

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Human Development

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Transportation

Keith Millhouse, Ventura County

Transportation Commission

**No. 545
MEETING OF THE**

REGIONAL COUNCIL

***Thursday, January 3, 2013
12:15 p.m. – 2:00 p.m.***

**SCAG Main Office
818 W. 7th Street, 12th Floor
Board Room
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 at harris-neal@scag.ca.gov. In addition, regular meetings of the Regional Council may be viewed live or on-demand at www.scag.ca.gov/scagtv

Agendas & Minutes for the Regional Council are also available at:
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SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Regional Council

Members Roster – January 2013

	<u>Members</u>		<u>Representing</u>
President	1. Hon. Glen Becerra	<i>Simi Valley</i>	District 46
1st Vice-President	2. Hon. Greg Pettis	<i>Cathedral City</i>	District 2
2nd Vice-President	3. Hon. Carl Morehouse	<i>San Buenaventura</i>	District 47
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	7. Hon. Mark Ridley-Thomas		Los Angeles County
	8. Hon. Shawn Nelson		Orange County
	9. Hon. Jeff Stone		Riverside County
	10. Hon. Gary Ovitt		San Bernardino County
	11. Hon. Linda Parks		Ventura County
	12. VACANT		OCTA
	13. Hon. Mary Craton	<i>Canyon Lake</i>	RCTC
	14. Hon. Alan Wapner	<i>Ontario</i>	SANBAG
	15. Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
	16. Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
	17. Hon. Jim Hyatt	<i>Calimesa</i>	District 3
	18. VACANT		District 4
	19. Hon. Ronald Roberts	<i>Temecula</i>	District 5
	20. Hon. Jon Harrison	<i>Redlands</i>	District 6
	21. Hon. Larry McCallon	<i>Highland</i>	District 7
	22. Hon. Deborah Robertson	<i>Rialto</i>	District 8
	23. Hon. Paul Eaton	<i>Montclair</i>	District 9
	24. Hon. Ed Graham	<i>Chino Hills</i>	District 10
	25. Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
	26. VACANT		District 12
	27. VACANT		District 13
	28. Hon. Steven Choi	<i>Irvine</i>	District 14
	29. Hon. Leslie Daigle	<i>Newport Beach</i>	District 15
	30. Hon. Michele Martinez	<i>Santa Ana</i>	District 16
	31. Hon. John Nielsen	<i>Tustin</i>	District 17
	32. Hon. Leroy Mills	<i>Cypress</i>	District 18



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Regional Council

Members Roster – January 2013

<u>Members</u>		<u>Representing</u>
33. Hon. Kris Murray	<i>Anaheim</i>	District 19
34. Hon. Andy Quach	<i>Westminster</i>	District 20
35. VACANT		District 21
36. Hon. Brett Murdock	<i>Brea</i>	District 22
37. Hon. Bruce Barrows	<i>Cerritos</i>	District 23
38. Hon. Gene Daniels	<i>Paramount</i>	District 24
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40. Hon. Jim Morton	<i>Lynwood</i>	District 26
41. Hon. Frank Gurulé	<i>Cudahy</i>	District 27
42. Hon. Dan Medina	<i>Gardena</i>	District 28
43. Hon. Steven Neal	<i>Long Beach</i>	District 29
44. Hon. James Johnson	<i>Long Beach</i>	District 30
45. Hon. Stan Carroll	<i>La Habra Heights</i>	District 31
46. Hon. Margaret Clark	<i>Rosemead</i>	District 32
47. Hon. Keith Hanks	<i>Azusa</i>	District 33
48. Hon. Barbara Messina	<i>Alhambra</i>	District 34
49. Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
50. Hon. Donald Voss	<i>La Cañada/Flintridge</i>	District 36
51. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
52. Hon. Paula Lantz	<i>Pomona</i>	District 38
53. Hon. James Gazeley	<i>Lomita</i>	District 39
54. Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
55. Hon. Frank Quintero	<i>Glendale</i>	District 42
56. Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
57. Hon. Mark Rutherford	<i>Westlake Village</i>	District 44
58. Hon. Bryan A. MacDonald	<i>Oxnard</i>	District 45
59. Hon. Ed P. Reyes	<i>Los Angeles</i>	District 48
60. Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
61. Hon. Dennis Zine	<i>Los Angeles</i>	District 50
62. Hon. Tom LaBonge	<i>Los Angeles</i>	District 51
63. Hon. Paul Koretz	<i>Los Angeles</i>	District 52
64. VACANT	<i>Los Angeles</i>	District 53



