092	960
30	LA	Los Angeles Co	Florence Metro Blue Line Stn Bikeway Access Improv.	1,624	1,188
31	LA	Los Angeles Co	Eastside Light Rail Bike Interface Project	1,861	1,305
32	LA	Los Angeles Co	Unincorporated LA County Ped Plans and Programs	1,498	1,445
33	LA	Los Angeles Co	Quarry Clasp Peck Road to Peck Park Bike Project	2,575	1,546
34	LA	Los Angeles Co	Willowbrook Area Ped Access Improvements to MLK MACC	5,555	3,865
35	LA	Palmdale	Active Transportation Program Plan	595	595
36	LA	Palmdale	Ave R Complete Streets and Safe Routes	6,669	5,332
37	LA	Pomona	Priority Implementation for Downtown Bike and Ped Improvements	2,010	2,010
38	LA	Santa Monica	Santa Monica SRTS Program	450	450
39	ORA	Anaheim	Western Ave Ped Signal	400	400
40	ORA	Anaheim	South St Sidwalk Gap Closure	796	796
41	ORA	Anaheim	Cerritos Ave Sidwalk Gap Closure	1,209	1,209
42	ORA	Santa Ana	Newhope-Civic Ctr-Grand Class 11 Bike Lanes	272	272
43	ORA	Santa Ana	Complete Streets Plan	300	300
44	ORA	Santa Ana	SRTS Enhancements for Heninger Elementary	480	480
45	ORA	Santa Ana	SRTS Enhancements for King Elementary	500	500
46	ORA	Santa Ana	SRTS Enhancements for Washington Elementary	780	780
47	ORA	Santa Ana	Develop, design, and construct Bishop-Pacific-Shelton bike boulevards	950	950
48	RIV	CVAG	CV Link	99,359	10,900
49	RIV	Indio	Andrew Jackson Elementary Ped Improvements	2,581	2,581
50	RIV	Jurupa Valley	SRTS - Troth St	689	627
51	RIV	Jurupa Valley	Pyrite St SRTS Project	732	665
52	RIV	Moreno Valley	Citywide SRTS Ped Facility Improvements	1,640	1,640
53	RIV	Perris	Murrieta Road Ped Improvements	1,100	1,100
54	RIV	Perris	Perris Valley Storm Drain Channel Trail	3,828	1,202
55	RIV	Riverside	Downtown and Adjoining Areas Bicycle and Ped Improvements	997	877
56	RIV	San Jacinto	Safe & Active San Jacinto SRTS	989	989
57	RIV	Riverside Co DPH	SRTS Active Transportation Program City of Perris	350	350
58	RIV	Riverside Co DPH	SRTS City of Jurupa Valley	500	500
59	RIV	Riverside Co DPH	SRTS City of Indio	500	500
60	SBD	SANBAG	SANBAG SRTS Plan	400	400
61	SBD	Apple Valley	Apple Valley SRTS	1,095	1,095
62	SBD	Colton	Active transportation plan	265	265
63	SBD	Ontario	SRTS Active Transportation-Bon View, Corona, Euclid and Vineyard Elementary Schools	1,164	1,164
64	SBD	Rilato	SRTS Plan	1,450	1,450
65	SBD	SANBAG	Metrolink Station Accessibility Improvement	4,679	4,679
66	SBD	Yucaipa	Safe Routes to Calimesa and Wildwood Elementary Schools	1,027	872
67	VAR	SCAG	SCAG Active Transportation Safety & Encouragement Campaign	2,333	2,333
68	VAR	OmniTrans	West Valley Connector Corridor	25,125	3,500
			Total	248,511	115,199

REPORT

DATE: September 11, 2014

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

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

SUBJECT: Cap-and-Trade Funding Update: Allocation Guideline Development and Schedule

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

This report will provide information on the upcoming implementation of the Cap-and-Trade Program and related Planning Grant allocation process. As reported to the RC and the Policy Committees at the August 7, 2014 meetings, the Governor signed the FY 2014-15 state budget on June 20, 2014, that includes the first investment plan for Cap-and-Trade auction revenues. As specified in the law, SCAG staff is working with the Strategic Growth Council (SGC), the Air Resources Board (ARB), and other state agencies to develop implementation guidelines for the Cap-and-Trade program areas related to Affordable Housing and Community Strategies (AHSC) with a funding amount of \$130 million in FY14-15. This staff report also provides an overview of the major milestones of this important funding program.

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 California State Legislature and Governor appropriate Cap-and-Trade auction proceeds from the Greenhouse Gas Reduction Fund (GGRF) to state agencies and programs through the budget process, consistent with the implementing legislation. The GGRF is administered by the ARB. ARB is also required to develop guidelines on greenhouse gas (GHG) reporting and quantification methods for agencies that receive appropriations to ensure that the requirements of AB 32 and SB 535 are met.

Two categories under the Cap-and-Trade program receive multi-year funding allocations: 1) Transit, Housing, and Sustainable Communities (35%); and 2) High-Speed Rail (25%). The remaining 40% of Cap-and-Trade funds will be subject to the annual budget process for other program areas. Funding for FY 2014-15 varies from this formula because of a one-time \$200 million allocation to ARB's clean transportation program to accelerate the transition to low carbon freight and passenger transportation.

REPORT

FY 2014-15 appropriations are broken down by the following allocations:

- \$250 million to High Speed Rail;
- \$200 million to Low Carbon Transportation Program;
- \$130 million to Affordable Housing and Sustainable Communities (AHSC);
- \$50 million to Transit and Intercity Rail Capital Program & Low-Carbon Transit Operations Program;
- \$202 million for non-transportation related programs for energy, water, waste diversion and weatherization.

The AHSC Program is intended to further the regulatory purposes of AB 32 and SB 375 by investing in projects that reduce GHG emissions by implementing Sustainable Communities Strategies such as: creating more compact, infill development patterns; encouraging active transportation and mass transit usage; and protecting agricultural land from sprawl development. Of the funds expended in the AHSC program, 50% must be for affordable housing and 50% must benefit of disadvantaged communities. The SGC is mandated to develop guidelines and administer the AHSC funding program. The State Budget provides an ongoing commitment of 20 percent of future auction proceeds for this program.

The Transit and Intercity Rail Capital Program, administered by Caltrans and California Transportation Commission, is a competitive grant program for rail and bus transit operators for capital improvements to integrate state and local rail and other transit systems, including those located in disadvantaged communities, and those that provide connectivity to the high-speed rail system. The State Budget provides an ongoing commitment of 10 percent of future auction proceeds for this purpose. The Low Carbon Transit Operations Program, administered by California State Transportation Agency (CalSTA) and local transit agencies, will support new or expanded bus and rail services, with an emphasis on disadvantaged communities. Expenditures are required to result in an increase in transit ridership and a decrease in GHG emissions. The State Budget provides an ongoing commitment of five (5) percent of future auction proceeds for this purpose.

On your behalf, SCAG staff is working closely with state agencies and other MPOs to make our voice heard and ensure we receive our fair share of the revenue generated from Cap-and-Trade auction proceeds. SCAG staff will continue to monitor this process and provide timely comments upon the release of the draft guidelines for the AHSC program by the SGC and on other relevant material.

The following chart presents the major milestones associated with developing the Transit, Housing, and Sustainable Communities Cap-and-Trade expenditure program.

REPORT

Major Milestones for Transit, Housing, and Sustainable Communities Cap-and-Trade Expenditure Program (See also embedded links)

	Strategic Growth Council (AHSC Program)	Air Resources Board and CalEPA (GGRF Administration)	Caltrans and CalSTA (Rail and Transit Programs)
<i>August 2014</i>	Public Workshops on Guidelines Development	ARB releases Interim Guidance for expenditure records and fiscal procedures CalEPA releases the draft cut point for identification of disadvantaged communities for public comment (based on CalEnviroScreen 2.0) ARB releases preliminary concepts for Interim Guidance on investment in disadvantaged communities for public comment Public workshops on identification of disadvantaged communities and preliminary concepts for Interim Guidance	Public Workshops to Develop Draft Guidelines
<i>September 2014</i>		CalEPA finalizes identification of disadvantaged communities ARB staff updates Board at 9/18/19 public meeting and receives feedback on development of Interim Guidelines ARB releases Interim Guidance for use by State and local agencies	
<i>October 2014</i>	Draft Guidelines presented to SCG Public Workshops on Draft Guidelines	<i>October to mid-2015</i> ARB, in consultation with CalEPA and administering agencies, develops full funding guidelines, holds public workshops, and presents proposed guidelines to the Board for approval ARB and agencies develop methodologies to quantify GHG reductions and co-benefits; ARB prioritizes programs using emission reductions as a criterion in a competitive process to select projects Administration begins process to update the three-year investment plan (due Jan 2016)	
<i>November 2014</i>			
<i>December 2014</i>	Final Guidelines presented to SGC for approval		
<i>January 2015</i>	Funding solicitation released		
<i>April 2015</i>	Applications due		
<i>June 2015</i>	Awards announced		

FISCAL IMPACT:

Work associated with this item is included in the current FY2014-15 Overall Work Program (15-20.SCG00161.04: Regulatory Compliance

ATTACHMENTS:

1. Cap-and-Trade Expenditure Plan
2. Summary Table: Programs and State Agencies that have been Appropriated GGRF Monies
3. Public Workshop Handout: Cap and Trade Auction Proceeds - Investment in Disadvantaged Communities

CAP AND TRADE EXPENDITURE PLAN

The California Global Warming Solutions Act of 2006 (AB 32) established California as a global leader in reducing greenhouse gas emissions (GHGs). To meet the goals of AB 32, the state has adopted a three-pronged approach to reducing emissions, including adopting standards and regulations, providing emission reduction incentives via grant programs, and establishing a market-based compliance mechanism known as Cap and Trade. The Cap and Trade program sets a statewide limit on the GHG sources responsible for 85 percent of California GHG emissions. Through an auction mechanism, it establishes a financial incentive for industries subject to the statewide cap to make long-term investments in cleaner fuels, more efficient energy use, and transformational technological and scientific innovations. The Cap and Trade program provides GHG emitters the flexibility to implement the most efficient options to reduce GHG emissions. Based on the first update to the Climate Change Scoping Plan, the Cap and Trade program will be responsible for approximately 30 percent of the required GHG emission reductions to meet the AB 32 goal of reducing GHG emissions to 1990 levels by 2020.

Chapter 830, Statutes of 2012 (SB 535), requires that the state invest at least 10 percent of the auction proceeds within the most disadvantaged communities and at least 25 percent of the proceeds be invested to benefit these communities. The California Environmental Protection Agency, directed by SB 535, will determine the list of disadvantaged communities using CalEnviroScreen, a tool developed by the Office of Environmental Health Hazard Assessment, in collaboration with stakeholders and an advisory group.

CAP AND TRADE EXPENDITURE PLAN

The Budget provides \$832 million of Cap and Trade proceeds to support existing and pilot programs that will reduce GHG emissions and meet SB 535 goals (see Figure CAP-01). This expenditure plan will reduce emissions by modernizing the state's rail system including high-speed rail and public transit, encouraging local communities to develop in a sustainable manner with an emphasis on public transportation and affordable housing, increasing energy, water, and agricultural efficiency, restoring forests in both urban and rural settings, and creating incentives for additional recycling. The Budget permanently allocates 60 percent of future auction proceeds to public transit, affordable housing, sustainable communities, and high-speed rail. The remaining proceeds will be allocated in future budgets.

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

<i>Investment Category</i>	<i>Department</i>	<i>Program</i>	<i>2014-15</i>	<i>Ongoing</i>
Sustainable Communities and Clean Transportation	High-Speed Rail Authority	High-Speed Rail Project	\$250	25 percent
	State Transit Assistance	Low Carbon Transit Operations Program	\$25	
	Caltrans	Transit and Intercity Rail Capital Program	\$25	35 percent
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$130	
	Air Resources Board	Low Carbon Transportation	\$200	Annual Appropriations
Energy Efficiency and Clean Energy*	Department of Community Services and Development	Energy Efficiency Upgrades/Weatherization	\$75	
	Energy Commission	Energy Efficiency for Public Buildings	\$20	Annual Appropriations
	Department of Food and Agriculture	Agricultural Energy and Operational Efficiency	\$15	
Natural Resources and Waste Diversion	Department of Fish and Wildlife	Wetlands and Watershed Restoration	\$25	
	Department of Forestry and Fire Protection	Fire Prevention and Urban Forestry Projects	\$42	Annual Appropriations
	Cal Recycle	Waste Diversion	\$25	
Total			\$832	

* Emergency drought legislation enacted in February 2014 included \$40 million of Cap and Trade funds for water use efficiency projects.

Specifically, the Cap and Trade Expenditure Plan invests in the following programs:

SUSTAINABLE COMMUNITIES AND CLEAN TRANSPORTATION

- High-Speed Rail—\$250 million for the High-Speed Rail Authority for construction of the initial construction segment in the Central Valley and further environmental and design work on the statewide system. The Budget also provides an ongoing commitment of 25 percent of future Cap and Trade proceeds to the high-speed rail project and specifies that \$400 million remaining from a prior General Fund loan also be available for the project. This long-term funding commitment allows for the advancement of the project on multiple segments concurrently, which yields cost savings and creates an opportunity for earlier potential private sector investment. These investments in the high-speed rail system will alleviate pressure on California's current transportation network and will provide both environmental and economic benefits.
- Low Carbon Transit Operations Program—\$25 million for local transit agencies to support new or expanded bus and rail services, with an emphasis on disadvantaged communities. Expenditures are required to result in an increase in transit ridership and a decrease in GHG emissions. The Budget also provides an ongoing commitment of 5 percent of future auction proceeds for this purpose.
- Transit and Intercity Rail Capital Program—\$25 million for Caltrans to administer a competitive grant program for rail and bus transit operators for capital improvements to integrate state and local rail and other transit systems, including those located in disadvantaged communities, and those that provide connectivity to the high-speed rail system. The Transportation Agency will prepare a list of projects recommended for funding, to be submitted to the California Transportation Commission for programming and allocation. The Budget also provides an ongoing commitment of 10 percent of future auction proceeds for this purpose.
- Affordable Housing and Sustainable Communities Program—\$130 million to support the implementation of sustainable communities strategies required by Chapter 728, Statutes of 2008 (SB 375), and to provide similar support to other areas with GHG reduction policies, but not subject to SB 375 requirements. The Strategic Growth Council will coordinate this program. Projects that benefit disadvantaged communities will be given priority. Also, projects will reduce GHG emissions by increasing transit ridership, active transportation (walking/biking), affordable housing near transit stations, preservation of agricultural land, and local planning that promotes infill development and reduces the number of vehicle miles traveled.

CAP AND TRADE EXPENDITURE PLAN

The Budget also provides an ongoing commitment of 20 percent of future auction proceeds for this program and requires that at least half of the expenditures be allocated for affordable housing projects.

- Low Carbon Transportation—\$200 million for the Air Resources Board to accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. This investment will also support the Administration's goal to deploy 1.5 million zero-emission vehicles in California by 2025. The Board administers existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses. These expenditures will respond to increasing demand for these incentives, as well as provide incentives for the pre-commercial demonstration of advanced freight technology to move cargo in California, which will benefit communities near freight hubs.

ENERGY EFFICIENCY AND CLEAN ENERGY

- Weatherization Upgrades/Renewable Energy—\$75 million for the Department of Community Services and Development to assist in the installation of energy efficiency and renewable energy projects in low-income housing units within disadvantaged communities. Weatherization measures typically include weather-stripping, insulation, caulking, water heater blankets, fixing or replacing windows, refrigerator replacement, electric water heater repair/replacement, and heating and cooling system repair/replacement. Renewable energy measures include installation of solar water heater systems and photovoltaic systems. This program will serve a mix of single and multifamily housing units.
- Energy Efficiency in Public Buildings—\$20 million for the Energy Resources Conservation and Development Commission to finance energy efficiency and energy generation projects in public buildings, including the University of California, the California State University, and courts. Energy savings projects will include lighting systems, energy management systems and equipment controls, building insulation and heating, ventilation, and air conditioning equipment.
- Agricultural Energy and Operational Efficiency—\$15 million for the Department of Food and Agriculture to support projects that reduce GHG emissions from the agriculture sector by capturing greenhouse gases, harnessing greenhouse gases as a renewable bioenergy source, improving agricultural practices and promoting low carbon fuels, agricultural energy, and operational efficiency.

NATURAL RESOURCES AND WASTE DIVERSION

- Wetlands and Coastal Watersheds—\$25 million for the Department of Fish and Wildlife to implement projects that provide carbon sequestration benefits, including restoration of wetlands (including those in the Delta), coastal watersheds and mountain meadows. In addition to furthering the goals of AB 32, these types of projects are also identified in the Water Action Plan and are integral to developing a more sustainable water management system statewide.
- Fire Prevention and Urban Forests—\$42 million for the Department of Forestry and Fire Protection to support urban forests in disadvantaged communities and forest health restoration and reforestation projects that reduce wildfire risk and increase carbon sequestration. These expenditures will enhance forest health and reduce fuel loads in light of climate change increasing wildfire intensity and damage.
- Waste Diversion—\$25 million for the Department of Resources Recycling and Recovery to provide financial incentives for capital investments that expand waste management infrastructure, with a priority in disadvantaged communities. Investment in new or expanded clean composting and anaerobic digestion facilities is necessary to divert more materials from landfills, a significant source of methane emissions. These programs reduce GHG emissions and support the state's 75-percent solid waste recycling goal.

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Greenhouse Gas Reduction Fund Programs

Appropriations	Potential Projects Identified by Implementing Agencies	2013-14 (M)	2014-15 (M)	2015-16 (%)	% of 2014-15 Funds Benefiting Disadvantaged Communities	
High Speed Rail (HSRA) Construction of the initial construction segment in the Central Valley and further environmental and design work on the statewide system. The Budget also provides an ongoing commitment that allows for the advancement of the project on multiple segments concurrently, which yields cost savings and creates an opportunity for earlier potential private sector investment. These investments in the high-speed rail system will alleviate pressure on California's current transportation network and will provide both environmental and economic benefits.	Planning/Design		\$59			
	Right-of-way acquisition of Initial Operating Segment			25%	0-25%	
	Construction of Initial Operating Segment		\$191			
Transit and Intercity Rail Capital Program (CalSTA) Competitive grant program for rail and bus transit operators for capital improvements to integrate state and local rail and other transit systems, including those located in disadvantaged communities, and those that provide connectivity to the high-speed rail system. The Transportation Agency will prepare a list of projects recommended for funding, to be submitted to the California Transportation Commission for programming and allocation.	Connectivity to existing/future rail systems by adding new rail cars/engines					
	Increase service and reliability of intercity and commuter rail systems		\$25	10%	25% (in statute)	
	Encourage multi-modal transit via integrated ticketing / scheduling					
Low Carbon Transit Operations Program (Caltrans to local agencies) Support new or expanded bus and rail services, with an emphasis on disadvantaged communities. Expenditures are required to result in an increase in transit ridership and a decrease in GHG emissions.	New/expanded bus or rail services or expanded intermodal transit facilities		\$25	5%	50% (in statute)	
	Service or facility improvements, e.g. equipment, fueling, and maintenance					
Affordable Housing and Sustainable Communities (SGC and member agencies) Implementation of sustainable communities strategies required by SB 375, and to provide similar support to other areas with GHG reduction policies, but not subject to SB 375 requirements. Projects that benefit disadvantaged communities will be given priority. Also, projects will reduce GHG emissions by increasing transit ridership, active transportation (walking/biking), affordable housing near transit stations, preservation of agricultural land, and local planning that promotes infill development and reduces the number of vehicle miles traveled.	Intermodal affordable housing					
	Transit capital projects					
	Active transportation/complete streets			\$130	20%	50% (in statute)
	Transit-oriented development					
	Agricultural land preservation					
Low Carbon Transportation (ARB) Accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. This investment will also support the Administration's goal to deploy 1.5 million zero-emission vehicles in California by 2025. ARB administers existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses. These expenditures will respond to increasing demand for these incentives, as well as provide incentives for the pre-commercial demonstration of advanced freight technology to move cargo in California, which will benefit communities near freight hubs.	Passenger ZEV rebates					
	Heavy duty hybrid/ZEV trucks and buses			\$30	\$200	50%
	Freight demonstration projects					
	Pilot programs (car sharing, financing, etc.) in disadvantaged communities					

Greenhouse Gas Reduction Fund Programs

Appropriations	Potential Projects Identified by Implementing Agencies	2013-14 (M)	2014-15 (M)	2015-16 (%)	% of 2014-15 Funds Benefiting Disadvantaged Communities
Weatherization Upgrades/Renewable Energy (CSD) Installation of energy efficiency and renewable energy projects in single and multifamily low-income housing units within disadvantaged communities. Weatherization measures typically include weather-stripping, insulation, caulking, water heater blankets, fixing or replacing windows, refrigerator replacement, electric water heater repair/replacement, and heating and cooling system repair/replacement. Renewable energy measures include installation of solar water heater systems and photovoltaic systems.	Single-Family Weatherization		\$75		>75%
	Multi-Family Weatherization				
	Solar PV and Water Heating				
Energy Efficiency in Public Buildings (CEC) Energy efficiency and energy generation projects in public buildings, including the University of California, the California State University, and courts. Energy savings projects will include lighting systems, energy management systems and equipment controls, building insulation and heating, ventilation, and air conditioning equipment.	Energy audits		\$20		<25%
	Building retrofits for energy efficiency				
	Energy generation				
Agricultural Energy and Operational Efficiency (CDFA) Projects that reduce GHG emissions from the agriculture sector by capturing greenhouse gases, harnessing greenhouse gases as a renewable bioenergy source, improving agricultural practices and promoting low carbon fuels, agricultural energy, and operational efficiency.	Water use efficiency	\$10	\$15		<25%
	Dairy digesters				
	Alternative and renewable fuels				
	Fertilizer research, nitrogen management				
Water Action Plan - Water-Energy Efficiency (DWR) Funding for grants that support water use efficiency projects, leak detection and repair projects that reduce GHG emissions, with additional consideration given to disadvantaged communities. The funding will also support projects at the Thermalito and Hyatt State Water Project facilities.	Efficient hydro energy turbines	\$30			<25%
	Water conservation and efficiency grants				
Water Action Plan - Wetlands and Watershed Restoration (DFW) Implement projects that provide carbon sequestration benefits, including restoration of wetlands (including those in the Delta), coastal watersheds and mountain meadows. In addition to furthering the goals of AB 32, these types of projects are integral to developing a more sustainable water management system statewide.	Delta coastal wetlands		\$25		0-25%
	Mountain meadows				
	Water use efficiency in wetlands				
Sustainable Forests (CAL FIRE) Urban forests in disadvantaged communities and forest health restoration and reforestation projects that reduce wildfire risk and increase carbon sequestration. These expenditures will enhance forest health and reduce fuel loads in light of climate change increasing wildfire intensity and damage.	Urban and community forestry		\$24		>75%
	Fire risk reduction		\$18		0-25%
	Forest health				
Waste Diversion (CalRecycle) Financial incentives for capital investments that expand waste management infrastructure, with a priority in disadvantaged communities. Investment in new or expanded clean composting and anaerobic digestion facilities is necessary to divert more materials from landfills. These programs reduce GHGs and support the 75% solid waste recycling goal.	Organics composting/ anaerobic digestion		\$25		<25%
	Increased recycling manufacturing				
	Organics and recycling project loans				
Total		\$70	\$832	60%	

Cap and Trade Auction Proceeds Investments to Benefit Disadvantaged Communities

2014 Public Workshops

Aug 25: Fresno
Aug 26: Los Angeles
Sep 3: Oakland



1

"It is the intent of the Legislature that this act continue California's implementation of AB 32 by directing resources to the state's most impacted and disadvantaged communities to ensure activities...will provide economic and health benefits to these communities"

-- Senate Bill 535 (De León, 2012)

2

SB 535 – Direction

For monies in the Greenhouse Gas Reduction Fund (State proceeds from Cap-and-Trade auctions):



- Maximize benefits to disadvantaged communities
- Allocate at least 10% of funds to projects “located in” disadvantaged communities
- Allocate at least 25% of funds to projects “benefitting” disadvantaged communities

3

State Roles to Implement SB 535

Legislature and Governor

Define requirements & programs for investment

CalEPA

Identify disadvantaged communities

Maps that define communities

ARB

Provide guidance to agencies on SB 535

Guidance to maximize benefits

State Agencies Administering Proceeds

Invest in projects that cut greenhouse gases and benefit disadvantaged communities

4



**IDENTIFYING DISADVANTAGED COMMUNITIES
WITH CALENVIROSCREEN 2.0**
August-September 2014



Senate Bill 535 (De León, 2012)

- At least 25 percent of Greenhouse Gas Reduction Fund moneys shall be allocated to projects that benefit disadvantaged communities.
- At least 10 percent of these moneys shall be allocated to projects located in disadvantaged communities.
- CalEPA shall identify disadvantaged communities “based on geographic, socioeconomic, public health and environmental hazard criteria.”

CALENVIROSCREEN 2.0 INDICATORS

Pollution Burden		Population Characteristics	
Exposures	Environmental Effects	Sensitive Populations	Socioeconomic Factors
<ul style="list-style-type: none"> <input type="checkbox"/> PM 2.5 concentrations <input type="checkbox"/> Ozone concentrations <input type="checkbox"/> Diesel PM emissions <input type="checkbox"/> Drinking water contaminants <input type="checkbox"/> Pesticide use <input type="checkbox"/> Toxic releases from facilities <input type="checkbox"/> Traffic density 	<ul style="list-style-type: none"> <input type="checkbox"/> Cleanup sites <input type="checkbox"/> Groundwater threats (Leaking underground tanks and cleanups) <input type="checkbox"/> Impaired water bodies <input type="checkbox"/> Solid waste sites and facilities <input type="checkbox"/> Hazardous waste generators and facilities 	<ul style="list-style-type: none"> <input type="checkbox"/> Prevalence of children and elderly <input type="checkbox"/> Asthma emergency department visit rate <input type="checkbox"/> Rate of low birth weight births 	<ul style="list-style-type: none"> <input type="checkbox"/> Educational attainment <input type="checkbox"/> Linguistic isolation <input type="checkbox"/> Poverty: Percent residents below 2x national poverty level <input type="checkbox"/> Unemployment rate

7

Geographic scale: Census tracts

- Approximately 8000 census tracts in California.
- Represents a relatively fine scale of analysis.
- Each census tract receives a CalEnviroScreen score (between 1 and 100) based on how its 19 indicators compare with other census tracts.
- CalEnviroScreen ranks census tracts based on their scores.
 - Census tracts with higher scores have higher pollution burdens and vulnerabilities than tracts with lower scores.

8

Identifying Disadvantaged Communities

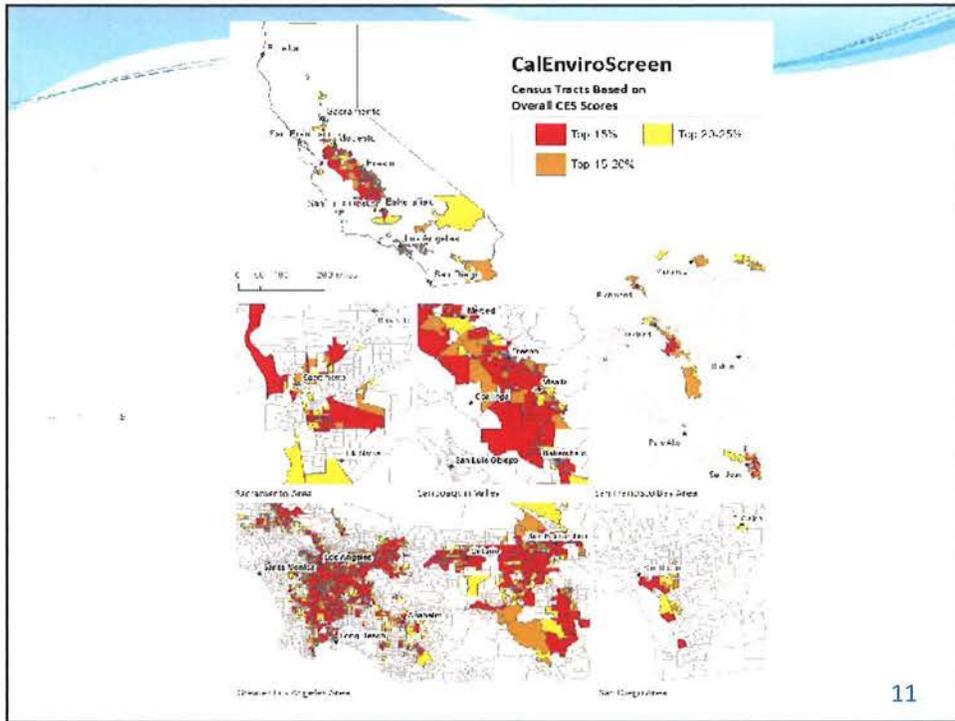
- How many communities should be considered disadvantaged?
 - Census tracts with highest 15%, 20% or 25% of scores calculated from CalEnviroScreen data?
 - Generally represent 15%, 20% and 25% of California's population
- How should CalEnviroScreen information be used in identifying disadvantaged communities?

9

Method 1: Top CalEnviroScreen scores

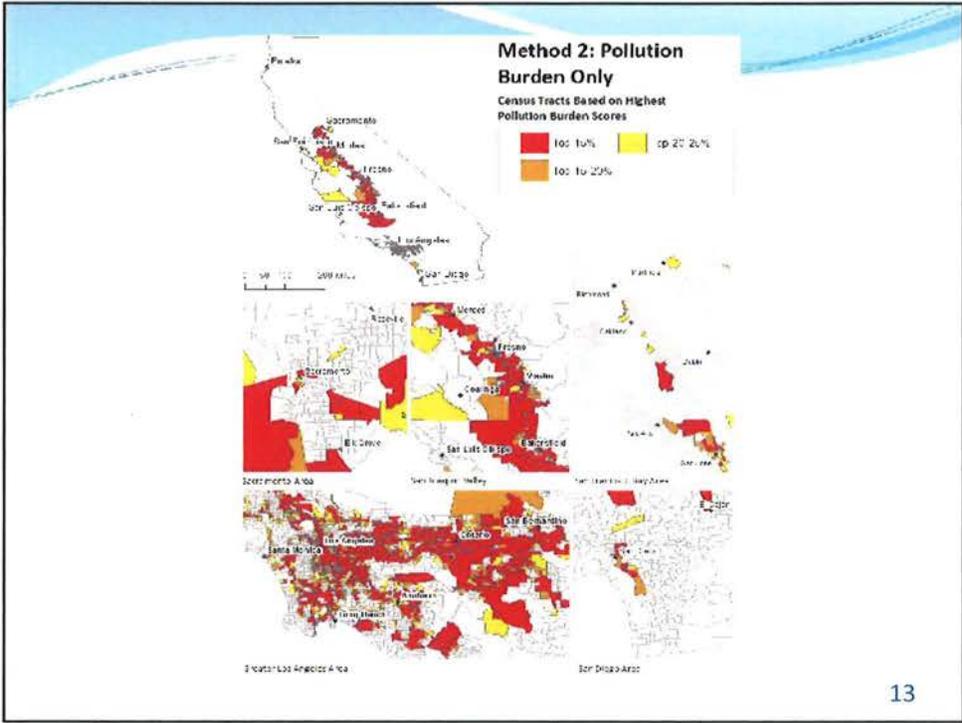
- For each census tract, the pollution score is multiplied by the population score to get a final CalEnviroScreen score.
- Consistent with scientific studies showing that population characteristics can affect health risks from pollution.

10



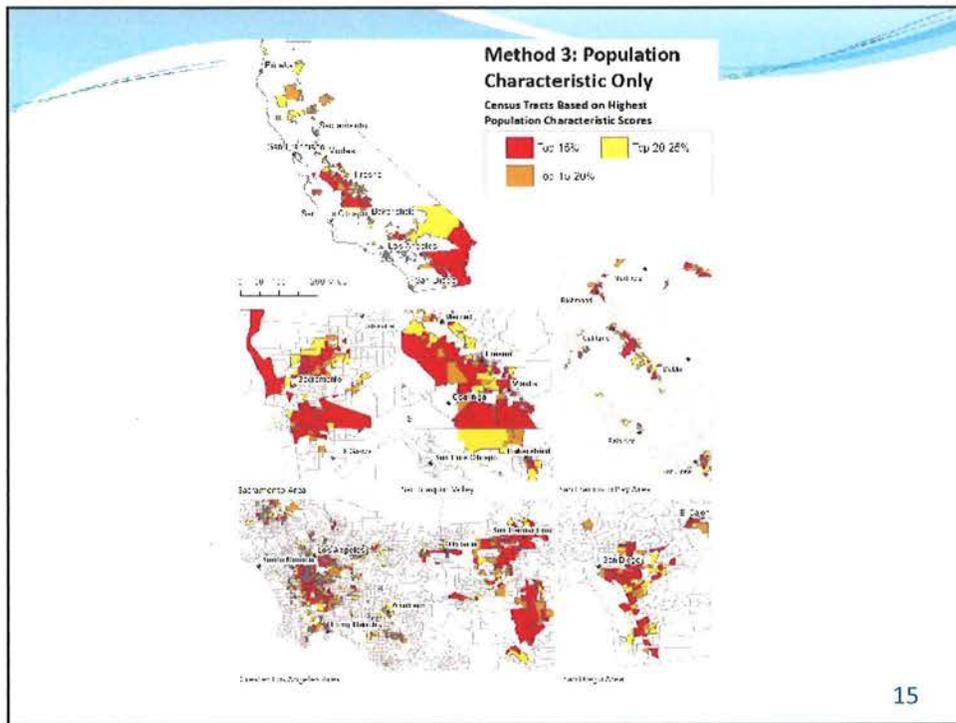
Method 2: Pollution Burden Only

- Identifies census tracts with highest pollution burdens, regardless of health and socioeconomic status.
- Meets only two of the four criteria in SB 535 for identifying disadvantaged communities.



Method 3: Population Characteristics Only

- Identifies census tracts based on public health and socioeconomic status, regardless of pollution burden.
- Meets only three of the four criteria in SB 535 for identifying disadvantaged communities.

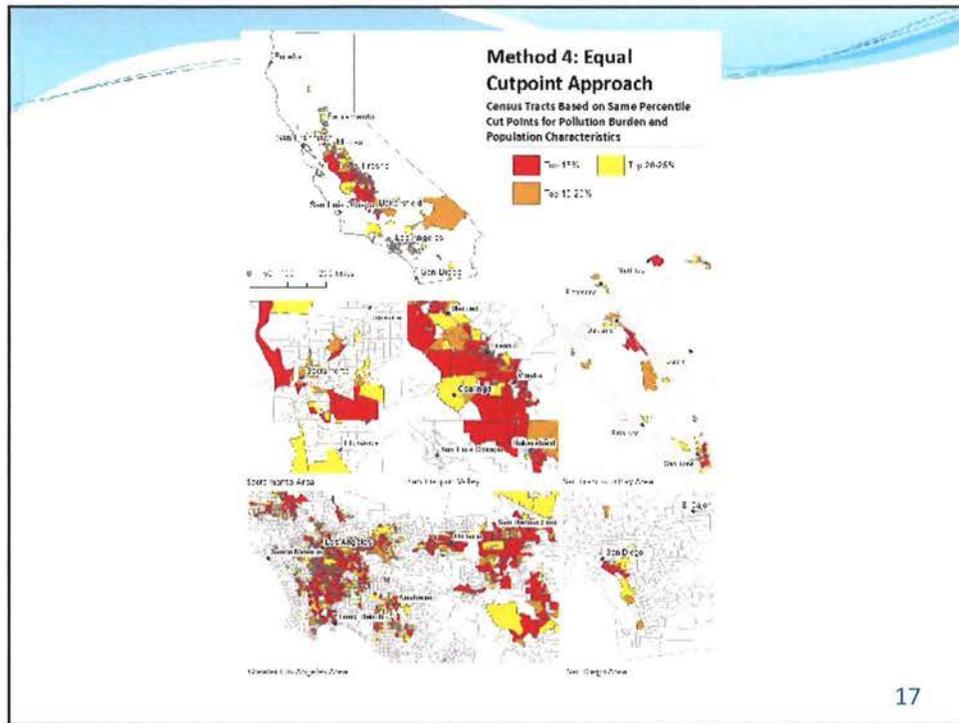


15

Method 4: Equal cutpoints

- Only census tracts with the highest pollution burden and population characteristics scores can be considered disadvantaged.
- Could consider census tracts:
 - In the top 15% (equal cutpoints for pollution burden and for population characteristics).
 - In the top 20% (equal cutpoints for pollution burden and for population characteristics).
 - In the top 25% (equal cutpoints for pollution burden and for population characteristics).

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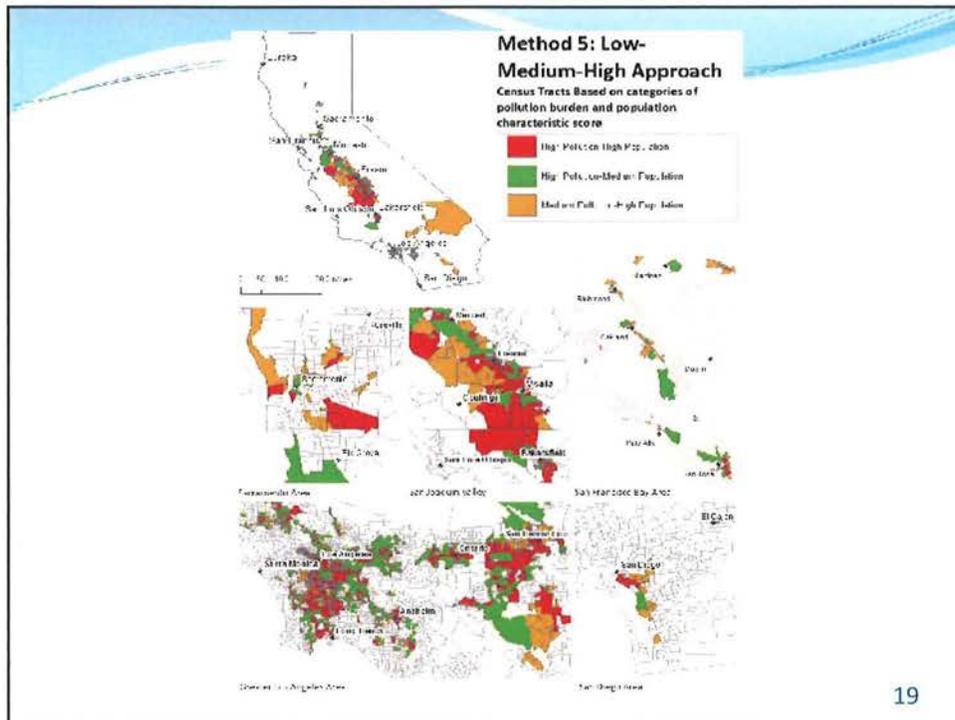


17

Method 5: Low-Medium-High Categories

- Separate rankings of census tracts for pollution burden and population characteristics as “high” (top 25%), “medium” (25% to 50%) and “low” (below 50%).
- Identify census tracts that are:
 - “High” for both pollution burden and population characteristics.
 - “High” for pollution burden and “medium” for population characteristics.
 - “High” for population characteristics and “medium” for pollution burden.

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Investments to Benefit Disadvantaged Communities

Interim Guidance to Agencies Administering Greenhouse Gas Reduction Fund Monies

DRAFT FOR COMMENT
 (August 22, 2014)

California Environmental Protection Agency
Air Resources Board

20

Funding Path Based on State Budget

State Administering Agencies Receive Funding Directed to Specific Transportation, Energy, Resources Programs



21

State Administering Agencies



- Each agency designs and implements its own program consistent with statutory direction, including public process, project criteria & selection
- Each agency incorporates ARB guidance on investments to benefit disadvantaged communities

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Key Programs to Benefit Disadvantaged Communities with FY 2014-15 Monies

- Weatherization/renewables
- Urban forestry
- Low-carbon transportation
- Affordable housing and sustainable communities
- Low-carbon transit operations
- Transit & intercity rail capital projects
- Other programs may offer benefits as well



Note: SB 535 minimum targets apply to total investment portfolio, not to each program; see page 12 for State approach

23

ARB Staff Draft Interim Guidance

- Framework for projects funded w/FY 2014-15 monies so agencies can move quickly
- Approaches to maximize benefits and access to benefits
- Criteria for project evaluation to support benefits that are direct, meaningful, & assured
- Full ARB guidelines in 2015 will address future year funding



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Interim Guidance – Maximizing Benefits

“Maximize” % of funds and priority for communities

- All agencies to evaluate investments that reduce GHG emissions to assess potential for community benefits
- Target funding, as feasible, for projects located in and benefiting communities based on ARB criteria
 - Increase community awareness & access to funding
 - Address needs commonly identified by communities or key factors that contributed to “disadvantaged” status
 - Consider “how to” strategies in guidance document
 - Identify a quantifiable metric to track/report benefits
 - Work together to provide benefits from multiple programs

25

Examples of Common Needs

- Reduce health harms through clean air, plus walking, biking, and recreation
- Increase safety and thermal comfort
- Create quality jobs and job training
- Improve transit access and service
- Cut housing, transportation, energy costs
- Reduce exposure to local air toxics
- Prioritize zero emissions in areas with high diesel soot levels



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Interim Guidance – Determining Benefits

Draft guidance defines benefits and requires project evaluation against “yes/no” criteria for SB 535 targets

- A. Located in and provides direct benefits to a disadvantaged community; or
- B. Is not located in but provides direct benefits to one or more disadvantaged communities
 - 1. Based on proximity/access to benefit for residents (e.g., ZIP code or ½ mile walking distance)
 - 2. Provides jobs/job training, cleaner air, transit, access to green space, waste diversion, etc.

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Project: vouchers for hybrid + zero-emission trucks & buses

Primary benefit: reducing air pollution for residents of census tracts identified as disadvantaged communities

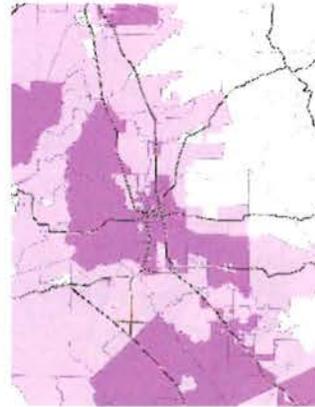
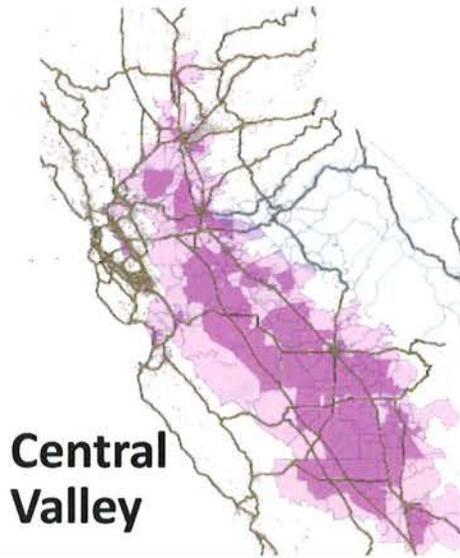
“Within:” vehicle based in a community census tract or travels a fixed route primarily in these tracts, or serves transit stations/stops in these tracts

“Benefitting:” vehicle based in ZIP code that contains a community census tract, or serves a hub in such a ZIP code, or operates primarily on impacted corridors that substantially impact air quality in these tracts

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Census tracts = disadvantaged communities

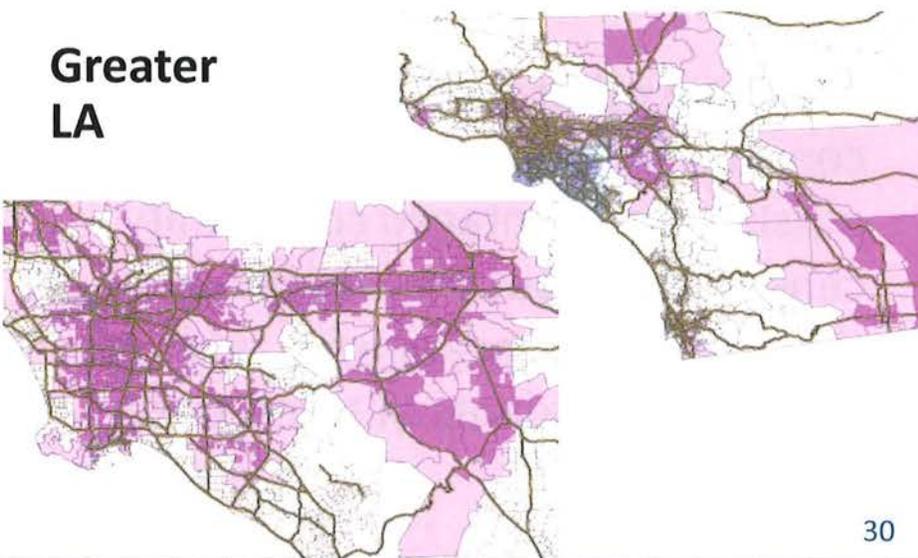
ZIP codes containing those tracts



29

Census tracts = disadvantaged communities

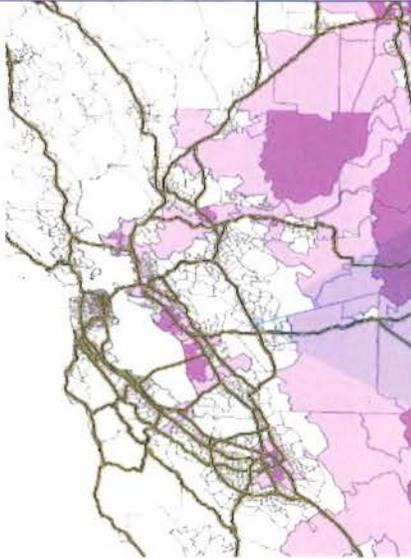
ZIP codes containing those tracts



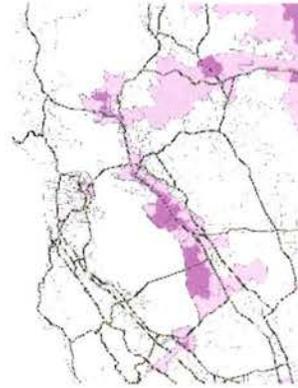
30

Census tracts = disadvantaged communities

ZIP codes containing those tracts



**Bay
Area**



31

Key Question for Discussion

Are there other criteria ARB should consider for projects that are located outside disadvantaged community census tracts, but provide benefits that are direct, meaningful, and assured to residents of those tracts?

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Next Steps on ARB Interim Guidance

- Sep 15, 2014: written comments due
- Sep 18, 2014: Board to hear testimony & consider Interim Guidance with recommended amendments
- Visit www.arb.ca.gov/auctionproceeds to:
 - submit comments electronically
 - subscribe to list serve
 - see the upcoming events
 - see all the program information

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Contact Us

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 - arsenio.mataka@calepa.ca.gov
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 - www.arb.ca.gov/auctionproceeds

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DATE: September 11, 2014

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

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

SUBJECT: 2014 Quadrennial Federal Certification of SCAG

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

Federal regulations require the United States Department of Transportation (USDOT), specifically the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), to jointly review and evaluate every four (4) years, the metropolitan transportation planning process of all urbanized areas that have populations totaling 200,000 or greater. In August 2014, the USDOT reviewed and evaluated SCAG's transportation planning process and issued a final certification report that will remain valid for the next four (4) years. The report did not include any corrective action and commended SCAG's RTP Outreach process as a best practice.

BACKGROUND:

Pursuant to the federal requirements, FHWA and FTA jointly initiated review and evaluation of SCAG's transportation planning processes in December of 2013, to be conducted once every four (4) years. Over a period of several months, the process involved review of SCAG's transportation planning; decision making; public involvement, as well as administrative processes based on written materials provided by SCAG staff in response to specific questions posed by FHWA and FTA; and interview of key staff, elected officials as well as transit operators and transportation partners. As a result of the extensive review process, FHWA and FTA jointly concluded that SCAG met all of the federal requirements leading to issuance of a Final Certification report in August of 2014. The report did not include any corrective action and commended SCAG's RTP Outreach process as a best practice. The certification will remain valid for the next four (4) years through August, 2018.