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Regional Council

Members Roster – January 2013

<u>Members</u>		<u>Representing</u>
65. Hon. Richard Alarcón	<i>Los Angeles</i>	District 54
66. Hon. Bernard C. Parks	<i>Los Angeles</i>	District 55
67. Hon. Jan Perry	<i>Los Angeles</i>	District 56
68. Hon. Herb Wesson, Jr.	<i>Los Angeles</i>	District 57
69. Hon. Bill Rosendahl	<i>Los Angeles</i>	District 58
70. Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
71. Hon. Eric Garcetti	<i>Los Angeles</i>	District 60
72. Hon. José Huizar	<i>Los Angeles</i>	District 61
73. Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
74. VACANT		District 63
75. Hon. Matthew Harper	<i>Huntington Beach</i>	District 64
76. VACANT		District 65
77. Hon. Lupe Ramos Watson	<i>Indio</i>	District 66
78. Hon. Sylvia Ballin	<i>San Fernando</i>	District 67
79. VACANT		Tribal Government Representative
80. Hon. Lisa Bartlett	<i>Dana Point</i>	TCA
81. Mr. Randall Lewis	<i>Lewis Group of Companies</i>	(Ex-Officio)
82. Hon. Antonio Villaraigosa	<i>Los Angeles</i>	(At-Large)

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REGIONAL COUNCIL

AGENDA

JANUARY 3, 2013

The Regional Council 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. Glen Becerra, President)

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 Council, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker provided that the President has the discretion to reduce the time limit based upon the number of speakers. The President may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

Page No.

EXECUTIVE DIRECTOR'S REPORT

(Hasan Ikhata, Executive Director)

- Presentation by Linn Warren, Director, California Department of Housing and Community Development (HCD), on "Housing Element Updates and Streamlining Opportunities" **Attachment** **1**
- San Diego Association of Governments (SANDAG) Court Decision

PRESIDENT'S REPORT

- New Members
- New Committee Appointments
- Follow-up on the 2012 Economic Summit
- Report on the December 12, 2012 California Environmental Protection Agency (Cal/EPA) Workshop at SCAG Offices **Attachment** **2**

COMMITTEE REPORTS/ACTION ITEMS

Executive/Administration Committee (EAC)

(Hon. Glen Becerra, Chair)

1. 2013 State and Federal Legislative Priorities **Attachment** **4**

Recommended Action: Support

REGIONAL COUNCIL

AGENDA

JANUARY 3, 2013

COMMITTEE REPORTS/ACTION ITEMS

Page No.

2. San Diego Association of Governments (SANDAG) Litigation Update/Support for Possible Amicus Brief Filing

Attachment

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Recommended Action: Authorize SCAG to file an amicus brief along with other interested agencies in support of SANDAG should it appeal the trial court decision in *Cleveland Nat'l Forest Foundation, et al. v. SANDAG, Case No. 2011-001011593*.

3. Transportation Committee (TC) Video-conferencing Pilot Program

Attachment

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Recommended Actions: 1) Waive existing policies prohibiting member participation for Regional Council and Policy Committee meetings via video-conference for the Transportation Committee for a period of one year.; and 2) Approve video-conference protocols to satisfy the provisions of the Brown Act and to facilitate an organized meeting process.

4. Amendment Increasing the Contract's Original Value Over \$200,000: Contract No. 12-021-C1, Regional Plug-In Electric Vehicle (PEV) Readiness Plan for Southern California

Attachment

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Recommended Action: Approve Amendment No. 1 to Contract 12-021-C1 with The Regents of the University of California Los Angeles (UCLA), Luskin Center for Innovation, in an amount not-to-exceed \$31,000 increasing the contract's value from \$192,859 to \$223,859.

5. Amendment Greater Than Thirty Percent (30%) of the Contract's Original Value: Contract No. 12-001-BR08, Compass Blueprint Demonstration Project for City of Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures

Attachment

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Recommended Action: Approve Amendment No. 3 to Contract 12-001-BR08 with Cambridge Systematics, Inc., in an amount not-to-exceed \$56,691 increasing the contract's value from \$122,995 to \$179,686.