A copy of the Final Certification Report is attached to this memo for reference.

ATTACHMENT:

Final Report on Transportation Planning Certification Review of SCAG, August 2014

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Transportation Planning Certification Review

*Final Report
August 2014*



Prepared by:

**The Federal Highway Administration
California Division**

**The Federal Transit Administration
Region IX**

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Executive Summary

Federal regulations require the United States Department of Transportation (USDOT) – specifically the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) – to jointly review and evaluate the metropolitan transportation planning process of all urbanized areas that have populations totaling 200,000 or greater every four years. The Southern California Association of Governments (SCAG) Metropolitan Planning Area’s (MPA) last transportation planning process certification was completed in August 2010.

A Federal review team, of FHWA and FTA staff, conducted a desk audit and site visit. The desk audit was completed first and included an in-depth review of SCAG’s metropolitan transportation planning process and products, and SCAG’s staff provided detailed written responses to the review team’s request for information. Ensuing desk audit completion, the review team conducted the site visit on February 4-6. Integrated discussions between the review team and SCAG staff, a public listening session, and interviews with SCAG local elected, transit, and Native American Tribal Government officials occurred.

SCAG’s 2014 certification review focused on assessing SCAG’s compliance with updated metropolitan transportation planning provisions of Moving Ahead for Progress in the 21st Century (MAP-21), and strategic FHWA and FTA initiatives including:

- Organizational Structure and Board Administration
- Metropolitan Planning Area Boundaries, Agreements, and Contracts
- Financial Planning and Fiscal Constraint
- Federal Transportation Improvement Program (FTIP), Air Quality/Transportation Conformity, and Congestion Mitigation
- Public Participation, Visualization, Title VI/Environmental Justice (EJ), and Tribal Governments
- Regional Transportation Plan (RTP)
- Project Selection and Monitoring, and Program Delivery
- Overall Work Program (OWP), Planning Factors, Planning Studies, and Self-Certification
- Transportation Planning Safety and Security
- Congestion Management Process (CMP)
- Travel Demand Forecasting and Modeling
- Freight and Goods Movement Planning
- Management and Operations (M&O) and Intelligent Transportation Systems (ITS)
- Consultant Selection and Procurement

The body of this report contains applicable findings, corrective actions, recommendations, and best practices observed. Findings document conditions perceived. Corrective actions detail areas of concern, where MPO practices unsuccessfully meet Federal requirements. If left unaddressed, MPO program restrictions may be imposed. Recommendations provide potential

MPO practice improvements, and best practices highlight items found as exemplary. A summary of these items are provided in Table 1.

Review Outcome

FHWA and FTA jointly certify that the metropolitan transportation planning process performed by SCAG substantially meets requirements of 23 Code of Regulations (CFR) § 450, and all other applicable requirements. Additional information regarding all findings and recommendations may be found in the relevant sections of this report.

Table 1: Findings, Corrective Actions, Recommendations, and Best Practices Summary

Focus Area	Findings	Corrective Actions	Recommendations	Best Practices
Organizational Structure and Board Administration (23 CFR § 450.310)	Zero significant changes warrant SCAG to make organizational structure or Board modifications since 2010 review	-	-	-
Metropolitan Planning Area (MPA) Boundaries (23 CFR § 450.312)	SCAG’s MPA was adjusted per the 2010 Census and newly includes Mission Viejo urbanized area (UZA) and population 11 of Santa Barbara’s UZA	-	SCAG should enter into a Memorandum of Understanding (MOU) with Santa Barbara County Association of Governments (SBCAG) regarding Census 2010 UZA boundary changes for population 11 of Santa Barbara UZA extending Ventura County	-
Metropolitan Planning Agreements and Contracts (23 CFR § 450.314)	Sufficient agreements and contracts as required in place	-	Consider update of existing agreements and contracts that are greater than eight years old, or those due near to expire	-
Financial Planning and Fiscal Constraint (23 CFR §§ 450.322, 450.324)	Financial planning and fiscal constraint requirements met as RTP financial plan and FTIP financial analysis are consistent, which include revenues, expenditure forecasts, strategies, assumptions, and methodologies made through stakeholder collaborations	-	-	-

<p>FTIP (23 CFR § 450.324)</p>	<p>2013 FTIP last transportation improvement program developed, next update set for 2015. FTIP consistent with RTP and meets CFR requirements</p>	<p>-</p>	<p>-</p>	<p>-</p>
<p>Air Quality/ Transportation Conformity, and Congestion Mitigation (40 CFR § 93, Clean Air Act)</p>	<p>Conformity analyses and determinations, as well as congestion mitigation practices, found prepared and carried out in accordance to legislative requirements. Interagency consultation efforts deemed acceptable</p>	<p>-</p>	<p>-</p>	<p>-</p>
<p>Public Participation, Visualization, Title VI/EJ, and Tribal Governments (23 CFR § 450.316, Executive Order (E.O.) 12898)</p>	<p>Public participation plan updated in 2014, visualization techniques present in RTP and planning functions, and EJ measures, benchmarks, and criteria developed through outreach to include EJ input. Legislative requirements met</p>	<p>-</p>	<p>Utilize National Rural Transportation Assistance Program (www.nationalrtp.org) to get resources for Native American Tribal Governments</p>	<p>-</p>
<p>RTP (23 CFR § 450.322)</p>	<p>RTP meets CFR requirements and was developed through extensive outreach to involve a broad spectrum of stakeholders</p>	<p>-</p>	<p>View examples to implement MAP-21 requirements: 1. 2013 North Dakota Peer Exchange on Introducing Performance Management into the Metropolitan Planning Process – http://www.planning.dot.gov/Peer/NorthDakota/MPO Performance Mgt 06-13.pdf 2. Performance-Based Planning & Programming Guidebook – http://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/index.cfm</p>	<p>RTP public outreach activities, viewable in detail at: http://rtp.scs.scag.ca.gov/documents/2012/final_sr/2012fRTP_PublicParticipation.pdf - pp. 1 -17</p>

			Visit Transportation Planning Capacity Building (TPCB) Program Website often for upcoming events and webinars: http://planning.dot.gov/events.asp	
Project Selection and Monitoring, and Program Delivery (23 CFR § 450.330)	Requirements met: project selection follows “bottom up” principle in establishment of procedures that detail project additions, modifications, and amendments. Project monitoring and overall program delivery facilitated through internal database	-	Stay tuned to notices of discretionary funding opportunities. SCAG is encouraged to compete where they may receive award to further facilitate the organization’s transportation planning efforts To effectively engage planning partners of non-urbanized areas into decision-making processes – review “Transit at the Table III”: http://www.planning.dot.gov/documents/TransPlanning/TAT_III_FinalReport.pdf	-
OWP, Planning Factors, Planning Studies, and Self-Certification (23 CFR §§ 450.308, 450.306, 450.318, and 450.334)	SCAG, through self-certification, adequately develops an OWP adhering to USDOT and State established guidelines that addresses planning factors and incorporates planning studies	-	-	-
Transportation Planning Safety and Security (23 CFR § 450.306)	Transportation safety and security goals, objectives, policies, and performance measures incorporated into SCAG’s RTP. Transportation improvement program clearly communicates safety and security goals and objectives. Safety and security requirements determined met	-	Keep eye out for Strategic Highway Safety Program (SHSP) update process, and actively participate in interagency consultation to communicate regional priorities To address planning process security issues, refer to National Cooperative Highway Research Program (NCHRP) resource at: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_525v3.pdf	-
CMP (23 CFR § 450.320)	2010 review CMP corrective actions	-	-	-

	adequately addressed, CMP developed to meet CFR requirements, FTIP documents how projects are moved through the CMP, and SCAG has begun implementation of eliminating \$50M project threshold from CMP review process			
Travel Demand Forecasting and Modeling (23 CFR § 450.322)	Due to complexity, modeling efforts are “state of the art”. Forecasting and analysis models undergoing major updates, and activity-based model (ABM) to replace trip-based model. All requirements found to be met	-	Encouraged to explore dynamic traffic assignment (DTA) models for a more enabled assessment of corridor plan operational strategies, and for a foundation to build stronger ties between planning and operations Encouraged to conduct validation comparisons as a way to demonstrate the detail afforded by new methods, and to verify the authenticity of information produced by models	-
Freight and Goods Movement Planning (23 CFR §§ 450.306, 450.316, 450.104)	Requirements satisfied as region is critical link for freight movement. Comprehensive Regional Goods Movement Plan and Implementation Strategy consistent with RTP, and each process accounts for various stakeholder involvement	-	Consider submission of mega region planning project on freight and goods movement in partnership with the San Diego Association of Governments (SANDAG) Checkout Georgia Statewide Freight and Logistics Plan (2012 Transportation Planning Excellence Award Winner): https://www.fhwa.dot.gov/planning/tpea/2012/2012winners.cfm#w3 View Freight Professional Development Program: http://ops.fhwa.dot.gov/freight/fpd/	-
M&O and ITS (23 CFR §§ 450.322, 450.940)	All requirements fulfilled. Mobility pyramid evaluates performance measures to ensure best-performing projects and strategies	-	-	-

	get included into RTP, and ITS Architecture integrated into planning process			
Consultant Selection and Procurement (23 CFR §§ 172.9, 172.5, 49 CFR § 18)	Procurement procedures found comprehensive and conform to required regulations and internal control standards	-	<p>Provide copy of Procurement Procedures Manual to FHWA</p> <p>Include statement in procurement manual related to compliance with federal/state regulation for prime and sub-consultants' cost including adequate financial system requirements</p> <p>Further substantiate compliance with 49 CFR § 18.42 through incorporation of appropriate language related to records retention in procurement manual</p> <p>Incorporate an evaluation of consultants into procedures manual upon completion of contracts</p> <p>Update procurement manual to clearly define noncompetitive procurement</p> <p>Visit ProcurementPro to ensure appropriate federal clauses are included in all types of federal procurements: http://www.nationalrtap.org/WebApps/ProcurementPRO.aspx</p>	-

Certification Review Introduction, Purpose, and Process

Background

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required at least every four years to jointly review and evaluate metropolitan transportation planning processes for each urbanized area with population greater than 200,000, hereto referred as transportation management areas (TMA). After completion of these reviews a joint certification by the FHWA and FTA results if transportation planning processes are determined to substantially meet federal planning requirements. Each review covers actions by all agencies (States, metropolitan planning organizations (MPO), transit operators, and local governments) charged with cooperatively carrying out day-to-day processes. Failure to certify is significant and may result in withholding of United States Department of Transportation (USDOT) funds. Other reasons the review is conducted are for enhanced planning process quality, and for an assurance that federally funded projects are being advanced without delay.

Purpose and Objective

Planning certification reviews serve several purposes: to evaluate the transportation planning process in metropolitan areas; provide recommendations that may help strengthen planning process aspects; and offer opportunity to recognize planning process best practices – which is equally important as identifying potential improvements.

For this review of the Southern California Association of Government's (SCAG) transportation planning processes, the review team evaluated products and materials including the Regional Transportation Plan (RTP), Federal Transportation Improvement Program (FTIP), Overall Work Program (OWP), Congestion Management Process (CMP), and other relevant areas that all may be referred to in the "Results of Certification Review" section of this document.

Specific objectives of this review focused on determining if:

- 1) Overall planning activities of SCAG are conducted in accordance with USDOT regulations, policies, and procedures – including provisions of Moving Ahead for Progress in the 21st Century Act (MAP-21), 23 Code of Federal Regulations (CFR), Clean Air Act (CAA), Title VI of Civil Rights Act, etc. as applicable.
- 2) SCAG's regional transportation planning processes are continuing, cooperative, and comprehensive, which result in development, implementation, and support of transportation system preservation and improvements.
- 3) SCAG's OWP adequately documents transportation planning activities and other significant transportation planning activities occurring in the region.
- 4) Regional transportation planning products, including the FTIP and RTP, reflect identified transportation needs, priorities, and funding resources.
- 5) RTP is multimodal in perspective, meets the needs of the traveling public and community, and is based on current data.

- 6) Concerns documented during SCAG’s 2010 certification review have been adequately addressed.

Previous Certification Review

SCAG’s last review was completed in August 2010, and in specific resulted with four corrective actions. In advance of this review, SCAG provided USDOT with a completion status update of corrective actions from the 2010 certification review (Appendix B). USDOT determined each corrective action was completed satisfactorily (Table 2).

Table 2: 2010 Certification Review Corrective Action Statuses

Corrective Action	Status
1. As Los Angeles County has fallen behind in their County CMP update cycle, SCAG staff should work with the local congestion management agency (CMA) to produce an update that provides the data and input necessary to maintain the integrity of the regional CMP. (23 Code of Federal Regulations (CFR) § 450.322)	Completed
2. SCAG staff shall consider the formulation of a non-recurring congestion system-level performance measure to add to existing measures that are part of the regional CMP. The discussion of non-recurring congestion and its role in the regional CMP should be more fully integrated into the “Congestion Management Strategy” section of the next long-range planning (LRP) document. (23 CFR § 450.322 (c)(4,6))	Completed
3. Imperial County was missing from the regional CMP analyses. SCAG staff should extend their regional congestion management analysis activities to cover the appropriate hierarchy of roads in the County, identifying congested roadway segments and evaluating appropriate management strategies. (23 CFR § 450.322(a))	Completed
4. As portions of the SCAG region are classified as a nonattainment area for meeting federal ozone, particulate matter (PM) 10 and PM2.5 air quality standards, it is imperative that SCAG enhance the documentation of alternative strategies (e.g. transportation demand modeling (TDM), operations, bike/pedestrian, etc.) selected for implementation in major corridors where significant capacity additions are planned or programmed. (23 CFR § 450.322(e))	Completed

Methodology

For SCAG’s 2010 certification review, USDOT’s team consisted of staff from the FHWA California Division Office, FHWA Office of Planning, and FTA Region 9. Subject experts from FHWA’s Resource Center also participated during applicable sessions. Prior to meeting onsite, USDOT’s review team prepared a request for information desk audit that asked questions about SCAG’s structure and planning processes. SCAG’s responses to the request for information helped provide focus for discussions during the site visit.

The review site visit began February 4 and concluded February 6, 2014. In addition to discussions with SCAG’s staff, a public listening session was held to afford the public an opportunity to provide oral and written comments. Interviews were also conducted with SCAG elected and transit operator officials, and a regional Native American Tribal Government representative. Overall the feedback gleaned from the public listening session and interviews of officials was positive in support of transportation planning processes that SCAG performs. Appendix C provides a list of the officials interviewed.

How to Use this Report

Significant findings, corrective actions, recommendations, and best practices of SCAG’s planning processes are summarized in Table 1, which is shown after the Executive Summary section of this report above. In interpretation of information this report provides, users should be aware of the definitions as follows:

Findings – are statements of fact based on USDOT observations made during the site visit and review of planning documents.

Corrective Actions – are improvements needed to correct statutory or regulatory deficiencies, which if left unaddressed could lead to a “failure to certify” finding and possible disruption of federal funds to programs and projects.

Recommendations – are other than statutory or regulatory deficiencies, yet actions identified by USDOT that represent strongly endorsed practices.

Best Practices – are those actions or procedures identified by USDOT as outstanding.



Description and Overview SCAG

Founded in 1965, SCAG is a Joint Powers Authority under California state law established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. SCAG is the MPO for 191 cities in six southern California counties: Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial. SCAG’s region of 38,000 square miles is home to over 18.7 million residents, and by 2030 the

population expects growth to over 22 million people. Employment opportunities will increase to over 10 million from a current base of over 7 million. SCAG is the largest MPO in the country.

SCAG develops a long-range regional transportation plan, which includes sustainable community strategy and growth forecast components, a transportation improvement program, regional housing needs allocation, and a portion of South Coast's Air Quality management plan. In 1992 SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by federal and state governments, and to provide a more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for a more diverse representation. Districts were formed with the intent to serve equal populations and communities of interest. Currently the Regional Council consists of 86 members.

In addition to the six counties and 191 cities that make up SCAG's region – there are six County Transportation Commissions (CTC) primarily responsible for programming and implementing transportation projects, programs, and services. Additionally, SCAG Bylaws provide for representation of Native American tribes and Air Districts on SCAG's Regional Council (RC) and Policy Committees.

Certification Review Results

Federal Regulations

Through the desk audit and site visit, the review team assessed information and details that SCAG provided in areas required for evaluation in accordance with federal statutes and regulations.

Organizational Structure and Board Administration

Basic Requirement: Federal legislation (23 United States Code (U.S.C.) § 134(d)) requires designation of a MPO for each urbanized area with a population more than 50,000 individuals. When a MPO representing all or part of a TMA is initially designated or re-designated according to 23 CFR § 450.310(d), the policy board of the MPO shall consist of (a) local elected officials, (b) officials of public agencies that administer or operate major modes of transportation within the metropolitan area, and including representation by providers of public transportation, (c) appropriate State transportation officials. Voting membership of a MPO designated – or re-designated prior – will remain valid until a new MPO is re-designated. Re-designation is required whenever the existing MPO seeks to substantially change the proportion of voting members representing individual jurisdictions or the State or the decision-making authority or procedures established under MPO bylaws. An addition of jurisdictional or political bodies into the MPO, or of members to the policy board, generally goes without MPO re-designation requirement.

Review Finding:

SCAG’s staff is directed by various policy and technical advisory boards. SCAG’s General Assembly comprises representatives from each member jurisdiction, and meets annually to approve the budget as well as any Bylaw amendments. SCAG’s RC serves as the main governing board and consists of 86 members who approve the federally required Regional Transportation Plan as well as other plans and policies. SCAG has three policy committees – Transportation; Community, Economic and Human Development; and, Energy and Environment) – that make recommendations to the RC. There is one representative from a regional Native American Tribal Government that serves on the planning board, and all RC members have voting privileges.

Currently the RC is represented by five CTCs that have responsibility to plan and program transportation projects region-wide. Of those, two are transit operators: Los Angeles County Metropolitan Transportation Authority (Metro), and Orange County Transportation Authority (OCTA). CTCs propose county projects, implement RTP policies, programs, and projects, and also guide cities and local agencies through the “Call for Projects” process that is used to select projects. Locally prioritized projects are then forwarded to SCAG for review and acceptance. SCAG subsequently develops the Federal Transportation Improvement Program (FTIP) consistent with the RTP, inter-county connectivity, financial constraint, and air quality conformity. Numerous entities in the region, e.g. regional transit operators, thereafter receive federal, state, and local funds programmed through SCAG’s process.

SCAG’s organizational structure and Board administration practices meet regulatory requirements.

Metropolitan Planning Area Boundaries

Basic Requirement: The metropolitan planning area (MPA) boundary refers to the geographic area that metropolitan transportation planning processes must be carried out on. MPA’s shall, at minimum, cover the Census-defined urbanized area (UZA) and contiguous geographic area(s) likely to become urbanized within the 20-year forecast period covered by the RTP. UZA’s subject to the transportation planning process are typically referred to by the USDOT as the urbanized area boundary (UAB). In accordance with 23 U.S.C. § 134 (e) and 23 CFR § 450.312, the boundary should foster an effective planning process that ensures connectivity between modes and promotes overall efficiency. Boundaries should include Environmental Protection Agency (EPA)-defined nonattainment and/or maintenance areas, if applicable, in accordance with the National Ambient Air Quality Standard (NAAQS) for ozone or carbon monoxide.

Review Finding:

SCAG’s geographic study area has changed since the last census in 2010. In result, SCAG entered into Memorandum of Understanding (MOU) with the San Diego Association of Governments (SANDAG) regarding the Census 2010 urbanized area boundary changes.

Another boundary change resulting from the Census 2010 is for the Santa Barbara UZA that extends into the northwest corner of Ventura County. SCAG and the Santa Barbara Association of Governments (SBCAG) have yet to commence MOU discussions on the modification.

SCAG's MPA boundaries meet regulatory requirements.

Other Comments:

As performed with SANDAG, SCAG should establish a schedule to commence discussions with SBCAG on the planning area boundary change that resulted from the 2010 Census.

Metropolitan Planning Agreements and Contracts

Basic Requirement: In accordance with 23 U.S.C. § 134 and 23 CFR § 450.314, MPOs are required to establish relationships with State and public transportation agencies under specified agreements between the parties to work in cooperation to carry out a continuing, cooperative, and comprehensive (3C) metropolitan planning process. Agreements must identify mutual roles, responsibilities, and procedures governing cooperative efforts, and must identify the designated agency for air quality planning under the Clean Air Act to address responsibilities and situations that arise in the metropolitan area.

Review Finding:

SCAG has written agreements in place to facilitate regional planning in Southern California that include:

- a. Comprehensive Federal Transportation Planning MOU
- b. California Department of Transportation (Caltrans) Division of Transportation Planning Master Fund Transfer Agreement
- c. Transit MOUs with area transit operators
- d. Consultation Procedures of Transportation and Air Quality Conformity MOU

All of SCAG's metropolitan planning agreements and contracts adequately meet regulatory regulations.

Other Comments:

It was noticed that the Caltrans Division of Transportation Planning Master Fund Transfer Agreement expires on December 31, 2014. Discussions to update this agreement should be engaged.

Financial Planning

Basic Requirement: The metropolitan planning statute states the RTP and FTIP (23 U.S.C. § 134 (j)(2)(B)) must include a "financial plan" that "indicates resources from public and private sources expected reasonably available to carry out the program". Additionally, the Statewide Transportation Improvement Program (STIP) may include a similar financial plan (23 U.S.C. § 135 (g)(5)(F)). The financial plan purpose is to

demonstrate fiscal constraint, and these requirements are implemented for the RTP, FTIP, and STIP. Essentially these regulations provide that the RTP, FTIP, and STIP include only projects for which funding “can reasonably be expected available” [(23 CFR § 450.322(f)(10) – for RTP), 23 CFR § 450.324(h) – for FTIP), and 23 CFR § 450.216(m) – for STIP)]. Regulations additionally provide that inclusion of projects in air quality nonattainment and maintenance areas be integrated in the FTIP’s and STIP’s first two years only if funds are “available or committed”. Finally, the Clean Air Act’s transportation conformity regulations specify that conformity determinations may only be made on a fiscally constrained RTP and FTIP (40 CFR § 93.108).

Review Finding:

SCAG’s financial planning process is extensive, which is a collaborative process that integrates regional technical advisory, an evaluation of data, trend-line vetting, funding scenarios, etc. To establish fiscal constraint SCAG documents key assumptions and normalizes data. SCAG accounts for cost escalations, and has made use of USDOT’s Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.

All regulatory required financial planning and fiscal constraint practices were found as performed by SCAG. RTP financial plan and FTIP financial analysis are consistent, which include revenues, expenditure forecasts, strategies, assumptions, and methodologies made through stakeholder collaborations.

FTIP

Basic Requirement: 23 CFR § 450.324 requires the MPO to develop a FTIP in cooperation with State and public transit operators. Specific requirements and conditions specified in the regulations that MPOs must meet include, without limits:

- Completed FTIP update that covers a period of at least four years compatible with STIP development and approval (23 CFR § 450.324 (a))
- FTIP identifies all eligible state implementation plan (SIP) transportation control measures (TCM) with priority, and for projects included in first two years funds are available and committed (23 CFR 450.324 (i))
- FTIP includes capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, and Federal Lands Highway and safety projects included in the State’s Strategic Highway Safety Plan; FTIP includes all regionally significant projects that require USDOT approval, even if projects are funded with other dollars besides Title 23 or 49; all federal and non-federal funded regionally significant projects are included in the FTIP consistent with the RTP for information purposes, and for air quality analysis in nonattainment and maintenance areas (23 CFR § 450.324 (c)(d))

Review Finding:

SCAG’s FTIP development process is collaborative with regional CTCs that work with local agencies, transit operators, and the state to prioritize projects for inclusion into

individual county transportation improvement programs (TIP). Thereafter, county TIPs are worked on with SCAG and integrated into SCAG's FTIP. SCAG's FTIP is consistent with the RTP, accounts for regional emission tests, sufficiently displays TCMs, was subject to extensive interagency consultation and public involvement, and demonstrates fiscal constraint. All FTIP requirements were determined fulfilled.

Air Quality/Transportation Conformity, and Congestion Mitigation

Basic Requirement: For MPOs the EPA classifies as air quality nonattainment or maintenance areas, many special requirements apply to the metropolitan planning process. Section 176 (c)(1) of the Clean Air Act Amendments of 1990 (CAAA) states: "Zero MPO designated under section 134 of Title 23 U.S.C shall give approval to any project, program, or plan that fails conformance to an implementation plan approved or promulgated under section 110". The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) includes provisions in response to CAAA mandates.

Review Finding:

SCAG collaborates with regional air quality stakeholders to prepare conformity analyses and determinations for the RTP and FTIP. SCAG also works closely with all air districts to coordinate regional transportation planning and air quality planning policies, programs, technical methodologies and assumptions, public involvement processes, and congestion mitigation practices that benefit air quality. Extensive, ongoing, collaborative, and inclusive interagency consultation is implemented during development of all transportation planning products that SCAG delivers. SCAG's processes meet all air quality conformity requirements.

Public Participation, Visualization, Title VI/Environmental Justice (EJ), and Tribal Governments

Basic Requirement: The MPO is required under 23 CFR § 450.316 to engage in a metropolitan planning process that creates opportunities for public involvement, participation, and consultation through RTP and FTIP development. Consultations should include (1) a comparison of the RTP with State conservation plans or maps, if available – or (2) a comparison of the MTP with inventories of natural or historic resources, if available. Use of explicit procedures, strategies, and desired outcomes for employing visualization techniques in the RTP and FTIP are also detailed under requirements of 23 CFR § 450.316.

It has been a long-standing policy of USDOT to actively ensure nondiscrimination under Title VI of the Civil Rights Act of 1964, which states "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance". Title VI bars intentional discrimination, i.e. disparate treatment, as well as disparate-impact discrimination stemming from neutral policy or practice that has the effect of a disparate impact on protected groups based on race, color, or national origin. Planning regulations (23 CFR § 450.334 (a)(3)) require MPOs to self-certify that "the planning process is being carried out in accordance with

all applicable requirements of Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. § 2000d-1) and 49 CFR part 21”.

Environmental Justice Executive Order (E.O.) 12898, issued February 11, 1994, provides that “each Federal agency shall make achieving EJ part of its mission by identifying and addressing, as appropriate, disproportionately high or adverse human health and environmental effects of its programs, policies, and activities on minority populations and low-income populations...”. In compliance with this Executive Order, USDOT’s order on EJ was issued April 15, 1997. Furthermore, FHWA issued order number 6640.23 on December 2, 1998, entitled “FHWA Actions to Address EJ in Minority Populations and Low-Income Populations”, to establish policies and procedures for FHWA to use in complying with E.O. 12898. FTA Circular 4703.1, EJ Policy Guidance for FTA recipients was published August 15, 2012.

Planning regulations 23 CFR § 450.316 (a)(1)(vii) require that the needs of those “traditionally underserved” by existing transportation systems – such as low-income and/or minority households that may face challenges accessing employment and other services – be sought out and considered.

Limited English Proficiency E.O. 13166, issued August 11, 2000, directs federal agencies to evaluate services provided to Limited English Proficient (LEP) persons and implements a system that ensures LEP persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency. Additionally, each federal agency shall ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. Other requirements related to this section are included in 23 CFR § 450.322 (f)(7) and (g)(1)(2), and 23 CFR § 450.324 (b).

Review Finding:

SCAG’s public participation plan (PPP) guides the public involvement process and 3C planning process among stakeholders to ensure ongoing opportunity for broad-based participation in development and review of regional transportation plans and programs. SCAG consulted with a broad range of interested parties – involving outreach to cities and counties, CTCs, sub-regional organizations, transit operators, federal and state resource agencies, Tribal Governments, representatives of the disabled, pedestrian walkways, and bicycle facilities, environmental groups, etc. – to develop public participation plan goals, strategies, procedures, and techniques. SCAG’s PPP was last updated and adopted on April 3, 2014, which resulted from the consultation and evaluation process. This document is available at: <http://scag.ca.gov/participate/Pages/PublicParticipationPlan.aspx>.

SCAG employs visualization techniques as a strategy to better describe plans, programs, and products to a variety of stakeholders via traditional mechanisms like PowerPoint presentations, fact sheets, and electronic newsletters. Monthly RC meetings are

broadcast using streaming video with archives made available. Interactive maps are made available on a variety of subjects – e.g. renewable energy fueling/charging stations, electricity generation facilities, etc.

SCAG's EJ program includes two main elements: technical analysis and public outreach. SCAG's role is to ensure when transportation decisions are made that low-income and minority communities have ample opportunity to participate in the decision-making process and that they receive an equitable distribution of benefits without a disproportionate share of burdens. In result, SCAG's RTP includes a robust EJ report that assesses impacts of EJ population groups – and provides a set of measures for potential mitigation of adverse impacts. Many of the EJ benchmarks, measures, and criteria were developed and adopted following public and stakeholder outreach, comment, and input.

SCAG's public participation, visualization, Title VI/EJ, and Tribal Government responsibilities meet all applicable legislative requirements.

Other Comments:

SCAG does well with Native American Tribal Government communications and is encouraged to utilize the National Rural Transportation Assistance Program (www.nationalrtap.org) to obtain resources for Native American Tribal Governments.

RTP

Basic Requirement: In accordance with 23 CFR § 450.322 (a), "The metropolitan transportation planning process shall include development of a transportation plan that addresses at least a 20-year planning horizon...the transportation plan shall include both long-range and short-range strategies/actions that lead to development of a multi-modal transportation system to facilitate the safe and efficient movement of people and goods to address current and future transportation demand".

Review Finding:

SCAG's most recent RTP was developed through extensive outreach that involved workshops and meetings with many interested public and private sector parties, academia, and other stakeholders including bicycle users and advocates, citizens, environmental groups, freight shippers and service providers, ethnic and minority groups, non-profit organizations, etc. Various SCAG policy and technical committees and subcommittees guided development of RTP goals, objectives, performance measures, project prioritization, environmental mitigation, air quality conformity and timely implementation of TCMs, cost revenue estimates, and operations and management. Active transportation solutions to help address public health issues and greenhouse gas reductions were given a great interest, and EJ was a key concern through development.

SCAG's RTP was found to meet CFR and all other applicable requirements, and the public outreach efforts performed to reach 2012 RTP adoption have been identified as a best practice that others may embrace – viewable in detail at: http://rtpscs.scag.ca.gov/documents/2012/final/sr/2012fRTP_PublicParticipation.pdf, pp. 1 -17.

Other Comments:

MAP-21 is the current transportation legislation in effect. SCAG is encouraged to view the examples as follows toward continued implementation of MAP-21 requirements:

1. 2013 North Dakota Peer Exchange on Introducing Performance Management into the Metropolitan Planning Process – http://www.planning.dot.gov/Peer/NorthDakota/MPO_Performance_Mgt_06-13.pdf
2. Performance-Based Planning & Programming Guidebook – http://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/index.cfm

As a resource for building SCAG's technical planning expertise, SCAG is recommended to visit USDOT's Transportation Planning Capacity Building (TPCB) Program Website often for upcoming events and webinars: <http://planning.dot.gov/events.asp>.

Project Selection and Monitoring, and Program Delivery

Basic Requirement: After a FTIP meets requirements of 23 CFR § 450.324, MPOs must develop an “agreed to” list of projects for project selection purposes (23 CFR § 450.330). Nonattainment and maintenance areas must give selection priority to TCMs. Zero additional project selection thereafter is required to proceed unless appropriated Federal funds available to the MPA are significantly less than authorized amounts or where there is significant shifting of projects between years. In areas designated as TMAs, all funding shall be selected by the MPO in consultation with the state and public transit operators.

Review Finding:

The process for a project to receive federal and state funds follows a “bottom up” process and begins at the CTC level where projects are nominated by local jurisdictions and selected by counties. CTCs develop criteria consistent with the RTP to determine projects that best enhance the transportation network to address regional goals of improving mobility and promoting sustainability. Expedited project selection procedures are in place, and utilized as needed.

SCAG monitors timely completion of projects through the Federal Transportation Improvement Program (FTIP) database that CTCs are required to update, and project status discussions are frequently facilitated. SCAG's FTIP database may be viewed at: <http://webapp.scag.ca.gov/tip/login.aspx>.

SCAG works in consultation with the state and CTCs to develop the annual listing of obligated projects, which is accessible at: <http://ftp.scag.ca.gov/Pages/default.aspx>. SCAG's project selection and monitoring, and program delivery practices meet all related requirements.

Other Comments:

SCAG is recommended to stay tuned as to notices of discretionary funding opportunities and encouraged to compete where they may receive award to further facilitate transportation planning efforts. Also, to effectively engage planning partners of non-urbanized areas into decision-making processes – SCAG is encouraged to review “Transit at the Table III”, viewable at: http://www.planning.dot.gov/documents/TransPlanning/TAT_III_FinalReport.pdf.

OWP, Planning Factors, Planning Studies, and Self-Certification

Basic Requirement: MPOs are required to develop OWPs in TMAs in cooperation with State and public transit agencies that include all required elements, e.g. planning factors and planning studies, to govern work programs for expenditure of FHWA and FTA planning and research funds (23 CFR §§ 450.306, 450.308, 450.318).

Metropolitan planning process self-certification is required at least once every four years (23 CFR § 450.334). States and MPOs shall certify to FHWA and FTA that planning processes address major issues facing the area conducted in accordance with applicable requirements of 23 CFR § 450.300, and:

- 23 U.S.C. § 134 and 49 U.S.C. § 5303 and Sections 174 and 176(c) and (d) of the Clean Air Act (as applicable)
- Title VI of the Civil Rights Act of 1964
- 49 U.S.C. § 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity
- Section 1101(b) of the Safe Accountable Flexible Efficiency Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and 49 CFR Part 26, regarding involvement of disadvantaged business enterprises (DBE) in USDOT-funded planning projects
- 23 CFR § 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts
- Americans with Disabilities Act (ADA) and USDOT regulations governing transportation for people with disabilities (49 CFR Parts 27, 37, and 38).
- Older Americans Act as amended, prohibiting discrimination on the basis of age (Section 324 of Title 23 U.S.C.), regarding the prohibition of discrimination based on gender
- Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities

- All other applicable provisions of Federal law (e.g. while short of specific note in self-certification, the prohibited use of Federal funds for “lobbying” still applies and should be covered in all grant agreement documents (see 23 CFR § 630.112).

Review Finding:

SCAG’s OWP is produced collaboratively with CTCs, air quality districts, the state, and USDOT. Following SCAG RC approval the OWP is released for public review and comment, circulated in accordance with procedures outlined in SCAG’s PPP. All comments are considered and addressed in the final OWP prior to being forwarded for state and federal approval.

SCAG’s OWP includes regionally significant planning projects and studies funded through the Consolidated Planning Grant (CPG), as well as those projects funded with sources outside of the CPG. OWP tasks and products are linked to federal and state planning requirements, planning factors, and USDOT established planning emphasis areas (PEA).

SCAG strives to ensure the metropolitan transportation planning process is performed in accordance with all applicable federal and state requirements. Following RC approval of the OWP, SCAG’s Executive Director and Chief Counsel – for SCAG – declares compliance with all laws and regulations.

Transportation Planning Safety and Security

Basic Requirement: 49 U.S.C. § 5303 requires MPOs to consider safety as one of the eight planning factors, and as stated in 23 CFR § 450.306 – the metropolitan transportation planning process must provide for consideration and implementation of projects, strategies, and services that will increase transportation system safety for motorized and non-motorized users.

Federal legislation has separated security as a stand-alone element of the planning process (both for metropolitan planning (23 CFR § 450.306 (a)(3), and statewide planning (23 CFR § 450.206 (a)(3)). Regulations also state that the degree and consideration of security should be based on the scale and complexity of many different local issues.

Review Finding:

Safety is a SCAG priority and this message is conveyed to all SCAG region implementing agencies. SCAG’s RTP incorporates safety performance measures to assess safety investment performance, and SCAG is engaged with Caltrans to ensure the Strategic Highway Safety Plan (SHSP) is integrated into regional transportation planning processes. SCAG’s RTP also incorporates transportation safety and security goals, objectives, and policies, which were developed through a collaborative and cooperative process involving and engaging key stakeholder agencies. SCAG’s RTP transportation

safety and security details may be viewed
at: <http://www.scagrtп.net/MediaViewer/10938?print=true>.

All safety and security requirement met via SCAG’s relevant procedures.

Other Comments:

As SCAG stays up to date with Caltrans’ SHSP work, for continued collaborations it is encouraged that SCAG keep an eye out for the SHSP update process and to actively participate in interagency consultation to communicate regional priorities.

To continue to meet transportation security requirements, SCAG is encouraged to refer to the National Cooperative Highway Research Program (NCHRP) resource at: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_525v3.pdf.

CMP

Basic Requirement: The State and MPO must develop a systematic approach for managing congestion through a process that “provides for safe and effective integrated management and operation of the multimodal transportation system. The CMP applies to TMAs based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities eligible for funding under 23 U.S.C. and Title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operational management strategies” (23 CFR § 450.320 (a)).

Review Finding:

Each of the CMP corrective actions from the 2010 certification review were determined adequately addressed, as shown in Table 2 earlier in this report. SCAG’s CMP is integrated into the metropolitan planning process, which is evident in the RTP. Since SCAG’s region consistently ranks as the most congested in the nation, congestion management factors into RTP visions, goals, performance measures, and investment strategies with mobility being a key principle.

SCAG’s CMP was developed in accord with the 8-step CMP approach. Interagency consultation and public involvement processes were performed in CMP development. SCAG’s regional travel demand model is the primary technical tool that identifies CMP congestion, and the two demonstrate overall consistency. SCAG’s CMP was developed to meet CFR requirements, the FTIP documents how projects are moved through the CMP, and SCAG has begun implementation of fully eliminating the \$50M threshold on projects running through the CMP from the process.

Travel Demand Forecasting and Modeling

Basic Requirement: Pursuant 23 CFR § 450.322, a RTP requires valid forecasts of future demand for transportation services, which are frequently made using travel demand models that allocate estimates of regional population, employment, and land use to person-trips and vehicle-trips by travel mode, route, and time period. Outputs of travel

demand models are used to estimate regional vehicle activity for use in motor vehicle emission models for transportation conformity determinations in nonattainment and maintenance areas, and to evaluate the impacts of alternative transportation investments being considered in the RTP.

Review Finding:

SCAG’s forecasting and analysis models are currently undergoing major updates, and the regional activity-based model is intended to replace the current trip-based model. SCAG’s activity-based model will offer improved analytical capabilities for a more expansive detailed range of transportation alternatives.

Development of small area population and employment projects for nearly 200 local jurisdictions presents unique challenges. In consequence, SCAG has undergone a reorganization more closely aligned to travel and demographic forecasters where particular attention is given to age cohorts – e.g. millennial and older populations – that may have unique preferences that travel models must account for. SCAG is currently evaluating locational choice and auto-ownership behavior of millennial populations and actively working across 15 sub-regions and 190 districts to develop, coordinate, and review local growth policies and projections.

SCAG implements a “state of the art” travel model, and the addition of experienced Parsons Brinckerhoff consultant staff should increase the likelihood that models will be available in time to support the next RTP update. A parallel technical support track for the enhanced trip-based model will ensure that local jurisdictions continue to have access to reliable forecasting methods for planning and project development activities.

SCAG’s travel demand forecasting and modeling processes meet all relevant requirements.

Other Comments:

To enable a more complete assessment of operational strategies in corridor plans and for a foundation to build stronger ties between planning and operations, SCAG is encouraged to explore the potential for dynamic traffic assignment (DTA) models. For demonstrated detail afforded by new methods and for verification of information produced by models, SCAG is encouraged to conduct validation comparisons – similar to those conducted by the Metropolitan Transportation Commission (MTC) in Northern California.

Freight and Goods Movement Planning

Basic Requirement: 23 U.S.C. § 134 (a) and 23 CFR §§ 450.306(4), 450.316(a)(b), 450.104 of the metropolitan transportation planning section indicates: “It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development

within and between states and urbanized areas while minimizing transportation related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and to encourage continued improvement and evolution of metropolitan and statewide transportation planning processes by MPOs, State departments of transportation (DOT), and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d) of 23 U.S.C”.

Review Finding:

SCAG’s region is a critical link in freight and goods movement nationally, and SCAG’s RTP reflects and accounts for issues and strategies as such, which may be viewed at: http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012RTP_GoodsMovement.pdf. SCAG’s other transportation planning products integrate freight and goods movement, e.g. the OWP, FTIP, etc. In parallel with RTP development, SCAG finalized its Comprehensive Regional Goods Movement Plan, and that document is viewable at: <http://www.freightworks.org/DocumentLibrary/CRGMPIS%20-%20Final%20Report.pdf>. SCAG facilitates a steering committee that consists of railroads, ports, etc., and this group meets regularly to discuss how freight and goods movement projects may be accelerated. SCAG also leads the Southern California Goods Movement Working Group that includes regional partners such as CTCs, regional ports, and local cities.

SCAG’s processes meet all freight and goods movement planning requirements.

Other Comments:

In the case of discretionary funding availability, and with respect to the shared Mexican border, SCAG is encouraged to consider submission of a mega-region planning project on freight and goods movement in partnership with SANDAG. For more ideas and freight and goods movement input, SCAG is encouraged to check out the Georgia Statewide Freight and Logistics Plan – the 2012 Transportation Planning Excellence Award Winner: <https://www.fhwa.dot.gov/planning/tpea/2012/2012winners.cfm#w3>. Also as an additional freight resource, SCAG’s recommended to view the Freight Professional Development Program at: <http://ops.fhwa.dot.gov/freight/fpd/>.

Management & Operations (M&O) and Intelligent Transportation Systems (ITS)

Basic Requirement: Federal statute 23 U.S.C. § 134 (h)(1)(G) requires the metropolitan planning process to include consideration of projects and strategies that promote efficient system management and operation. 23 U.S.C. § 134 (i)(2)(D) provides the basis for 23 CFR § 450.322 (f)(3) that specifies operational and management strategies must improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. The RTP financial plan (23 CFR § 450.322 (f)(10)(i)) and FTIP financial plan (23 CFR § 450.324 (h)) are required to contain system-level estimates of costs and revenue sources reasonably

expected available to adequately operate and maintain Federal-aid highways and public transportation.

FHWA's Final Rule and FTA Policy on ITS Architecture and Standards, issued January 8, 2001 and codified under 23 CFR Part 940 – ITS Architecture and Standards, requires all ITS projects funded by the Highway Trust Fund and Mass Transit Account to conform with national ITS architecture and USDOT-adopted ITS standards. 23 CFR § 940 states that:

- Regions and MPOs implementing ITS projects yet to advance final design prior April 8, 2005 must have a regional ITS architecture in place. All other regions and MPOs without ITS project implementations must develop a regional ITS architecture within four years their first ITS project advances to final design.
- All ITS projects funded by the Highway Trust Fund (including the Mass Transit Account) must be consistent with 23 CFR § 940 provisions – regardless whether a stand-alone or non-ITS combined project.
- Major ITS projects should move forward based on project-level architecture that clearly reflects consistency with the national ITS architecture.
- All projects shall be developed using a systems engineering process.
- Projects must use USDOT-adopted ITS standards (as appropriate).
- Compliance with the regional ITS architecture will be in accordance with USDOT oversight and Federal-aid procedures, similar to non-ITS projects.

Review Finding:

SCAG advocates a system management approach to improving the region's transportation system, which integrates an approach based on comprehensive system monitoring and evaluation and use of performance measurements to ensure the best-performing projects and strategies are integrated into SCAG's RTP. SCAG collects M&O data from a variety of sources – e.g. via Caltrans' Performance Measurement System (PeMS). SCAG informs elected officials and the public on M&O goal and objective progress through the Transportation Committee (TC) and Transportation Working Group (TWG), where also additional coordination of M&O and ITS activities are discussed.

SCAG's ITS Regional Architecture is the regional planning tool for ensuring a cooperative process to prioritize and deploy ITS technologies, and for identifying critical data connections between institutional stakeholders. SCAG's ITS Regional Architecture is integrated into the transportation planning process, and may be viewed at: <http://scag.ca.gov/programs/Pages/IntelligentTransportation.aspx>.

SCAG's M&O and ITS practices meet all regulatory requirements.

Consultant Selection and Procurement

Basic Requirement: 49 CFR Part 18 covers uniform administrative requirements for grants and cooperative agreements to state and local governments while 23 CFR § 172

gives specifics on conditions to administer engineering and design related service contracts and methods of procurement, with procedures focused on competitive negotiation, small purchases, noncompetitive negotiation, and approvals. FHWA's Auditing Transportation Programs Internal Controls Guidance Appendix C provides a checklist that details how to control the environment and activity, and how to appropriately assess risks in facilitation of consultant selection and procurement procedures.

Review Finding:

Focus was placed on discussing SCAG's Procurement Policy and Procedures Manual governing purchasing and procurement, and on non-Architecture and Engineering (A&E) consultant services. SCAG has never been audited on their procurement procedures, yet with an organizational interest to stay abreast with the most current procedures USDOT provided an Audits and Investigations contact. Overall, SCAG's procurement procedures were found comprehensive and in general conformance to Federal regulations and internal control standards.

Other Comments:

SCAG is able to provide greater assurance of conformance with Federal requirements and strengthened internal controls through update revision of its Procurement Policy and Procedures Manual, and providing USDOT a copy for review. Specifics to incorporate into the update include: related statement of compliance with federal/state regulations for prime and sub-consultant costs, including adequate financial system requirements; appropriate language related to records retention; and, information that clearly defines the term "noncompetitive procurement". SCAG's also encouraged to visit "ProcurementPro", to ensure appropriate federal clauses are included in all types of federal procurements at the following link: <http://www.nationalrtap.org/WebApps/ProcurementPRO.aspx>.

Conclusion

The outcome of this review is a determination whereby FHWA and FTA jointly certify that SCAG's planning process meets the requirements of 23 CFR § 450, and all other applicable legislation. SCAG is commended for its public outreach engagements and strong collaboration with regional partner agencies in development of transportation solutions and delivery of technical competencies. We wish to thank SCAG's staff for its tremendous assistance and cooperation in making the certification review informative, productive, and a positive exchange of frank discussions between the Federal review team, SCAG staff, State, local elected, transit operator, and Native American Tribal Government officials.