Community, Economic and Human Development Committee (CEHD)
(Hon. Paula Lantz, Chair)

Energy and Environment Committee (EEC)
(Hon. Cheryl Viegas-Walker, Chair)

REGIONAL COUNCIL

AGENDA

JANUARY 3, 2013

COMMITTEE REPORTS/ACTION ITEMS - continued

Page No.

Transportation Committee (TC) (Hon. Keith Millhouse, Chair)

6. Amendment to the Joint Powers Agreement Concerning the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor Rail Agency Attachment 18

Recommended Action: Adopt Resolution No. 13-545-1, approving the 2013 Amendment to the Joint Powers Agreement (JPA) concerning the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor Rail Agency.

Legislative/Communications and Membership Committee (LCMC) (Hon. Larry McCallon, Chair)

CONSENT CALENDAR

Approval Items

7. Minutes of the November 1, 2012 Meeting Attachment 47
8. SCAG Sponsorship Attachment 56

Receive & File

9. Fiscal Year (FY) 2011/12 External Financial Audit Attachment 58
10. December 2012 State and Federal Legislative Update (To be Distributed at the Meeting)

INFORMATION ITEMS

11. CFO Monthly Report Attachment 59
12. 2012 South Coast Air Quality Management Plan (AQMP) Update Attachment 71
13. Summary Report from Subcommittees Attachment 152
14. 2013 Regional Council and Policy Committees Meeting Schedule Attachment 158

FUTURE AGENDA ITEM(S)

ADJOURNMENT

The next Regional Council meeting is scheduled for Thursday, February 7, 2013, at the SCAG Los Angeles Office.

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REPORT

DATE: January 3, 2013

TO: Regional Council (RC)

FROM: Hasan Ikhata, Executive Director, 213-236-1800, ikhata@scag.ca.gov

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

SUBJECT: Presentation by Linn Warren, Director, California Department of Housing and Community Development (HCD), on "Housing Element Updates and Streamlining Opportunities"

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
Mr. Linn Warren, appointed by Governor Brown as Director of the California Department of Housing and Community Development (HCD) in February 2012, will discuss with the Regional Council the importance of a compliant housing element, the efforts of HCD to streamline the housing element review process, and coordination between the two agencies in reviewing existing housing law with any possible legislative changes.

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:
On October 4, 2012, the Regional Council adopted the 5th cycle Final Regional Housing Needs Assessment (RHNA) Allocation Plan, which represents the projected housing need for each city and unincorporated county area in the SCAG region for the October 2013-October 2021 housing element planning period. The Final RHNA Allocation Plan was subsequently submitted to HCD for approval. On November 26, 2012, HCD formally approved the Final RHNA Plan for consistency with statutory requirements.

The deadline for jurisdictions to adopt their 5th cycle local housing element update is October 15, 2013. HCD is responsible for reviewing housing elements and determining their compliance with state housing law. As we commence the next housing element update process for the SCAG region, Director Warren will speak on the importance of a compliant housing element, the efforts of HCD to streamline the housing element review process, and coordination efforts between the two agencies.

FISCAL IMPACT:
Work associated with this item is included in the current FY 12-13 General Fund Budget (13-800.0160.03:RHNA).

ATTACHMENT: None

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REPORT

DATE: January 3, 2013

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Glen Becerra, President, Southern California Association of Governments

SUBJECT: Report on the December 12, 2012 California Environmental Protection Agency (Cal/EPA) Workshop at SCAG Offices

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only-No Action Required.

EXECUTIVE SUMMARY:
SCAG held a workshop, in cooperation with interested stakeholders such as the League of California Cities, California State Association of Counties (CSAC), etc., intended to offer business, local governments and other stakeholders the opportunity to receive relevant information and provide input to Cal/EPA on the draft California Communities Environmental Health Screening (CalEnviroScreen) Tool. The workshop was well-attended with several members of the Regional Council, staff from various local jurisdictions and agencies and other stakeholders. They engaged in a discussion session with Cal/EPA. SCAG will schedule another workshop in late January, 2013 to continue the dialogue with Cal/EPA upon release of the revised tool in early January.

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 Office of Environmental Health Hazard Assessment (OEHHA) within Cal/EPA has developed a proposed method for evaluating the cumulative impacts of pollution in communities, known as the CalEnviroScreen Tool. The draft screening tool was released in July 2012 and uses existing environmental, health and socioeconomic data to create a cumulative impacts score for communities across the state. The tool compares areas of the state against other areas and creates a relative ranking.