Appendix A Certification Review Participants

Michael Morris	Federal Highway Administration, California Division
Ted Matley	Federal Transit Administration, Region IX
Rick Backlund	Federal Highway Administration, California Division
Jack Lord	Federal Highway Administration, California Division
Lance Yokota	Federal Highway Administration, California Division
Jesse Glazer	Federal Highway Administration, California Division
Veneshia Smith	Federal Highway Administration, California Division
David Cohen	Federal Highway Administration, California Division
Brenda Pérez	Federal Highway Administration, California Division
Eric Pihl	FHWA, Resource Center (Lakewood)
Brian Betlyon	FHWA, Resource Center (Baltimore)
Connie Yew	FHWA, Headquarters
Ray Tellis	Federal Transit Administration, LA Metro
Charlene Lee Lorenzo	Federal Transit Administration, LA Metro
Jonathan Klein	Federal Transit Administration, LA Metro
Mary Nguyen	Federal Transit Administration, LA Metro
Tomika Monterville	Federal Transit Administration, Headquarters
Rebecca Sanchez	California Department of Transportation, District 7
Hasan Ikhata	Southern California Association of Governments
Sharon Neely	Southern California Association of Governments
Debbie Dillon	Southern California Association of Governments
Rich Macias	Southern California Association of Governments
Huasha Liu	Southern California Association of Governments
Joann Africa	Southern California Association of Governments
Naresh Amatya	Southern California Association of Governments
Mark Butala	Southern California Association of Governments
Bernice Villanueva	Southern California Association of Governments
Frank Wen	Southern California Association of Governments
Jonathan Nadler	Southern California Association of Governments
Jacob Lieb	Southern California Association of Governments
Annie Nam	Southern California Association of Governments
Philip Law	Southern California Association of Governments
Pablo Gutierrez	Southern California Association of Governments
Leyton Morgan	Southern California Association of Governments
Catherine Kirschbaum	Southern California Association of Governments
Mervin Acebo	Southern California Association of Governments
Kimberly Clark	Southern California Association of Governments
Jeff Liu	Southern California Association of Governments

Appendix B

SCAG's Address of 2010 Certification Review Corrective Actions

CORRECTIVE ACTION

1. As Los Angeles County has fallen behind in their County CMP update cycle, SCAG staff should work with the local CMA to produce an updated local program that provides the data and input necessary to maintain the integrity of the regional CMP. (23 CFR 450.322)
SCAG worked with the Los Angeles County Metropolitan Transportation Authority to ensure their county CMP was updated in a timely manner resulting in adoption of the updated County CMP in October 2010 by the Los Angeles County Metropolitan Transportation Authority Board. Subsequently, SCAG incorporated this update into its 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and regional CMP efforts. SCAG is continuing to work the Los Angeles County Metropolitan Transportation Authority as it updates its county CMP to ensure appropriate data and input are incorporated into the next RTP/SCS and regional CMP update in 2016.
2. The SCAG staff shall consider the formulation of a non-recurring congestion, system-level performance measure to add to the existing measures that are part of the regional CMP. The discussion of non-recurring congestion and its role in the regional CMP should be more fully integrated into the "Congestion Management Strategy" section of the next LRP document. (23 CFR 450.322 (c)(4,6))
SCAG's 2012-2035 RTP/SCS includes a new performance indicator for non-recurrent highway congestion. Based on data from Caltrans' freeway PeMS, SCAG estimates that approximately 45 percent of freeway congestion is estimated to be non-recurrent. Non-recurrent congestion and strategies to manage this congestion are discussed in further detail in the Congestion Management Strategy technical report. The 2012-2035 RTP/SCS complete report, along with technical appendices, are available at: <http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx>.
3. Imperial County was missing from the regional CMP analyses. SCAG staff should extend their regional congestion management analysis activities to cover the appropriate hierarchy of roads in the County, identifying congested roadway segments and evaluating appropriate management strategies. (23 CFR 450.322(a))
SCAG worked cooperatively with the Imperial County Transportation Commission (ICTC) to update the Imperial County 2012 Transportation Plan to address congestion management. The updated County Plan includes a congestion management element and also addresses transit, goods movement, and land use. County Plan strategies were subsequently incorporated into SCAG's 2012-2035 RTP/SCS and regional CMP update. SCAG will continue its cooperative efforts with ICTC to ensure that the appropriate data and input are incorporated into the next RTP/SCS and regional CMP update in 2016.

4. As portions of the SCAG region are classified as a nonattainment area for meeting the federal ozone, PM10 and PM2.5 air quality standards, it is imperative that SCAG enhance the documentation of alternative strategies (e.g., TDM, operations, bike/pedestrian, etc.) selected for implementation in major corridors where significant capacity additions are planned or programmed. (23 CFR 450.322(e))
SCAG has developed and implemented procedures with respect to the development of the FTIP to enhance documentation of alternative strategies selected for implementation in major corridors where significant capacity additions are planned or programmed. These procedures are documented in the FTIP Guidelines published biennially by SCAG to guide the development of the FTIP. As part of these procedures, project sponsors must identify and document the travel demand reduction and operational management strategies that have been incorporated into the project to address the CMP requirements. The 2013 FTIP Guidelines are available at: <http://ftip.scag.ca.gov/Pages/2013/adopted.aspx>.

Appendix C

Interviewed Local Elected, Transit Operator, and Native American Tribal Government Officials

Elected Officials

Honorable Pam O'Connor, SCAG Past President, Councilmember, City of Santa Monica

Honorable Cheryl Viegas-Walker, SCAG 2nd Vice President, Councilmember, City of El Centro

Honorable Greg Pettis, SCAG President, Councilmember, City of Cathedral City

Transit Operators

Julie Austin, Executive Director, Antelope Valley Transit Authority

Wayne Wassell, Transportation Planning Manager – Service Planning and Scheduling, Los Angeles Metro; and, SCAG Transit Technical Advisory Committee Chair

Brad McAllester, Executive Officer – Long Range Planning, Los Angeles Metro

Anna Rahtz, Acting Director of Planning, Omnitrans

Jeremiah Braynt, Planning and Scheduling Manager, Omnitrans

Native American Tribal Government Official

Honorable Andrew Masiel, Sr., Councilmember, Tribal Representative: Pechanga Band of Luiseno Indians

Appendix D

Public Meeting Notice

Public listening session notices were posted to SCAG's website on January 14, 2014, viewable at:

<http://newsletter.scag.ca.gov/scagupdate/011414.htm>.

Notification of USDOT's public listening session additionally was disseminated according to SCAG's PPP procedures.

Appendix E Certification Review Concurrence and Closure

From: Rich Macias
To: Morris, Michael (FHWA)
Cc: Joann Africa; Chidsey, Darin
Subject: RE: 2014 SCAG Certification Review Draft Report
Date: Wednesday, August 06, 2014 2:36:41 PM

Thank you Michael, we have completed our review of your final draft document and are in concurrence with the edits made per our comments. Thank you for the opportunity, we look forward to continuing to work with you as we pursue out 2015 FTIP, and 2016 RTP/SCS.

From: Morris, Michael (FHWA)
Sent: Tuesday, July 22, 2014 2:03 PM
To: Hasan Ikhata (IKHRATA@scag.ca.gov); Sharon Neely (neely@scag.ca.gov); 'dchidsey@scag.ca.gov'; 'Garth.Hopkins@dot.ca.gov' (Garth.Hopkins@dot.ca.gov); Erin Thompson (erin.thompson@dot.ca.gov); 'muhaned_aljabiry@dot.ca.gov' (muhaned_aljabiry@dot.ca.gov); Abhijit Bagde (abhijit.bagde@dot.ca.gov); 'OConnor.Karina@epamail.epa.gov' (OConnor.Karina@epamail.epa.gov)
Cc: Matley, Ted (FTA); Sukys, Raymond (FTA); Pihl, Eric (FHWA); Betlyon, Brian (FHWA); Backlund, Richard (FHWA); Hannon, Jermaine (FHWA); Lord, Jack (FHWA); Yokota, Lance (FHWA); Glazer, Jesse (FHWA); Smith, Veneshia (FHWA); Cohen, David (FHWA)
Subject: 2014 SCAG Certification Review Draft Report
Importance: High

Hi All,

First, I'd like to thank you all for your partnership to complete SCAG's 2014 Federal Certification Review desk audit and site visit. Please find attached the resulting draft report. Please review the document and respond with any comments, additions, corrections, etc. by **COB, Tuesday July 29th**. Very soon thereafter, the report will be moved on for finalization.

If you should have any questions, please feel free to contact me. Thanks again!

Regards,

Michael Morris Jr.

Michael Morris Jr.
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FHWA Cal-South
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Los Angeles, CA 90017
Phone: (213) 894-4014
Fax: (213) 894-6185

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REPORT

DATE: September 11, 2014

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

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

SUBJECT: Annual “Walk To School Day” and the Success of Riverside County’s Safe Routes to School Program

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION FOR TC:
For Information Only - No Action Required.

RECOMMENDED ACTION FOR EEC; CEHD; EAC; AND RC:
Receive and File.

EXECUTIVE SUMMARY:

October 8, 2014, is International Walk to School Day, a global event that involves communities from more than 40 countries walking and biking to school. Started in 1997, the one-day annual event has become part of a movement for year-round safe routes to school and is celebrated each October. Marsie Huling, Riverside County Department of Public Health, Safe Routes to School Program, will present on the success of the county’s program in changing student travel behavior and walk to school day plans for Riverside County to the Transportation Committee.

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:

In 2012, the SCAG General Assembly took action to develop a Regional Safe Routes to School Plan aimed at providing a regional strategy to make walking and bicycling to and from school safer by expanding on existing regional efforts. The 2012 RTP/SCS includes Active Transportation Goal number 3.1: Adoption of a Safe Routes to School Policy. The item is being presented to inform Regional Councilmembers of this year’s “Walk to School Day” which is scheduled on October 8, 2014 and to present the efforts of the Riverside County Department of Public Health related to Safe Routes to School.

Many communities in the SCAG region will be developing and implementing Safe Routes to School Programs as the result of the recent grant awards made through the Active Transportation Program.

REPORT

Twenty-six grants were awarded to agencies in the SCAG region through the state portion of the Active Transportation Program (ATP) to support the implementation of Safe Routes to School. More projects will be funded through the regional portion of the ATP, which will be recommended to the Regional Council for approval on October 2, 2014.

“Walk to School Day” is an event designed to promote Safe Routes to School and started in the United States to build awareness for the need for communities to be safe and walkable. Many schools in the SCAG region already participate in the event and participation continues to grow each year. Started in 1997, the one-day event is organized by the Partnership for a Walkable America, Walk to School Day in the USA that is aimed at building awareness for the need for walkable communities. In 2000, the event became known internationally when the United Kingdom, Canada and the USA joined together for the first International Walk to School Day. Over time, Walk to School Day has become the signature event used by communities to jump-start their year-round safe routes to school programs. Today, thousands of schools across America and in more than 40 countries worldwide celebrate walking to school every October. In 2013, 539 Walk to School Day events were registered in California alone. To register a school in your community for this year’s Walk to School Day, please visit: <http://walkbiketoschool.org/>.

The Riverside Department of Public Health has been a leader in advancing Safe Routes to School efforts in Riverside County. Since 2008, the Department of Public Health has partnered with city and county public works departments to secure more than \$2.5 million in infrastructure and non-infrastructure Safe Routes to School funding. The program leveraged thousands of dollars in donations, staff time, and contributions from private and public sector organizations, volunteers and community organizations. Leveraging resources has enabled the Riverside Department of Public Health’s SRTS program to promote services beyond its initial scope of work. Marsie Huling will present on the success of the county’s Program in changing student travel behavior and walk to school day plans for Riverside County.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2014-2015 Overall Work Program (WBS Number 15-050.SCG00169.01: Regional Active Transportation Strategy).

ATTACHMENTS:

1. Report: Walk to School Day 2013 – Another year, and yes! Another record:
http://walkbiketoschool.org/sites/default/files/WTSD_Report_2013.pdf
2. Report: Safe Routes to School Success Story – Riverside, CA
http://www.casaferoutestoschool.org/wp-content/uploads/2011/05/SRTS-Success-Story_Riverside_10-8-2012.pdf

WALK TO SCHOOL DAY

2013

Attachment 1

ANOTHER YEAR, AND YES! ANOTHER RECORD

From all 50 states, the District of Columbia and Puerto Rico, 4,447 schools registered for Walk to School Day this year, making it another record-breaking year for participation.

Schools and communities are bringing a level of excitement and commitment to the event that founders could have only dreamed of back in 1997 when the event began with a single school. Walk to School Day started in the US to build awareness for the need for communities to be safe and walkable. In 2000, the event became International Walk to School Day when the UK, Canada and the US joined together for the first time. Today, thousands of schools across America and more than 40 countries celebrate walking to school every October.

The continued support for Walk to School Day proves that this celebration has evolved into an important tradition for schools and communities around the country. At the same time, the support continues to grow, with new events making up 44% of this year's count.

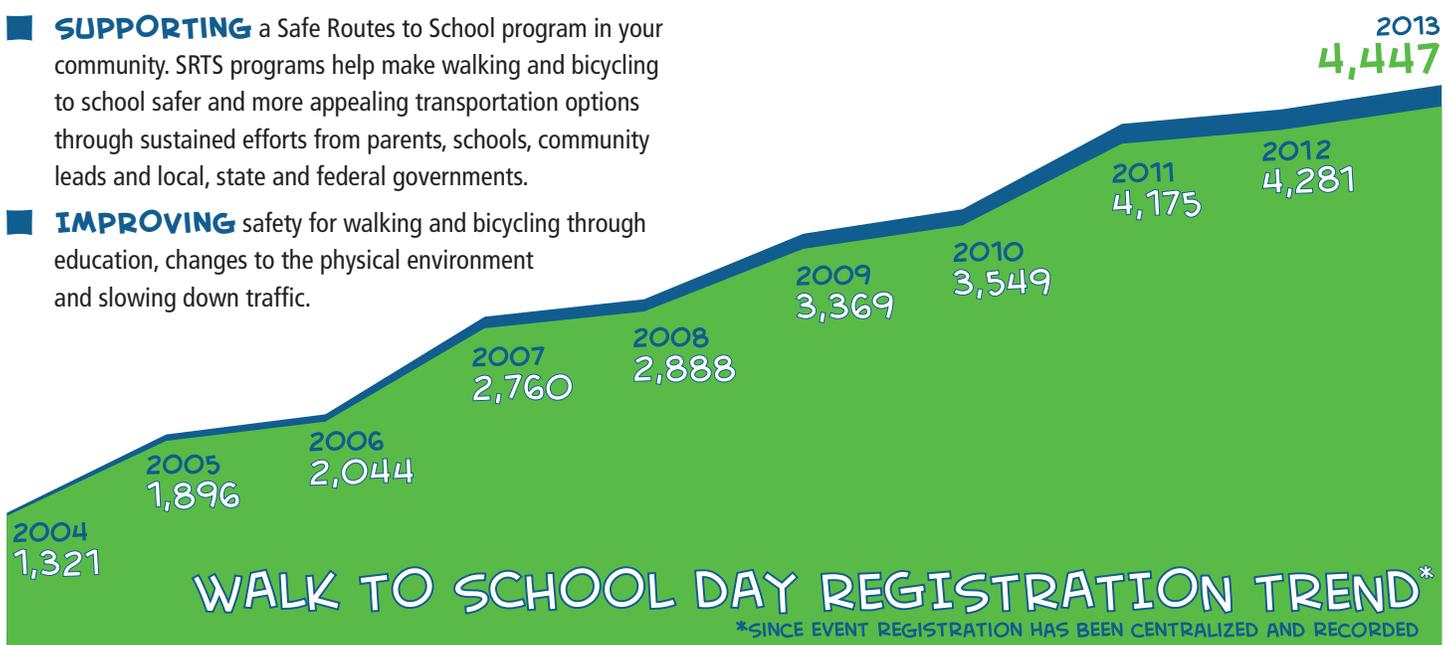
Communities have many reasons why they celebrate Walk to School Day. Three reasons rise to the top:

- **INCREASING** physical activity. Walking and bicycling are great ways to foster a healthy lifestyle for students and families.
- **SUPPORTING** a Safe Routes to School program in your community. SRTS programs help make walking and bicycling to school safer and more appealing transportation options through sustained efforts from parents, schools, community leads and local, state and federal governments.
- **IMPROVING** safety for walking and bicycling through education, changes to the physical environment and slowing down traffic.



“This was the 9th Walk to School Day event for this school. The students are so practiced... it practically runs itself... The kids look forward to these events in the fall and in the spring.”

- NAMPA, ID





We realized that it was not just about being healthy and safe, it was a day of building school spirit...
It was a great display of pride.

- HOLYOKE, CO



In ten years, communities held more than

31,000 EVENTS

nationwide for Walk to School Day. In that same time period, nearly **17,500** different schools in more than **4,500** different cities held Walk to School Day events.



This was our first year participating in the event.

Everyone was enthusiastic and felt a great sense of pride walking together as a team and representing our school in the Walk to School Day event.

- SARASOTA, FL



STATE STAND-OUTS

The fact that every state had at least one registered Walk to School Day event is outstanding. This year marks the 12th consecutive Walk to School Day with a 100-percent participation rate among states. Nationally, an estimated 5% of elementary and middle schools* registered an event this year. Some states recorded exceptional participation with 27 states beating their registration totals from last year and 17 states setting all time event registration highs.

States with more schools would be expected to have more events. In order to level the playing field between smaller states and bigger states, a Walk to School Day participation rate was calculated to compare states. In other words, for each state, the total number of events is divided by the total number of public and private elementary and middle schools, where the vast majority of events take place.

*Based on data from the National Center for Education Statistics (NCES) for "schools beginning with grade 6 or below and having no grade higher than 8." The number of public schools derives from the Public Elementary/Secondary School Universe Survey (current as of the 2011-2012 school year) and the number of private schools derives from the Private School Universe Survey (current as of the 2011-2012 school year). Go to <http://nces.ed.gov/ccd/elsi/> for more information.

HIGHEST REGISTRATION RATES



CATALYST FOR CHANGE

Walk to School events have a track record for leading to policy and engineering changes that help make it safer and more convenient to walk to school every day. In 2013, sixty-six percent of event organizers indicated that their event had an impact on making a policy or engineering change.

TOP THREE POLICY OR ENGINEERING CHANGES

These are the kinds of changes that make walking and bicycling to school possible on a daily basis; not just for an event.

21% OF EVENTS LED TO THE ADDITION OF WALKING/BICYCLING PROMOTION TO EXISTING SCHOOL POLICIES (SUCH AS A SCHOOL WELLNESS POLICY)

20% LED TO THE ADDITION OF REQUIRED SAFETY EDUCATION

17% LED TO THE INCREASED TRAFFIC ENFORCEMENT NEAR THE SCHOOL



54 PERCENT of registered events are part of ongoing walking or bicycling to school promotional activities conducted throughout the year.

“Our school is located in a very distressed neighborhood that has the highest crime rates in the city... This Walk to School initiative is not only seen as a way to improve health of students... but is also a community safety initiative. Family and community members feel empowered by being able to create a safe environment for students to walk to school.”

- PITTSBURGH, PA

WHY WALK IN 2013

For the 10th straight year, event organizers most often said “physical activity/obesity prevention” was the main reason for holding a Walk to School Day event. An active lifestyle continues to be a primary focus for schools and communities. At the same time, it is plain to see there are a variety of reasons that communities care about walking to school.



*“Other” includes: Air pollution or a concern for the environment; time for families to be together; traffic congestion; international aspect of the event; and other factors

INCREASING SCHOOL SPIRIT
BUILDING A SENSE OF NEIGHBORHOOD

FOR ADDITIONAL INFORMATION, VISIT WWW.WALKBIKETOSCHOOL.ORG

SafeRoutes
National Center for Safe Routes to School



U.S. Department of Transportation
Federal Highway Administration

Prepared by the National Center for Safe Routes to School with support from the Federal Highway Administration. Sources for this report: Walk to School event registration (<http://www.walkbiketoschool.org/go/register-your-event>), Walk to School organizer surveys and Walk to School organizer photos.

SAFE ROUTES TO SCHOOL SUCCESS STORY



33%

reduction in pedestrian collisions between 2009 and 2010

48

schools benefitted from Safe Routes to School infrastructure improvements

213

intersections within a ½ mile of schools retrofitted with upgraded pedestrian signals

1,500

pedestrian signals with visual and vocal count down timers installed throughout the city

Riverside, California

CALTRANS DISTRICT 8, RIVERSIDE COUNTY

There was a time when the sight of children walking and bicycling to school was a familiar scene in communities across California. In fact, in 1969 approximately 50 percent of children walked or bicycled to school. Today, fewer than 15 percent of children do and rates of childhood obesity and overweight are overwhelming.^{1,2}

Concerns about traffic safety are often cited as one of the main reasons children do not walk or bicycle to school.³ And for good reason, as in 2010 alone, over 21,000 California school children were sent to an emergency department and over 1,500 were hospitalized due to pedestrian or bicycle injuries.⁴

Creating safe opportunities for walking and bicycling is critical to improving the safety of young pedestrians and bicyclists and to reducing overweight and obesity among California's youth. Safe Routes to School (SRTS) programs are key to reversing these trends. SRTS programs increase the number of children who safely walk and bicycle to school through education and encouragement programs, enhanced enforcement, engineering improvements, and strong program evaluation.

PROGRAM SUMMARY

The City of Riverside received a SRTS state Cycle 7 Infrastructure award for \$150,000 to upgrade pedestrian signals with visual and vocal count down timers at 213 intersections located within a ½ mile of 48 school sites.

Traffic engineers targeted these signals for retrofitting because their proximity to schools increased the likelihood of pedestrian use by students, teachers, and parents. Choosing these locations also provided the greatest investment in pedestrian safety.

This project was turned around quickly. By summer 2010, all 1,500 pedestrian signals at the 213 intersections near schools were upgraded.

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August 2012

California Safe Routes to School Technical Assistance Resource Center, a program of California Active Communities

www.CaSafeRoutesToSchool.org

(916) 552-9874

CaActiveCommunities@cdph.ca.gov



SAFE ROUTES TO SCHOOL SUCCESS STORY

Implementing Agency

City of Riverside,
Traffic Engineering Department

Location

Riverside, Riverside County
Caltrans District 8
CA Assembly District 63
CA Senate District 31

Funding

State SRTS Infrastructure – Cycle 7

Participating Schools

48 schools in the City of Riverside

Contact

Steve Libring, City Traffic Engineer
Traffic Engineering Department
City of Riverside
SLibring@riversideca.gov
(951) 826-5368
www.riversideca.gov/traffic

PROGRAM SUCCESSES

- **Decrease in Pedestrian Collisions:** Between 2009 and 2010, pedestrian collisions decreased by 33 percent.
- **Positive Feedback From the Community:** City staff continue to get positive feedback from parents, teachers, residents, and elected officials, who say walking and bicycling to school (and other destinations) is safer and more accessible as a result of the new pedestrian signals.
- **Makes it Easier for Crossing Guards to Keep Children Safe:** Crossing guards are especially pleased with the change because the signal now communicates the time available to cross the street with the children.
- **High Return on Investment:** The City Traffic Engineer said this project was “one of the best \$150,000 we spent in the City. Retrofitting the pedestrian signals provided a high benefit at a relatively low cost.”
- **Encouraged Additional Pedestrian Crossing Signal Upgrades:** As a result of the positive feedback from the community, the City decided to retrofit the remaining 147 intersections with upgraded pedestrian crossing signals. As of July 2012, all 360 pedestrian crossing signals were upgraded with a pedestrian count down.



1. “Quick Facts.” Safe Routes to School National Partnership. <http://www.saferoutespartnership.org/mediacenter/quickfacts>.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA*. 2006;295:1549-1555.
3. Chauhan, C, Yeh J, Fox, P. The Safe Routes to School Program in California: An

Update. *American Journal of Public Health* Published online ahead of print April 19, 2012; e1-e4. Doi:1.2105/AJPH.2012.300703).

4. *California Department of Public Health Vital Statistics Death Statistical Master Files*. Prepared by: California Department of Public Health, Safe and Active Communities Branch. Report generated from <http://epicenter.cdph.ca.gov> on June 6, 2012.

The California Safe Routes to School Technical Assistance Resource Center is a program of California Active Communities, a joint Unit of the University of California San Francisco and the California Department of Public Health, and is funded through a statewide non-infrastructure SRTS award from the California Department of Transportation.

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REPORT

DATE: September 11, 2014

TO: Energy and Environment Committee (EEC)

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

SUBJECT: New Smartphone Applications by South Coast Air Quality Management District (SCAQMD)

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
SCAQMD has developed new mobile phone applications on iPhone and Android platform to provide air quality data and information within the South Coast region, as well as air quality news alerts, alternative vehicle fueling stations, and other useful information. Denny Shaw, SCAQMD Communications Center Supervisor, will present and demonstrate the new smartphone applications.

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:
SCAQMD is responsible for cleaning the air and protecting air quality for approximately 17 million people living in an area of over 10,000 square miles.

The SCAQMD mobile phone applications provide the public with air quality data and other useful information. The applications feature the following sections:

- Air Quality – Provides real-time and forecasted air quality data, searchable by city, ZIP or current location within the South Coast Basin (Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties).
- What Can I Do – Summarizes current air quality issues and provides tips on how to clean the air.
- Clean Air Connections – Provides an opportunity for the public to join the efforts to clean the air, participate in the regulatory process, subscribe to the Air Bulletin Newsletter, and contact the SCAQMD.
- News – Provides information on air quality news, podcast, and options to sign-up for air quality alerts.
- Events – Lists air quality events including SCAQMD Governing Board meetings, Hearing Board calendar, committee meetings, conferences, town hall meetings, and workshops.
- Alternative Fuel – Provides locations, directions and details on alternative fueling stations (i.e. -natural gas, hydrogen, electric and propane) within the South Coast Basin.

REPORT

- Carbon Footprint – Calculates your carbon footprint and provides tips on how to reduce your carbon footprint and the production of greenhouse gases.
- Smoking Vehicles – Provides an opportunity to report smoking vehicles and other air quality problems by email or phone.

For iPhones: download the application on the iTunes store for free or click <https://itunes.apple.com/us/app/aqmd/id358859718?mt=8>.