In a letter to Cal/EPA Secretary, Matthew Rodriguez, dated September 9, 2012, I recognized SCAG's ability and efforts to protect the environment and plan for economic growth simultaneously, and cautioned of potential unintended adverse consequences to cities and communities that could arise from use of the screening tool as a relative ranking instrument. I also acknowledged the opportunity to increase support for the pending screening tool if there is additional input and collaboration from local elected officials.

As a result, a workshop intended to offer local governments and stakeholders the opportunity to receive relevant information and provide input to Cal/EPA on the draft CalEnviroScreen Tool was held on December 12, 2012 at SCAG's Los Angeles office (with video and teleconferencing available at

REPORT

SCAG's satellite offices and other locations). The workshop was well attended with several elected officials, including members of the Regional Council, and staff from various jurisdictions and agencies participating in the workshop. Arsenio Mataka, Assistant Secretary of Cal/EPA, and Dr. George Alexeeff, Director of OEHHA, provided the attendees an overview of the CalEnviroScreen Tool and engaged in a constructive question and answer session. A copy of the presentation and a summary of the workshop can be found at <http://www.scag.ca.gov/new.htm#calEPA>.

There were two important themes that ran throughout the dialogue: 1) the need for greater stakeholder involvement; and 2) concern and need for clarification regarding the potential unintended consequences that may arise from use of the tool.

Cal/EPA staff offered clarification on the intended use of the tool, which is to help the impacted communities with potential funding. Further, Cal/EPA staff assured that the use of the tool would not subject any project for additional review above and beyond the CEQA requirements.

Cal/EPA staff were invited back to SCAG for further dialogue in late January 2013. It is expected that the revised version of the screening tool will be released in early January 2013. I will keep you informed as information becomes available.

FISCAL IMPACT:

Work associated with this item is included in the current FY 12-13 OWP (13-020.SCG00164.04: Environmental Analysis and Compliance for the Regional Transportation Plan).

ATTACHMENT:

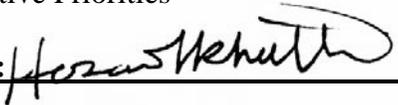
None

DATE: January 3, 2013

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Sharon A. Neely, Chief Deputy Executive Director, neely@scag.ca.gov,
(213)-236-1992

SUBJECT: 2013 State and Federal Legislative Priorities

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Support.

EXECUTIVE SUMMARY:

The Legislative/Communications & Membership Committee (LCMC) at its November 20, 2012 meeting recommended support of the 2013 State and Federal Legislative Priorities incorporating Board-approved legislative principles and objectives arising from SCAG's economic growth and job creation summits, as well as specific actions taken in support of MAP-21, infrastructure finance, Cap & Trade, and other issues, for adoption by the Regional Council. In addition, the LCMC identified three priorities addressing criminal justice realignment, affordable housing, and community redevelopment to be forwarded with the priorities identified by staff to the Regional Council with recommendation to adopt at its January 3, 2013 meeting. This report incorporates the recommended priorities supported by the LCMC, input received from elected official, local government, and business stakeholders at SCAG's Economic Summit held on December 6, 2012, and input from other sources.

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 b) Identify and support legislative initiatives.

BACKGROUND:

In December 2010, SCAG, working closely with the Southern California Leadership Council, the Global Land Use Economic Council (GLUE), along with the region's business community, organized the 2010 Southern California's Road to Economic Recovery Summit to identify next steps to pursue immediate state partnership opportunities to expedite job growth in Southern California. The Regional Council adopted legislative principals in 2011 to address the factors identified at this summit inhibiting the progress of job growth and economic recovery that, if pursued collaboratively by the region's local elected and business communities, would most effectively create jobs and initiate economic recovery in the next state legislative session.

Additionally, throughout 2011 and 2012, SCAG worked closely with its regional, statewide, and national partner agencies and organizations to support passage of the federal surface transportation authorization bill, H.R. 4348, Moving Ahead for Progress in the 21st Century, or "MAP-21". Included among the notable provisions of that legislation was an increase of the return-to-source percentage of funds to individual states from transportations revenues transmitted to the federal government, the establishment for the first time of a

dedicated national freight policy and division within USDOT, meaningful project acceleration provisions to deliver projects without compromising environmental review, and many other beneficial provisions to the transportation sector.