For Android phones: download the application on the Google play store for free or visit <https://play.google.com/store/search?q=scaqmd>.

FISCAL IMPACT:

None

ATTACHMENT:

None

REPORT

DATE: September 11, 2014

TO: Energy and Environment Committee (EEC)

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

SUBJECT: 25th Annual SCAG/USC Demographic Workshop held on June 9, 2014

EXECUTIVE DIRECTOR’S APPROVAL:  _____

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
SCAG staff will provide a summary of the 25th Annual Demographic Workshop with the University of Southern California (USC) held on June 9, 2014 at the USC Davidson Conference 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 the USC Sol Price School of Public Policy co-hosted the 25th Annual Demographic Workshop on Monday, June 9, 2014 at the Davidson Continuing Education Conference Center at USC. The main theme of this year’s workshop was “Demographics of Poverty and Progress after the Recession.”

Luncheon keynote speaker was Professor Raphael W. Bostic of USC, a former Assistant Secretary for Policy Development and Research at the U.S. Department of Housing and Urban Development. His keynote speech was on “Poverty and Progress”, and addressed three questions: “Where are we now? What has been accomplished? What are our next steps?”

The first panel presented on (1) “California’s Population and the Future” by Dr. Walter Schwarm, Research Program Specialist for the Demographic Research Unit of the California Department of Finance (DOF); (2) “Tracking -- and Modeling -- Nativity In State and Sub-state Population Projections for California” by Mr. John Pitkin, President of Analysis and Forecasting, Inc.; and (3) “The New Generational Future of Los Angeles” by Dr. Dowell Myers, Professor of Policy, Planning, and Demography for Sol Price School of Public Policy at USC.

The second panel featured “New Methods for Calculating Poverty,” presented by Dr. Sarah Bohn, Research Fellow for Public Policy Institute for California (PPIC), and “Poverty Trends and Links to Demographic and Economic Change,” presented by Dr. Frank Wen, Manager of Research and Analysis at SCAG.

The third panel highlighted strategies to address poverty, specifically “The Role of Education and Training – What Else is Needed?” presented by Mr. Stephen Levy, Director and Senior Economist of Center for Continuing Study for the California Economy; and the “Poverty Concentration in the Inland Empire and Possible Solutions” by Dr. John Husing, Chief Economist of the Inland Empire Economic Partnership (IEEP).

REPORT

Afternoon roundtable discussions provided participants with new information about diverse demographic topics such as the (1) American Community Survey of the US Census Bureau (2) Data Resources of the DOF Demographic Research Unit (3) Migration of Population Forecasts (4) School Forecasting and Operations (5) Income Inequality Trends from a Regional Housing Policy Standpoint (6) Birth Trends in Los Angeles County and Potential Health Impacts.

This year's workshop had 130 participants from 30 different government agencies, non-profit organizations and universities in California. Five elected officials including, Mayor Pam O'Connor of Santa Monica, Mayor Ray Musser of Upland, Mayor Debbie Franklin of Banning, Mayor Pro Tem Margaret Clark of Rosemead, and Council Member Sandra Genis of Costa Mesa were among the notable participants. Staff members outside of the SCAG region also attended the workshop including staff from the San Diego Association of Governments, Sacramento Area Council of Governments, and Santa Barbara County Association of Governments..

The program, presentation materials, photo gallery, and the press release are posted on the SCAG website at <http://www.scag.ca.gov/calendar/Pages/DemographicWorkshop.aspx>.

FISCAL IMPACT:

Work associated with this item was included in FY 2013-14 Budget under 800.SCG00160.04

ATTACHMENT:

Summary of 25th Annual SCAG/USC Demographic Workshop (June 9, 2014)

Summary of the 25th Annual SCAG-USC Demographic Workshop (June 9, 2014): DEMOGRAPHICS OF POVERTY AND PROGRESS AFTER THE RECESSION

Simon Choi, Chief of Research and Forecasting
Frank Wen, Manager of Research and Analysis

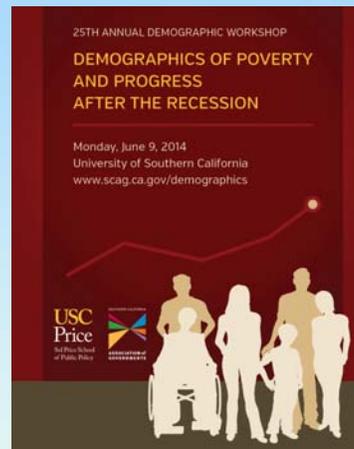
Energy and Environment Committee (EEC),
September 11, 2014



 SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

Findings from the 25th Annual Demographic Workshop

1. Supplemental Poverty Measures (SPM)
 - Broader policy options
2. Demographic trends (Prof. Myers' research)
 - Slow population growth
 - Less children
 - Less immigrants
 - Aging
 - Longevity
3. Future challenges/opportunities along with key strategies to fight the war on poverty

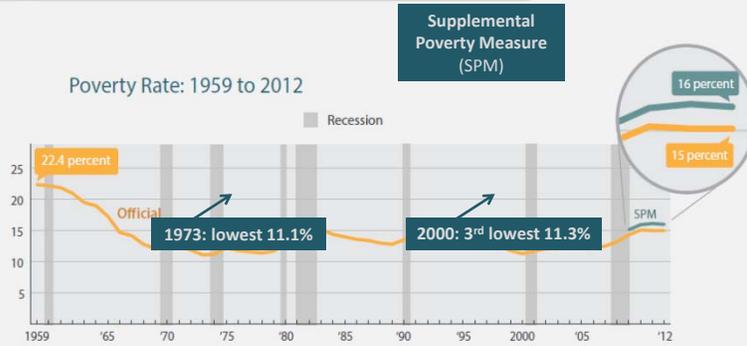


Bureau of the Census Measurement of Poverty

The Official Measure



The United States has an **official** measure of poverty. The current official poverty measure was developed in the early 1960s when President Lyndon Johnson declared war on poverty. This measure does not reflect the key government policies enacted since that time to help low-income individuals meet their needs.



Note: The data points are placed at the midpoints of the respective years.
Source: U.S. Census Bureau, Current Population Survey, 1960 to 2013 Annual Social and Economic Supplements.

Explicit and Interconnected Policy Options to Fight Poverty from SPM

What resources do people have to meet their needs?

What we count as available resources differs between the two poverty measures.

The official measure uses cash income, such as wages and salaries, Social Security benefits, interest, dividends, pension or other retirement income.



The SPM starts with cash income, then...

ADDING BENEFITS

The SPM adds benefits from the government that are not cash but help families meet their basic needs.



SUBTRACTING EXPENSES

The SPM subtracts necessary expenses like taxes, health care, commuting costs for all workers, and child care expenses while parents work.

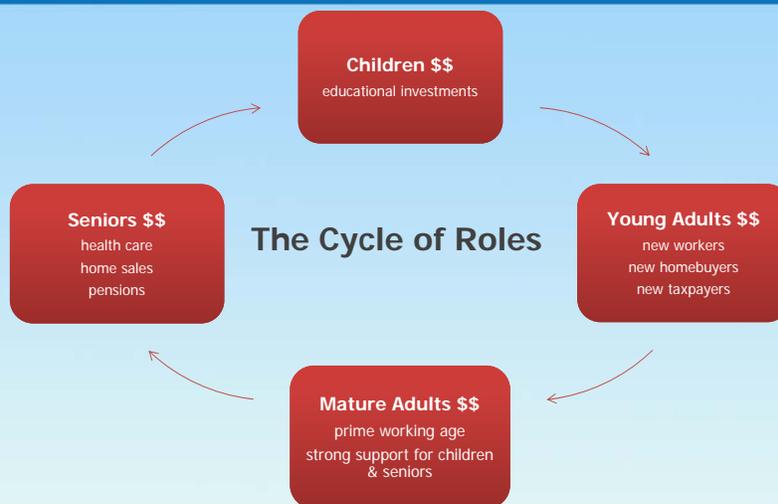


10 Major Demographic Changes

1. Continued low population growth
2. Declining number of children
3. Annual flow of new immigrants is plunging
4. Foreign born is peaked or declining
5. Long settled foreign born
6. Rise of immigrants second generation
7. Slower racial and ethnic changes
8. A soaring senior ratio- population aging
9. The home grown (growth from native Californians) revolution
10. Rising index of Children's importance

Source: Dowell Myers, "The New Generation Future of Los Angeles," 25th Annual Demographic Workshop, June 9, 2014.

The Intergenerational Partnership



Source: Dowell Myers, "The New Generation Future of Los Angeles," 25th Annual Demographic Workshop, June 9, 2014.

Top 5 Solutions to Cut Poverty Proposed by President Obama in State of the Union Address

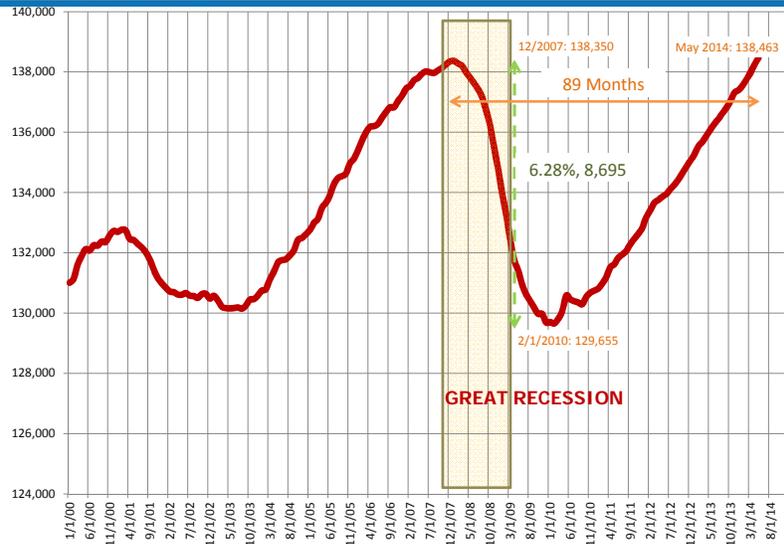
1. Creating good jobs
2. Raising wages
3. Training the next generation of workers
4. Investing in children
5. Strengthening families



Challenges and Implications

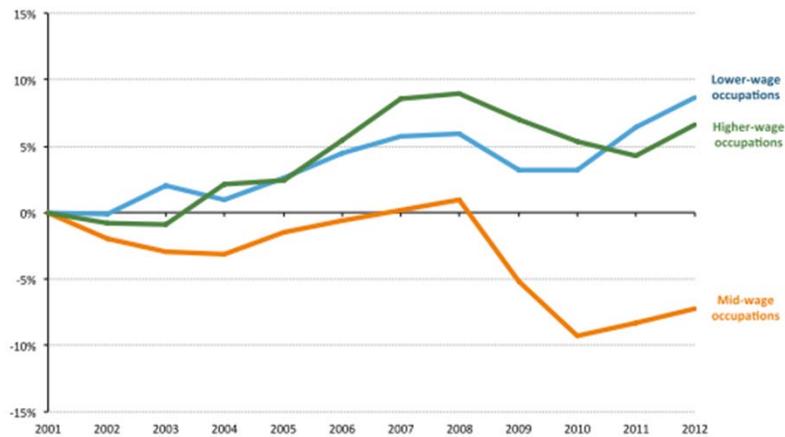
1. Job growth and the quality of job growth
2. Education/labor force training
3. Globalization
 - Outsourcing in health care, R & D
 - Immigration
4. Income Distribution
 - Labor market dysfunction
 - Wages
5. Family and household structure
 - Married couple household
 - Single person household
 - Multi-generation household?
6. Aging population
 - Baby Boomers – 10,000 everyday turning 65+ for the next 20 years
 - Impacts on economic growth
 - Challenges on government budget and program at all levels

We Finally Came Back, but Level of Job Growth May Post Challenges in the Future?



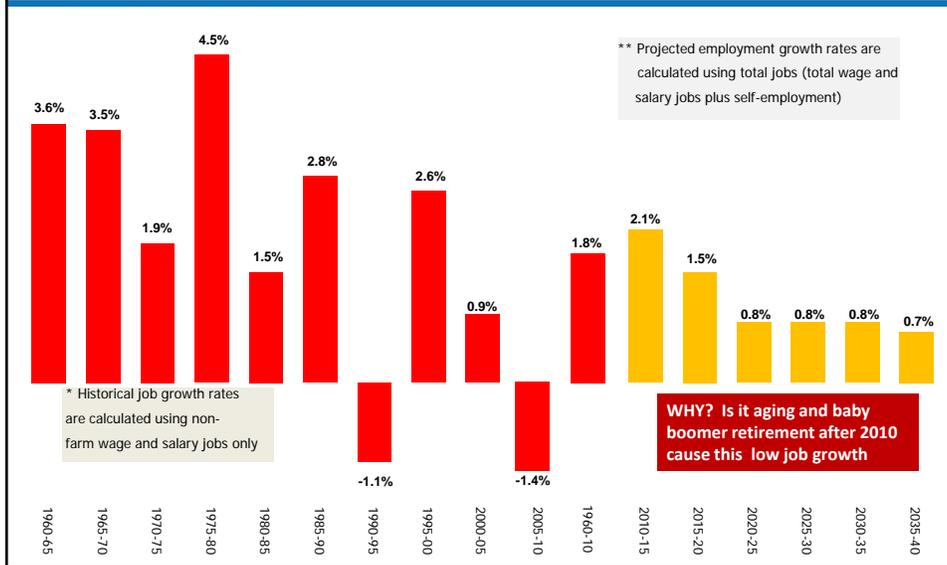
Quality of Job Growth (Good Pay) is the Issue

Occupational growth rates, indexed to 2001

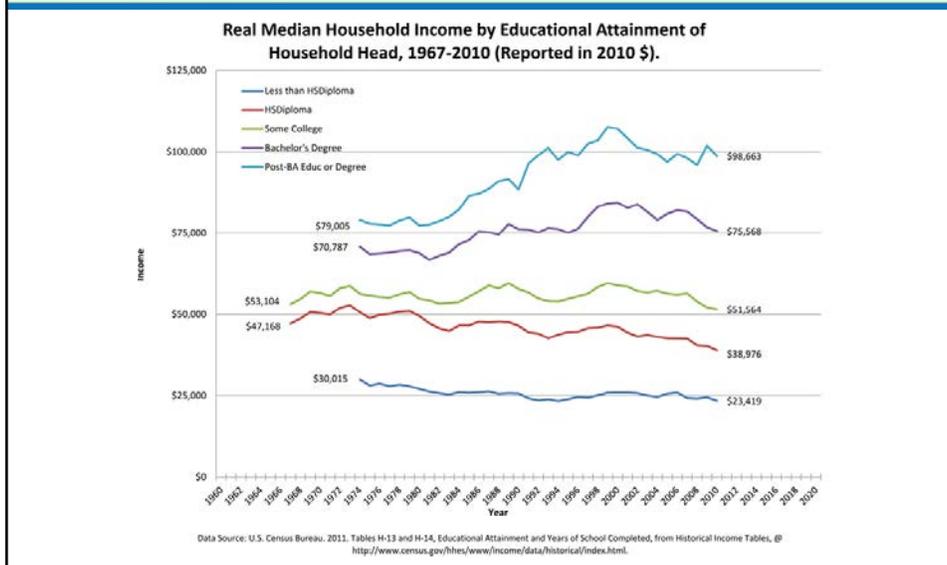


Source: NELP analysis of Current Population Survey.
All estimates measured at Quarter 1.

SCAG Historical* and Projected** Employment Growth

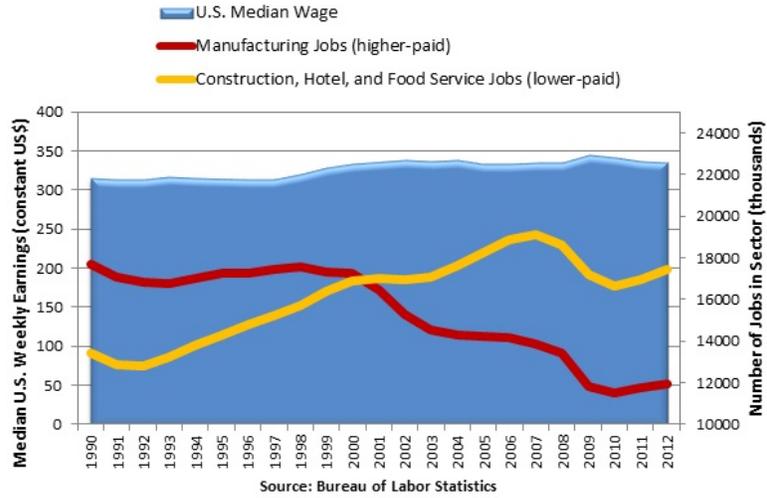


Without a Bachelor's Degree and Above, No Real Income Changes

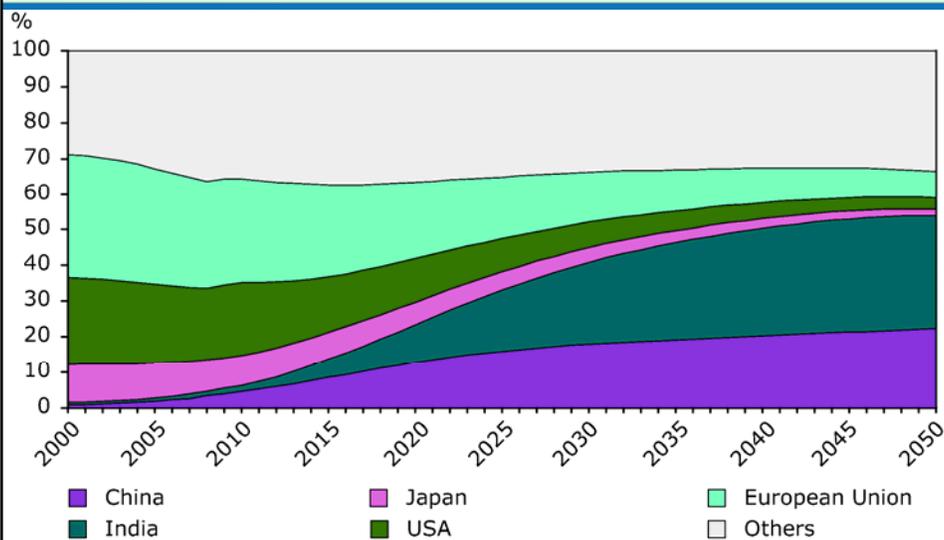


The Negative Impacts from Globalization?

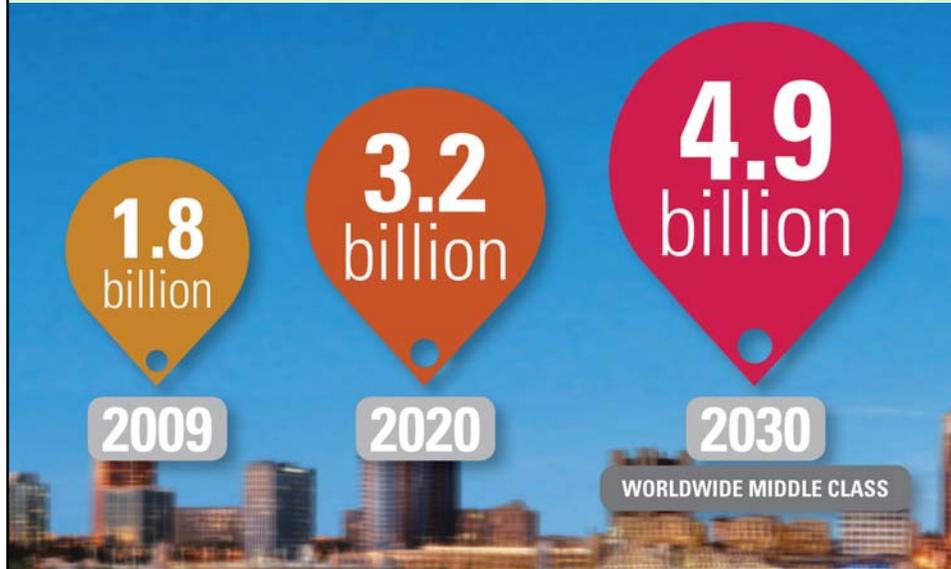
Stagnant Wages in the Era of "Free Trade"



Emerging Global Middle Income Class



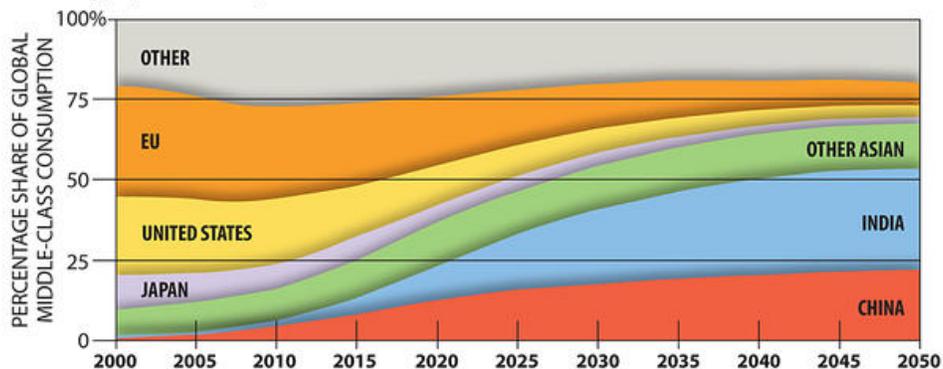
Emerging Global Middle Income Class



Emerging Global Middle Income Class

The global middle-class wave

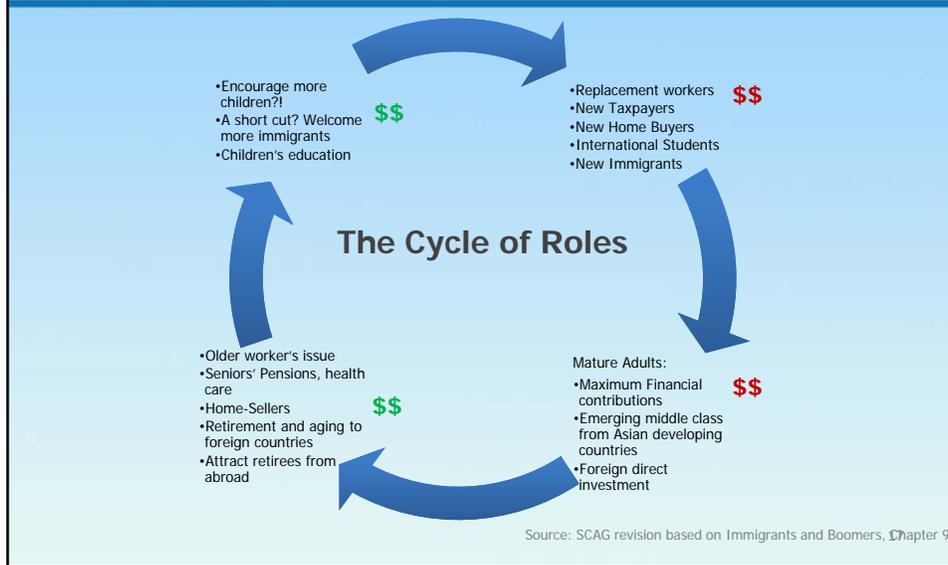
Global middle-class consumption will shift heavily toward China, India, and other Asian countries (excluding Japan) as the high-income countries see their share decrease.



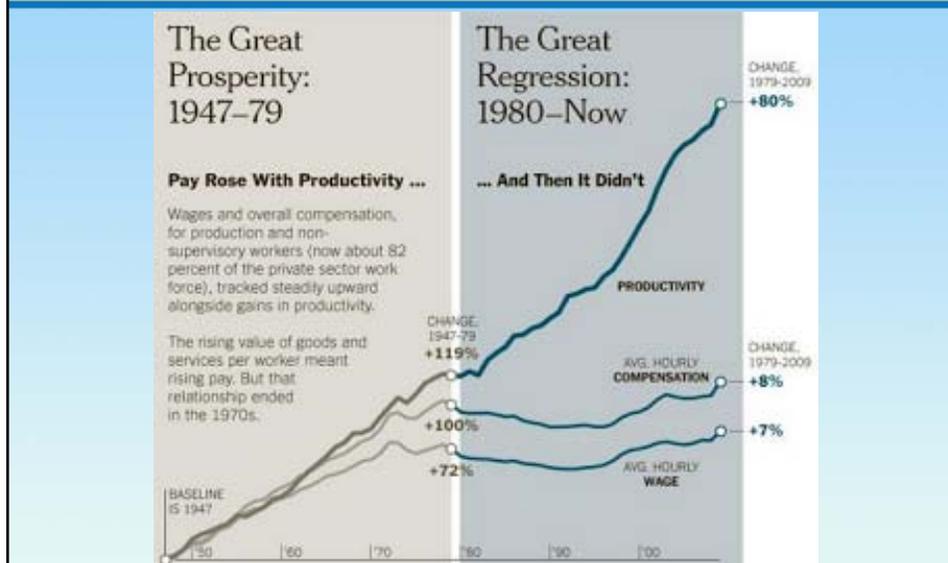
SOURCE: H. Kharas (2010), 'The Emerging Middle Class in Developing Countries,' OECD Development Centre Working Paper No. 285

RICH CLABAUGH/STAFF

International/Intergenerational Social Contract

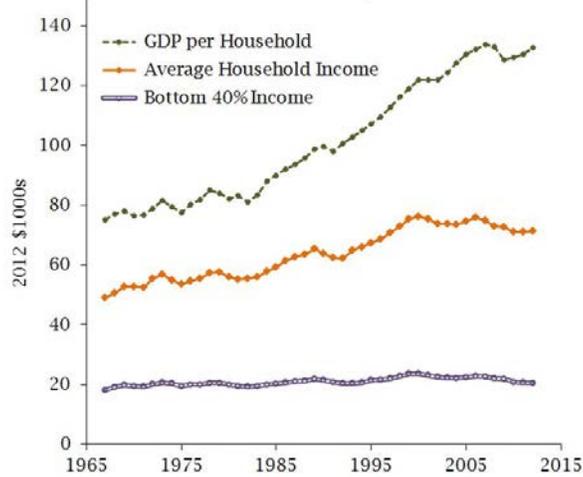


The Growth of Economy is Not Equitably Shared?!



Another Example: Growth of Economy is Not Equitably Shared?!

The Market Economy and Household Income, 1967-2012

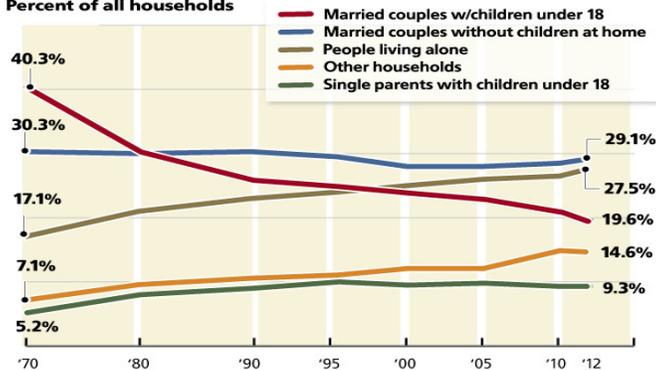


Changes in American Family Structure Have Been a Huge Challenge to Address Poverty

Changing families, changing households

As America's families have grown smaller, with fewer children and more unmarried couples, Utah has changed too — but more slowly. New census data indicate that, nationally, married couples with children under 18 have declined by about half since 1970, while the number of people living alone has risen by about a third.

Percent of all households

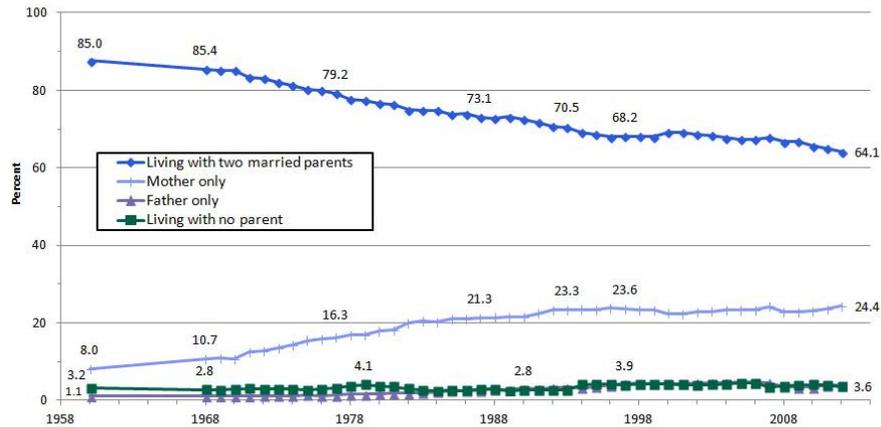


Source: U.S. Census Bureau, Current Population Survey

The Salt Lake Tribune

Major Trends Cause High Poverty Rates for Children

Living Arrangements of Children Under 18, 1970-2012



Note: Children living with two married parents may be living with biological, adoptive, or non-biological parents. Children living with mother only or father only may also be living with the parent's unmarried partner.
 Source: Data for 2008-2012: Child Trends calculations of U.S. Census Bureau, Current Population Survey, Annual Social and Economic Supplement. "America's Families and Living Arrangements".

Emerging Housing Demand?

The new American household: 3 generations, 1 roof.



separate
exterior entrance



private
bed, bath & living



personal
kitchenette & laundry



affordable
family living

"The perfect option for any dual living arrangement"

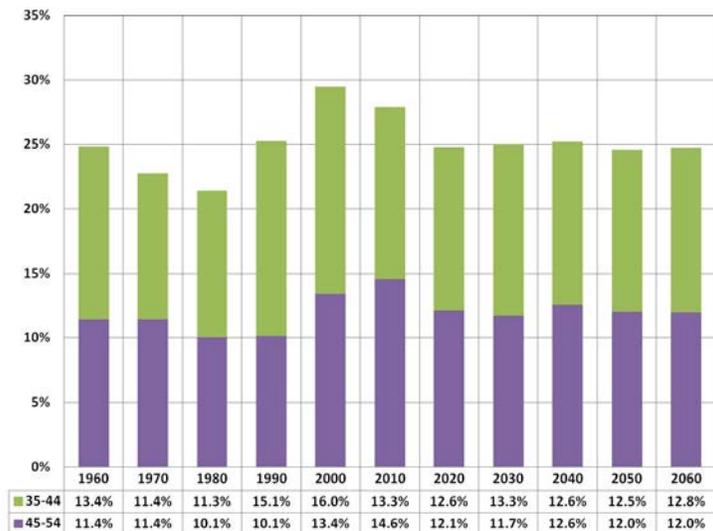
Aging: Who Are Baby Boomers?

A Snapshot as of 2000 and 2010

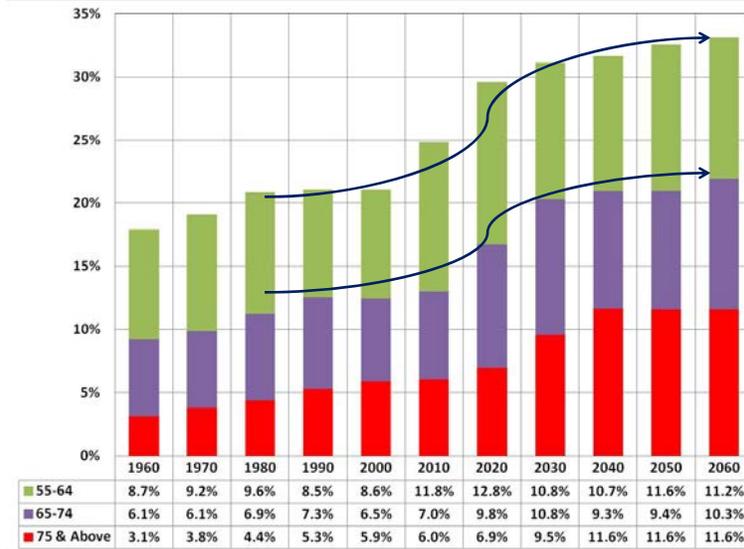
Who Are Baby Boomers (Born between 1946-64)?

	As of 2000	As of 2010
Age ranges	36-54	46-64
Population size	83,484,000	81,489,455
Share of total population	30%	26%
Number of employed workers	63,633,700	54,827,000
Share of employed workers	46%	39%
Share of total income	54%	46%
Share of expenditures	50%	43%
Share of taxes paid	57%	60%

Historical and Projected US Population Shares by Age Cohorts 35-44 and 45-54

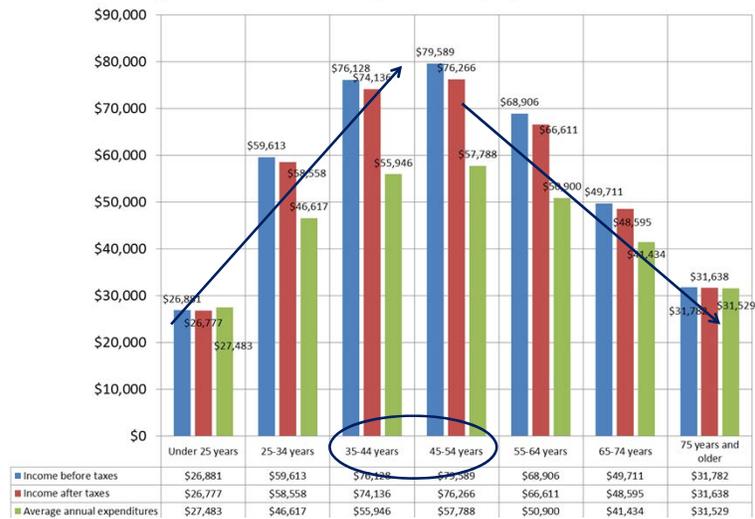


Historical and Projected US Population Shared by Age Cohorts 55 and Above



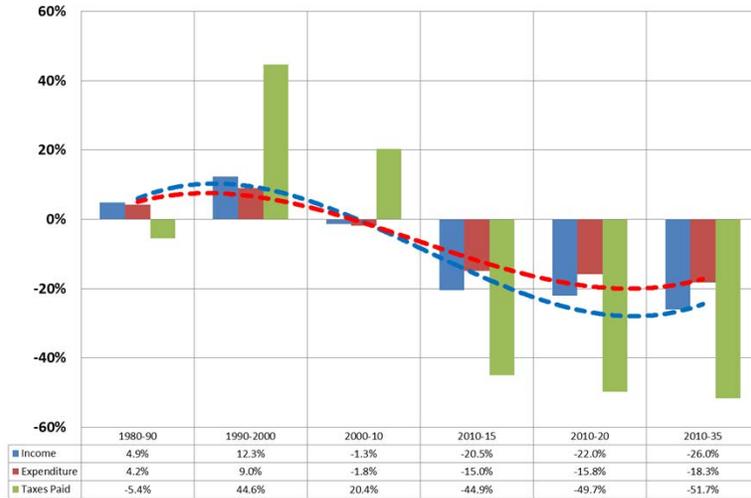
Average Consumer Income and Expenditures by Age Cohorts: 2010

Average Consumer Income & Expenditures by Age Cohorts: 2010

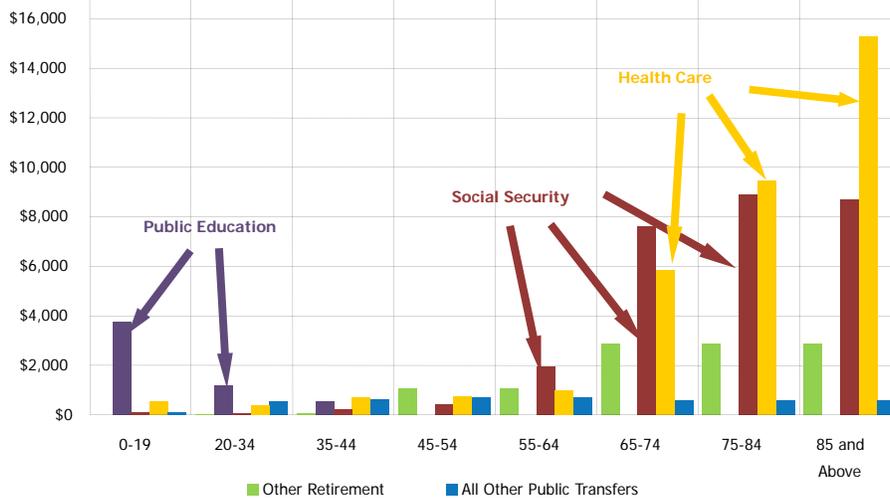


US: % Change in Growth Rate vs. Constant 2010 Household Age Distribution Using 2010 Consumer Expenditure Survey (CEX)

US: % Change in Growth Rate vs. Constant 2010 Household Age Distribution Using 2010 Consumer Expenditure Survey (CEX)



Government Related Services Per Capita



For more information
please contact

Simon Choi, Ph. D.
Chief of Research and Forecasting
choi@scag.ca.gov



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DATE: September 11, 2014

TO: Energy and Environment Committee (EEC)

FROM: Kimberly Clark, Senior Regional Planner, Land Use and Environmental Planning,
213-236-1844, clark@scag.ca.gov

SUBJECT: Progress of the Bottom-up Local Input Process for the 2016 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:

As past practice, SCAG continues to engage in a bottom-up local input process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (“2016 RTP/SCS” or “Plan”), which employs a “local control - regional collaboration” strategy for the Plan update. To facilitate and assist in the local review of the draft socioeconomic and geographic datasets for the 2016 RTP/SCS, staff has conducted meetings with jurisdictions one-on-one to collect data changes, answer questions, and provide technical guidance, as needed. To date, staff has requested sessions with all 197 jurisdictions and has completed meetings with 195 jurisdictions, or 99% of all cities and counties in the SCAG region. This effort has resulted in feedback from 90% of jurisdictions on all or a portion of the current information requests for the Local Input Process. In the coming weeks, staff will process these datasets for integration into SCAG’s technical models, including travel demand analysis and land use scenario development. Additionally, results from the Local Surveys will be presented to the Technical Working Group (TWG) and policy committees for future intergration into the 2016 Plan and also as a basis to document implementation of the 2012-2035 RTP/SCS.

STRATEGIC PLAN:

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

BACKGROUND:

SCAG’s Bottom-Up Local Input Process began in March 2013 and has been designed to engage local jurisdictions in establishing the base geographic and socioeconomic datasets for the 2016 RTP/SCS.

Early in this effort, staff sought guidance from the Community Economic and Human Development Committee (CEHD), the Technical Working Group (TWG), and our subregional partners to engage with local jurisdictions and to establish the schedule and protocol for this effort. Here is a summary of actions taken to date:

- March 2013 – Each jurisdiction was contacted individually and was requested to provide their base general plan land use and zoning data to SCAG.

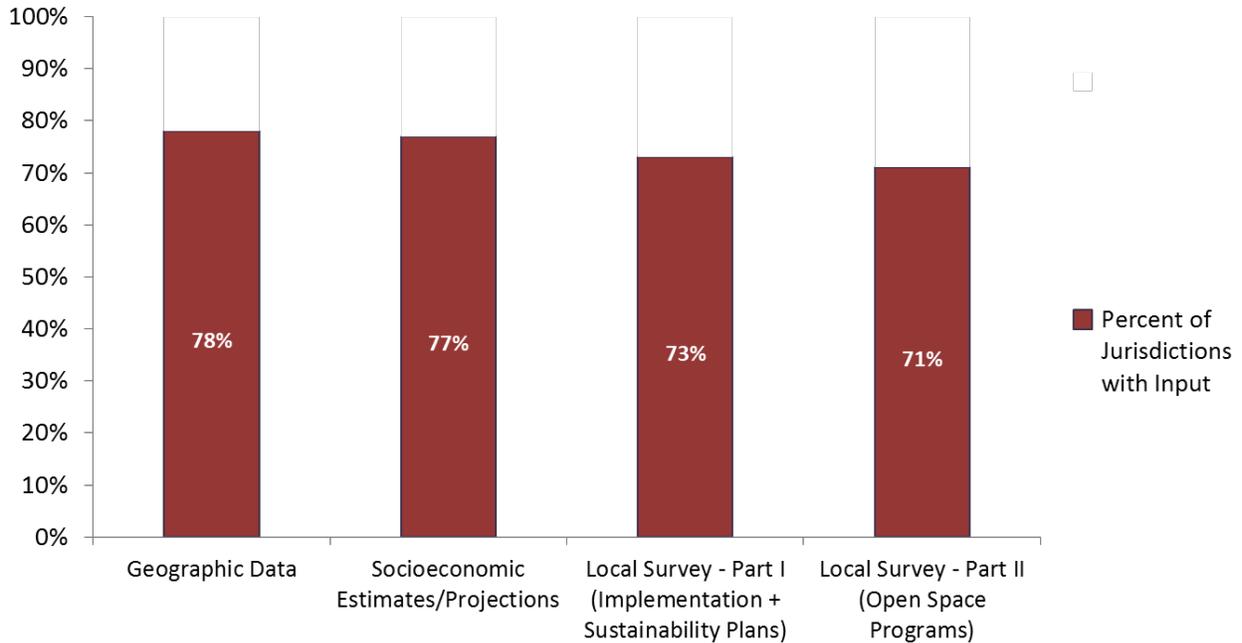
REPORT

- June 2013 – With approval from the CEHD, the protocol for local jurisdictions to provide input and approval of SCAG’s geographic and socioeconomic datasets was established.
- October 2013 – Based on guidance from the CEHD, the TWG, and our subregional partners, staff distributed the schedule, protocol, and summary descriptions of SCAG’s base datasets in a letter to all regional city managers, planning directors, city clerks (for forwarding to all elected officials), subregional executive directors, and subregional coordinators. This letter also identified whom at each jurisdiction was assumed to be the main contact person to provide input to SCAG, and provided an opportunity for local jurisdictions to revise this information.
- November 2013 through January 2014 – With input from the CEHD, TWG, and subregional staff, SCAG staff rolled-out our base geographic datasets and socioeconomic data in an individualized package for each jurisdiction (known as the “Data/Map Book”). At this time, staff also sought input from jurisdictions on any local sustainability plans and open space programs through SCAG’s Local Surveys.
- November 2013 through August 2014 – Staff presented at standing subregional planning directors’ and city managers’ meetings and sought one-on-one meetings with each of SCAG’s 197 jurisdictions to go over the base datasets, answer questions, and provide assistance, as needed.
- December 2013 through August 2014 – With support from our subregional partners and oversight from the CEHD, staff met with 99% of SCAG’s 197 jurisdictions one-on-one and received feedback from 90% of jurisdictions on all or a portion of our information requests.

Additional information on the progress of SCAG’s one-on-one meetings with local jurisdictions and the level of input from each jurisdiction on SCAG’s datasets are available in the following graphs:



Input from Jurisdictions on SCAG’s Datasets



Here is an initial summary of input for each of SCAG datasets. Note that this information is subject to update as input is collected and processed:

Geographic Data

- 78% of jurisdictions provided feedback on SCAG’s Geographic Data
- 75% of jurisdictions provided feedback on SCAG’s general plan land use or zoning data
- 64% of jurisdictions provided feedback on SCAG’s existing land use data
- 41% of jurisdictions provided feedback on our resource area datasets (farmland, flood areas, protected open space, habitat conservation areas, etc.)

Socioeconomic Estimates/Projections

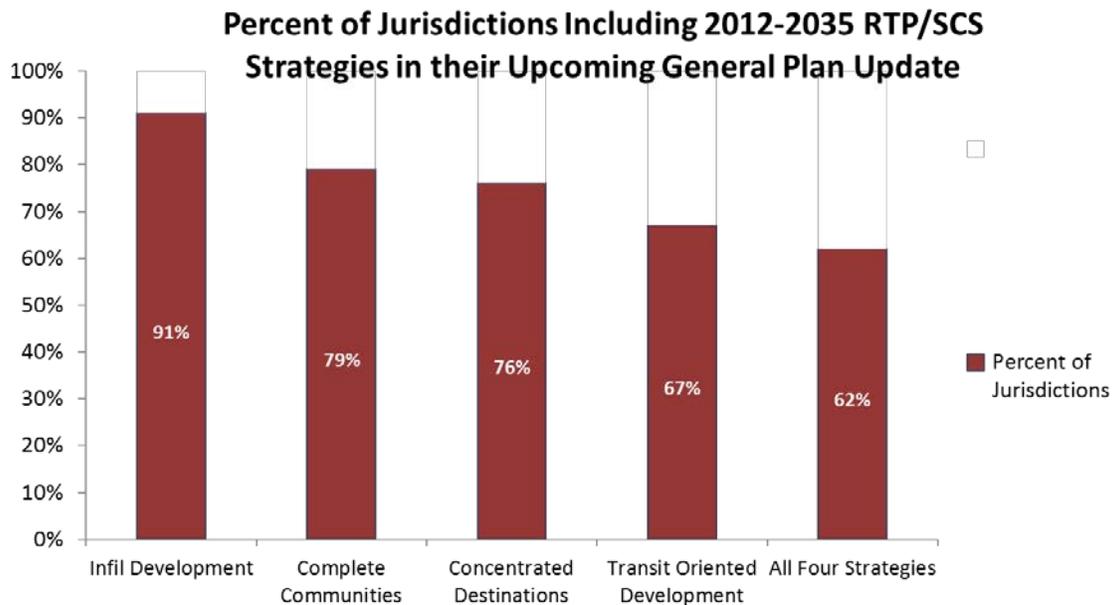
- 77% of jurisdictions provided input on SCAG’s Socioeconomic Estimates and Projections
- Approval of SCAG’s draft population, household, and employment estimates and projections was given by 44% of jurisdictions
- 32% of jurisdictions reviewed SCAG’s data and provided revised figures to be used in place of the draft figures; 1% rejected SCAG’s draft figures and did not include specific revisions

Local Survey – Part I (Sustainability Plans)

- 73% of jurisdictions provided a response to Part I of the Local Survey
- Just over 20% of local jurisdictions have updated their General Plan within the last 2 years, 35% did so within the last 5 years, and more than 53% have updated their General Plan within the last 10 years. About 30% are currently in the process of updating their General Plan

REPORT

- Of jurisdictions currently updating their General Plan, strategies outlined in the 2012-2035 RTP/SCS are much more prevalent, with 91% reporting ‘Infill Development’ as a strategy to be supported by the new Plan, 79% selecting ‘Complete Communities’, 76% selecting ‘Concentrated Destinations’, & 67% reporting TOD to be a supported strategy in their updated General Plan. 62% of respondents currently updating their General Plan selected all 4 SCS strategies to be supported in the update (see graph below)
- About 76% of respondents indicate having an RTP-designated ‘High Quality Transit Area’ (HQTA) within their jurisdiction. Of these, about 40% report having policy incentives in place to encourage HQTA development
- 19% of jurisdictions have adopted a ‘Complete Streets’ policy, and 26% are in the process of doing so. Just over 41% of localities have adopted a ‘Safe Routes to School’ policy, and 24% are in the planning stages. Nearly 20% of respondents have adopted a local Pedestrian Plan, with another 22% in the process of doing so. 59% of reporting jurisdictions have adopted a Bicycle Plan, with another 36% planning to implement a policy. More than 56% of jurisdictions have adopted a Transportation Demand Management (TDM) policy, with another 12% in the process of doing so. Nearly 21% of respondents have adopted a local parking policy, with another 7% in the planning stages. About two-thirds of respondents have adopted an impact fee policy, with another 20% anticipate implementing a policy. About 31% of jurisdictions have adopted a public health policy, with another 26% in the process of doing so

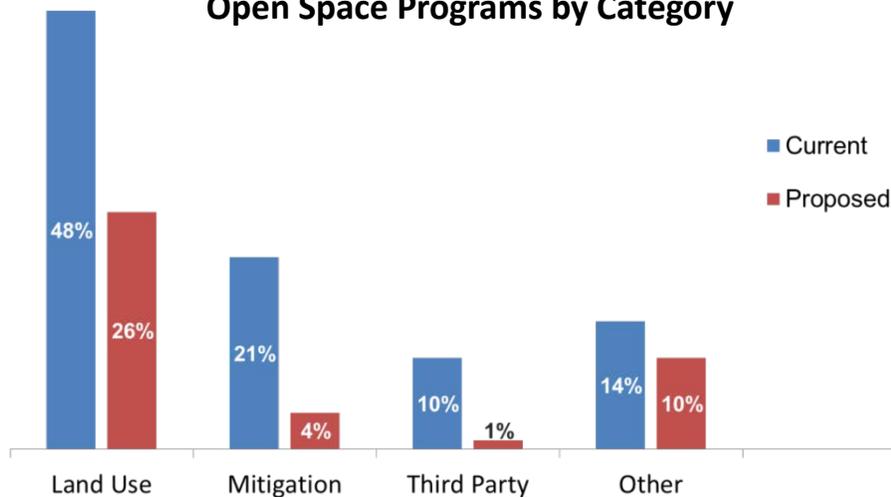


REPORT

Local Survey – Part II (Open Space Programs)

- 71% of jurisdictions provided a response on Part II of the Local Survey
- Many jurisdictions have different types of open space programs or policies. 47% of jurisdictions have a program related to the protection of natural lands, 15% for the protection of agricultural areas, and 60% have parks and recreation open space programs
- Almost half of respondents (48%) listed land use programs/policies for open space in their jurisdiction, which were primarily general plan elements, such as open space element, parks and recreation element, natural resources element or conservation element. Other prevalent programs/policies were mitigation programs such as Natural Community Conservation Programs and Habitat Conservation Programs (21%). Third party programs, such as those administered through non-profits, represent 10% and several jurisdictions have other programs related to open space (14%). Many more jurisdictions have plans to implement open space programs (see graph below)
- 45% of respondents said mitigation activities are developed on a project-by-project basis, while about 20% said they develop on both a comprehensive and project-by-project basis. Only 4% develop projects solely on a comprehensive basis

Percent of Jurisdictions with Current and Proposed Open Space Programs by Category



Additional information on the nature of input provided from local jurisdictions on SCAG’s base datasets will be provided as this information is finalized for use in the next stages of development of the 2016 RTP/SCS.