The 2013 State and Federal Legislative Priorities were reviewed by the LCMC at its November 20, 2012 meeting, whereupon the Committee voted to support the priorities pending any additional input received at SCAG's Economic Summit to be held in early December. The LCMC directed staff to include additional priorities pertaining to Criminal Justice Realignment, Affordable Housing, and Community Redevelopment.

SCAG subsequently presented the priorities for feedback to the Southern California Legislative Roundtable (SCLR), which is a group of legislative staff members from a variety of transportation-related agencies and associations in Southern California that has regular monthly meetings. Staff also received input from the Global Land Use & Economic (GLUE) Council and the Statewide Regional Transportation Planning Agencies (RTPA) Legislative Strategy Meeting, resulting in the addition of the Entertainment Tax Credit extension to the list of priorities and refinement of the remainder.

On December 6, 2012, SCAG hosted its Third Annual Economic Summit, providing an opportunity for state and local elected officials, public and private sector CEOs, business and labor leaders, stakeholder agency representatives, and city managers to come together to find ways to build a stronger, more prosperous and sustainable Southern California. The summit theme, Accelerating Southern California's Economic Recovery, provided an excellent opportunity to receive input from legislative, business, and public sector leaders on the proposed 2013-2014 Legislative session.

Among the job recovery issues discussed at the Economic Summit, support particularly resonated for the proposals to lower the vote threshold required for local government to approve local tax measures; for project streamlining to expedite project delivery through innovative procedures without diminishing environmental review; and for legislative priorities that generally ease the State's tax and regulatory burdens, to not only make California a more friendly place to do business, but to also provide a greater level of certainty so that businesses can reliably plan for their long-term success and viability.

The proposed 2013 State and Federal Legislative Priorities described below are the recommendations arising from the LCMC and stakeholder input at the Economic Summit, that build upon SCAG's prior Board-approved legislative objectives and achievements from the previous state and congressional legislative session to continue to advance policies that will be most effective to create jobs, initiate economic recovery throughout the region, and effectively implement MAP-21.

State Priorities

- **Project Streamlining & Expediting:** Support legislation directed at CEQA modernization and process reform that expedites project delivery and the creation of jobs. For example, concurrent rather than consecutive environmental review, and expedited judicial review of challenges to environmental rulings.
- **Financing, Economic Development & Community Reinvestment:** Support legislation to expand use of innovative finance structures to create new opportunities for economic development, community reinvestment, and the development of transportation projects and infrastructure investment, including Public-Private Partnerships (P3s), Private Equity finance, and flexibility of

local government to adopt alternate financing structures such as Infrastructure Financing Districts and local, targeted finance authorities.

- **Cap & Trade:** Support legislation that ensures an equitable portion of revenues generated from the implementation of the Cap & Trade program are allocated to transportation improvements that result in the reduction of pollution and GHG emissions commensurate with the transportation sector's impact in causing these emissions.
- **'MAP-21' Implementing Legislation:** Support state legislation that ensures funding under the new federal surface transportation reauthorization law, MAP-21 (Moving Ahead for Progress in the 21st Century), is invested in transportation projects that improve air quality and expand the capacity of the entire transportation system from state highways to intercity rail.
- **Lower Vote Threshold to Approve Local Tax Measures:** Support legislation that would require a 55% voter approval threshold for the creation, extension or increase of local city, county and transportation tax measures, similar to authority given school districts. The current threshold requires a 66.6%, or super-majority, approval rate.
- **International Trade and Ports:** Support legislation that will increase exports congruent with President Barack Obama's National Export Initiative (NEI) to double exports and creates two million jobs over five years. In addition, prevent the loss of international trade-related jobs in the Southern California region that are at jeopardy from the expanded investments by East and Gulf Coast Ports and the Panama Canal. Suggested/recommended ideas include providing tax credit certificates to exporters and importers and re-establishing the California Export Finance Office (CEFO).
- **Triple Bike Racks:** Support legislation that allows public buses to increase the bike rack length to allow for the transport of three bikes. Current regulations limit the capacity at two bikes and do not support the public's request for additional active transportation options.
- **Criminal Justice Realignment:** Support legislation that clarifies local governments' challenges and concerns with implementing criminal justice realignment.
- **Affordable Housing:** Support legislation that provides alternative sources of funding or structures for development of affordable housing.
- **Water Bond:** Support legislation that invests in water infrastructure that establishes a sufficient and reliable source of water to the Southern California region, which comprises approximately half of the state's population and commerce.
- **Entertainment Tax Credit:** Support legislation that will extend the entertainment tax credit long-term (i.e., five years or more) in order to stop the loss of entertainment jobs, investment and support industries unique to one of Southern California's touchstone industries.