To ensure adequate resources are allocated, various departments within SCAG have been involved and Frank Wen, Manager, Research & Analysis Department, continues to serve as the main point of contact for this process. He can be reached at: 213-236-1854 or RTPLocalInput@scag.ca.gov.

FISCAL IMPACT:

Activities related to the 2016 RTP/SCS development are included in the FY15 OWP under 010.SCG0170.01, 020.SCG1635.01, 055.SCG0133.025, and 070.SCG0130.10.

ATTACHMENT:

PowerPoint: Progress of One-on-One Meetings with Local Jurisdictions to Provide Assistance for a Bottom-up Local Input Process

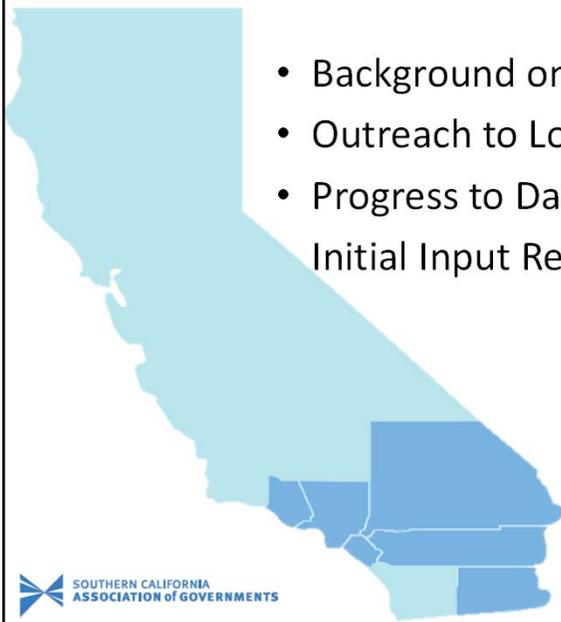
***Progress of One-on-One
Meetings with Local Jurisdictions
to Provide Assistance for a
Bottom-up Local Input Process***

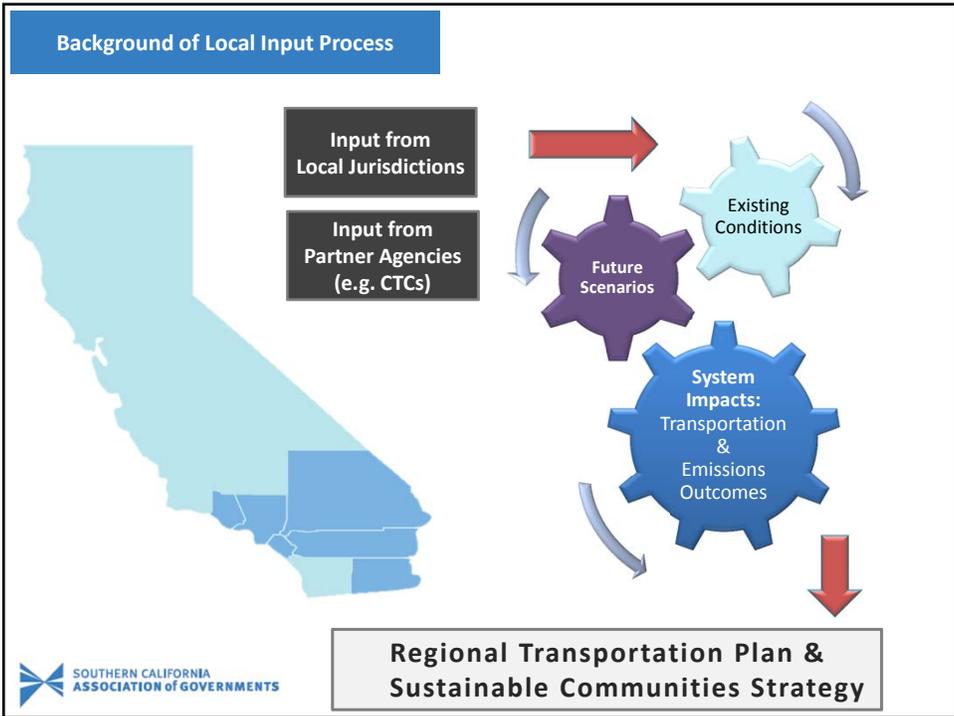
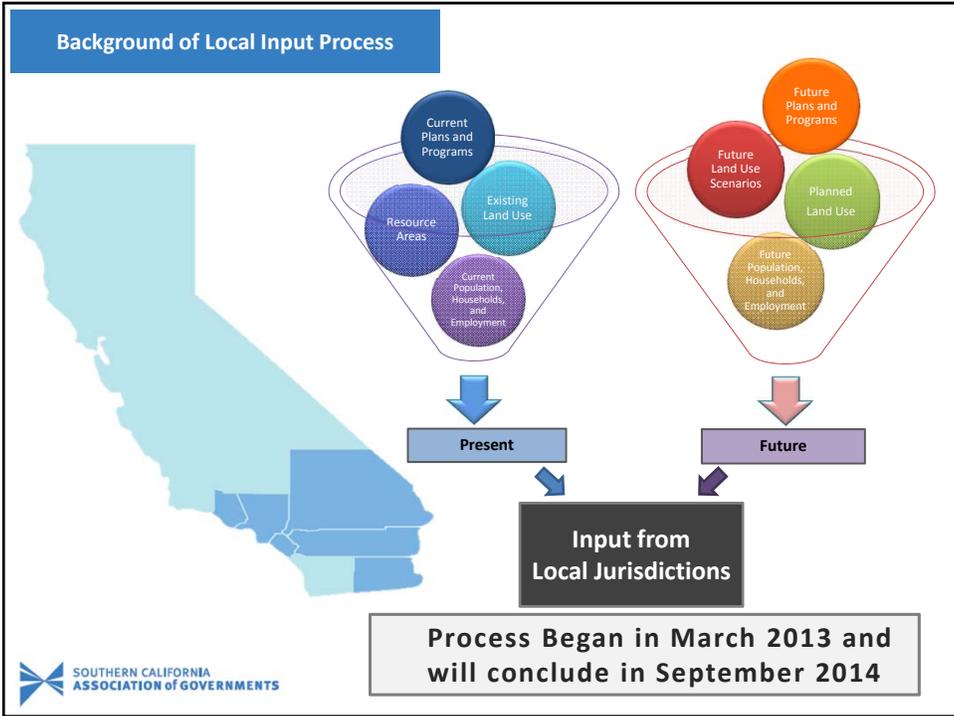


Overview

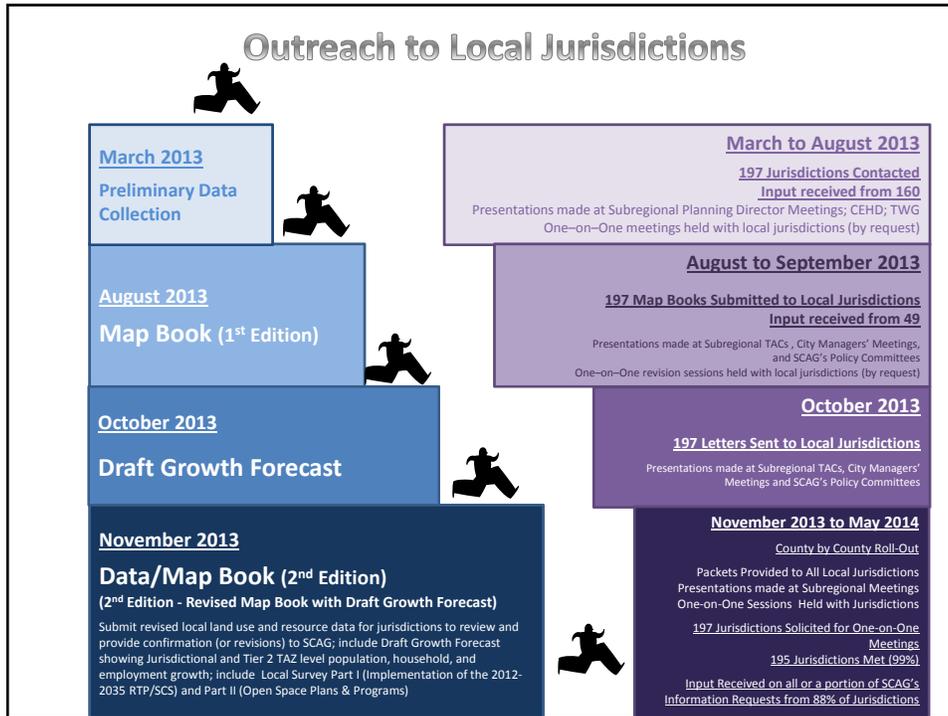
- Background on Local Input Process
- Outreach to Local Jurisdictions
- Progress to Date

Initial Input Results





Outreach to Local Jurisdictions



Role of One-on-One Meetings



Goals

Provide an opportunity for jurisdictions to offer local knowledge and input to inform SCAG's regional datasets

Ensure that all local governments are fully informed of the 2016 RTP/SCS Planning Process

Improve the overall accuracy and local relevance of the Plan

Local Collaboration

Subregional Organizations



Local Collaboration

Collaboration with Staff at Local Jurisdictions

Staff Hours Varied According to:

Jurisdiction Size

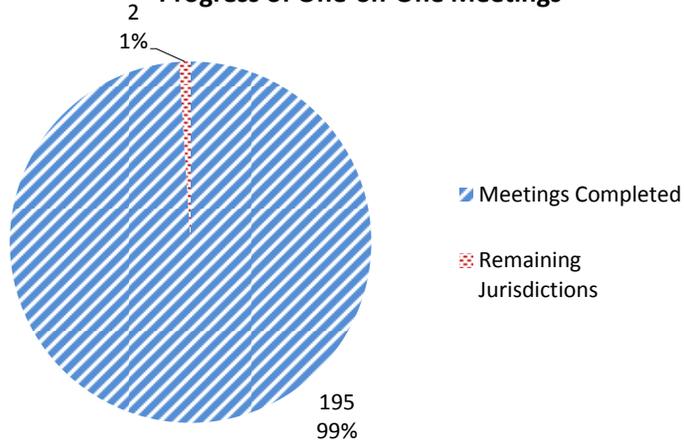
Amount of Available Data

GIS Capabilities

SCAG Assistance + Future Applications

Progress to Date

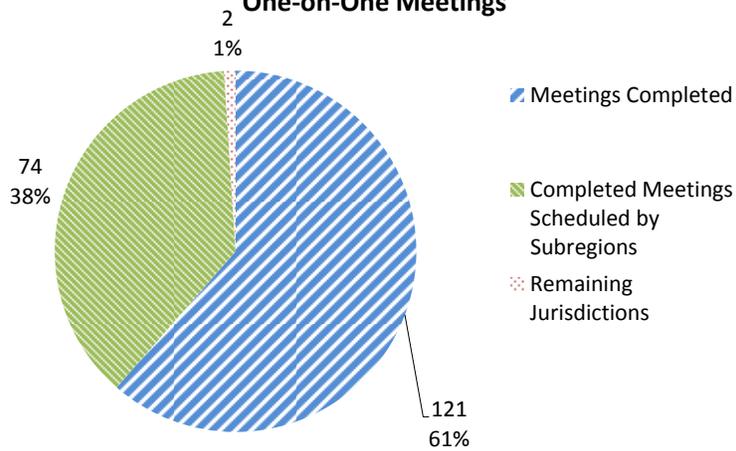
Progress of One-on-One Meetings



Percent of Jurisdictions Solicited for One-on-One Sessions: 100%

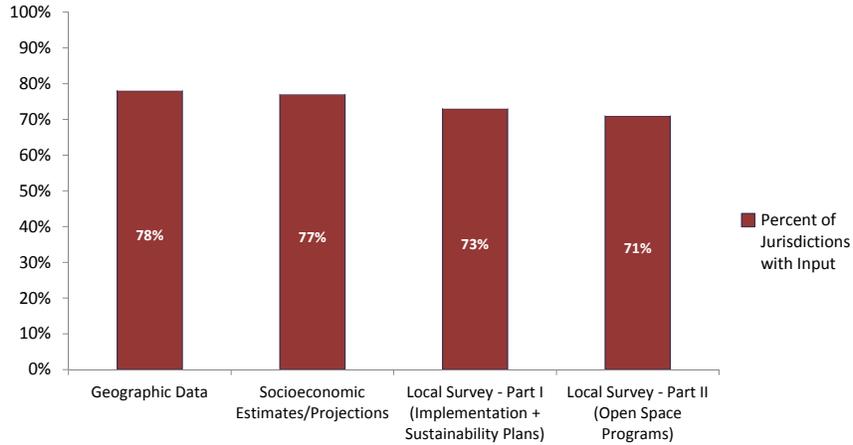
Progress to Date

One-on-One Meetings



Percent of Jurisdictions Solicited for One-on-One Sessions: 100%

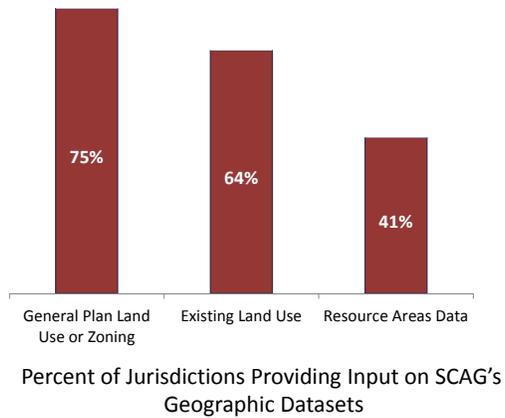
Progress to Date: 2016 RTP/SCS Local Input Process Input from Jurisdictions on SCAG's Datasets



Geographic Data Initial Input Results

Total Jurisdictions Providing Input:
154

Response Rate:
78%

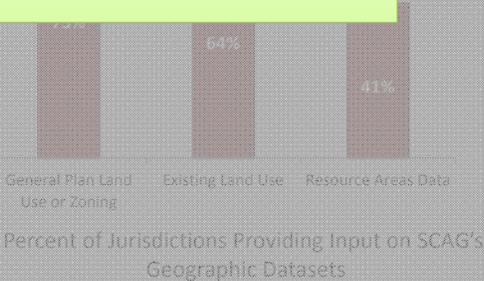


Geographic Data Initial Input Results

Future Data Uses

- Scenario Planning for the 2016 RTP/SCS
- Regional Data Inventory for Local Plans
- Local Data for Day-to-Day City Business

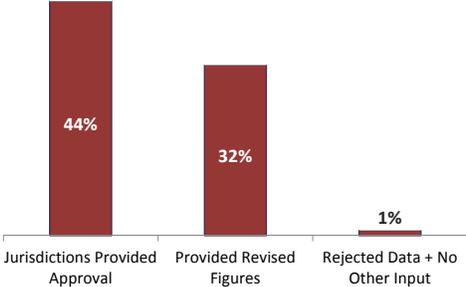
Response Rate:
78%



Socioeconomic Estimates/Projections Initial Input Results

Total Jurisdictions
Providing Input:
152

Response Rate:
77%



Nature of Input on SCAG's Socioeconomic Data

Socioeconomic Estimates/Projections Initial Input Results

Future Data Uses

- Scenario Planning for the 2016 RTP/SCS
- Travel Demand Modeling for the 2016 RTP/SCS
- Regional Data for Use in Local Planning Efforts

Response Rate:
77%



Nature of Input on SCAG's Socioeconomic Data

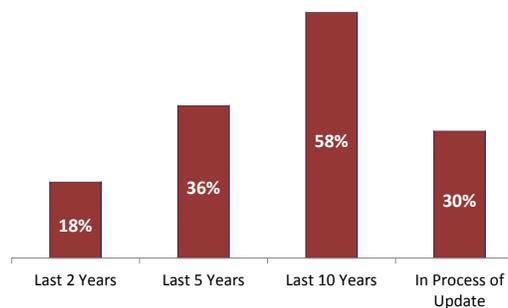
Local Survey Part I – Implementation Initial Input Results

Total Surveys
Completed As of
7/29/2014 :

143

Response Rate:

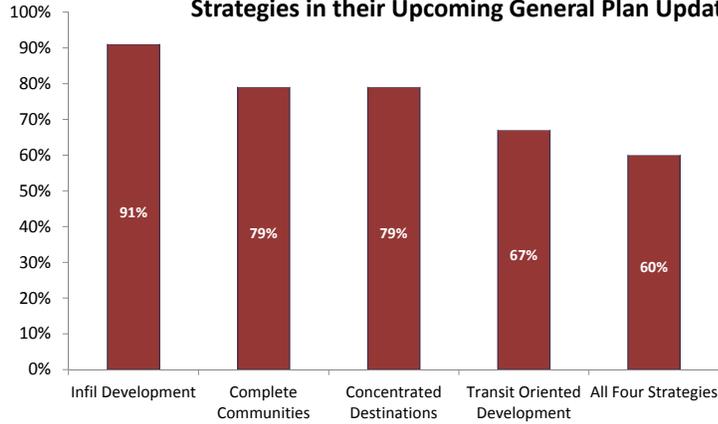
73%



Updates to Local Jurisdictions' General Plans

Initial Input Results

Percent of Jurisdictions Including 2012-2035 RTP/SCS Strategies in their Upcoming General Plan Update

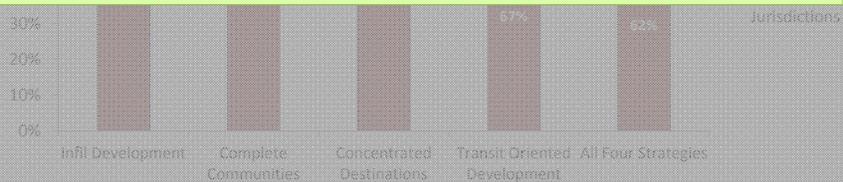


Initial Input Results

Percent of Jurisdictions Including 2012-2035 RTP/SCS Strategies in their Upcoming General Plan Update

Future Data Uses

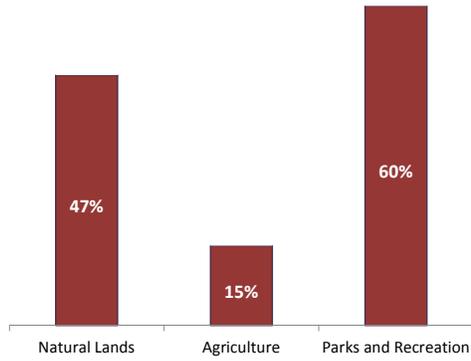
- Monitor Initial Implementation of 2012-2035 RTP/SCS
- Regional Database of Local Sustainability Programs
- Establish framework for outcome-based monitoring



Local Survey Part II – Open Space Initial Input Results

Total Surveys
Completed As of
7/29/2014 :
139

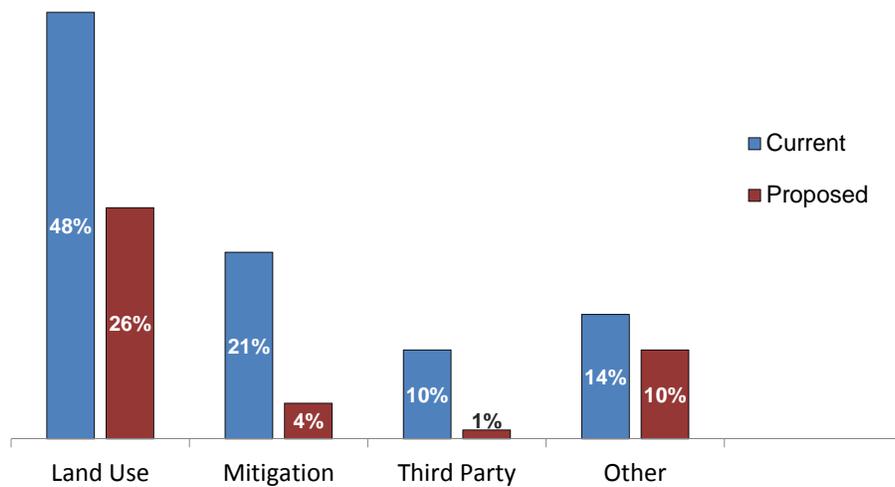
Response Rate:
71%

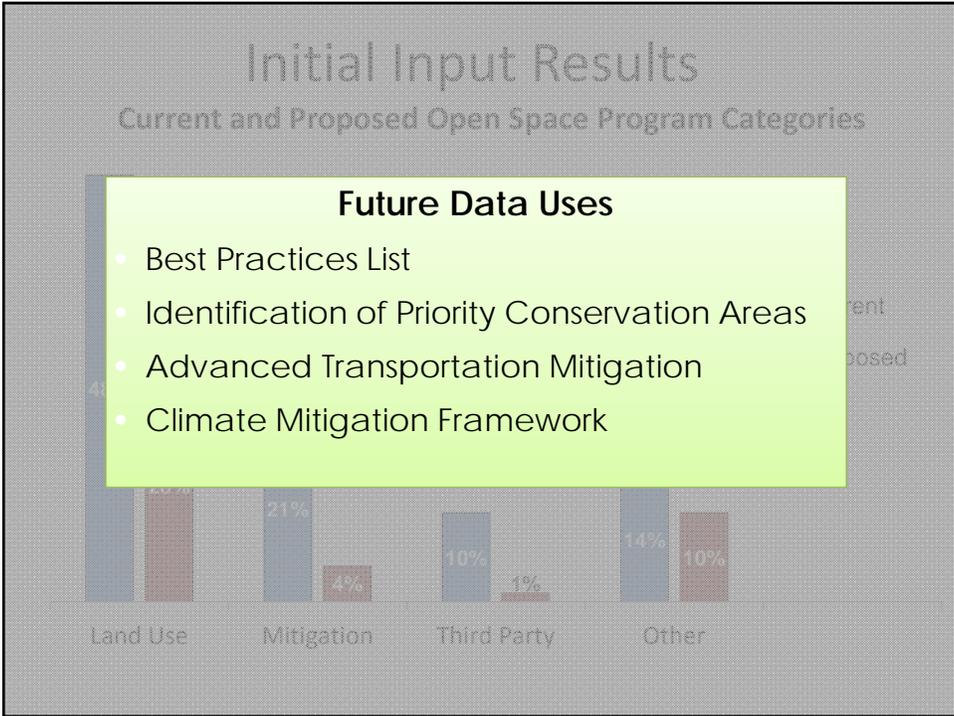


Jurisdictions with Open Space Programs and Policies by Type

Initial Input Results

Current and Proposed Open Space Program Categories





Next Steps

**SCAG Staff will continue their outreach
With local jurisdictions
Regional Datasets will be finalized
by the end of September**

Questions?

Thanks!!