REPORT

- **Freight/Goods Movement Funding:** Support federal legislation to restore a dedicated funding authorization for the national freight and goods movement program established by MAP-21 and support funding appropriations for member agencies.
- **Project Streamlining & Expediting:** Support legislation to build upon the provisions of MAP-21 to continue to improve efficiency of environmental reviews, advance pre-construction activities, promote integrated planning and programming, and clarify environmental roles to eliminate duplication to further accelerate project delivery without compromising environmental review. Support policies allowing for the use of “design-build” where appropriate, combining projects to accelerate construction, expanded use of private funding partners, and allowing greater flexibility to purchase right of way ahead of the final NEPA decision, and to design at risk ahead of the NEPA decision.

ATTACHMENT:

None.

DATE: January 3, 2013

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

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

SUBJECT: San Diego Association of Governments (SANDAG) Litigation Update/Support for Possible Amicus Brief Filing

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Authorize SCAG to file an amicus brief along with other interested agencies in support of SANDAG should it appeal the trial court decision in *Cleveland Nat'l Forest Foundation, et al. v. SANDAG, Case No. 2011-001011593*.

EXECUTIVE SUMMARY:
The following provides an update to the SANDAG litigation as well as seeks authority for SCAG to file a possible amicus brief supporting SANDAG in the event of an appeal.

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

BACKGROUND:
As was reported last month, the trial court issued its final ruling in the SANDAG litigation (*Cleveland Nat'l Forest Foundation, et al. v. SANDAG, Case No. 2011-001011593*) on December 3, 2012. Judge Timothy B. Taylor (State Superior Court, San Diego County) ruled against SANDAG and ordered that its certification of the EIR for the 2050 RTP/SCS be set aside, as requested by the Petitioners and the State Attorney General's Office. Based upon discussions with SANDAG staff, SCAG staff understands that since the trial court decision, the respective parties in the lawsuit have been negotiating the final terms of the court order which is anticipated to be finalized in mid-January 2013. SANDAG has also re-opened settlement discussion with the State Attorney General's office based upon its request. Should settlement discussions not be successful, SANDAG has received authority from its Board to appeal the trial court decision as soon as the court order is filed. At the time of this report, SANDAG has not filed an appeal.

Should SANDAG appeal the matter, staff seeks authority from the Regional Council to file an amicus brief in support of SANDAG along with other interested agencies. This effort would be similar to previous amicus brief filed at the trial court level by SCAG, the California Association of Council of Governments (CALCOG); the Sacramento Council of Governments (SACOG); and the Bay Area Metropolitan Transportation Commission (MTC). As you recall, Judge Taylor rejected all amicus briefs filed in the case.

REPORT

FISCAL IMPACT:

The fiscal impact associated with this item is minimal as SCAG staff would work with the other agencies in coordinating the amicus brief, and any related staff work is included as part of the current FY 12-13 General Fund Budget.

DATE: January 3, 2013

TO: Executive /Administration Committee (EAC)
Regional Council (RC)
Transportation Committee (TC)

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

SUBJECT: Transportation Committee (TC) Video-conferencing Pilot Program

EXECUTIVE DIRECTOR'S APPROVAL: 

EAC AND RC RECOMMENDED ACTIONS:

- (1) Waive existing policies prohibiting member participation for Regional Council and Policy Committee meetings via video-conference for the Transportation Committee for a period of one year.
- (2) Approve video-conference protocols to satisfy the provisions of the Brown Act and to facilitate an organized meeting process.

TC RECOMMENDED ACTION:
For Information Only – No Action Required

EXECUTIVE SUMMARY:

This proposed pilot program allows SCAG members to participate via video-conference for regular meetings of the Transportation Committee (TC) for a one-year trial period while SCAG assesses the viability of expansion of the system to additional meetings.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

In 2008, at the request of the Regional Council, SCAG began expanding its Regional Offices to develop a stronger presence in each of the six (6) SCAG counties. Intended to provide members greater opportunities for participation in various task force and subcommittee meetings via video-conference, additional satellite locations have been added throughout the region. Subsequently, SCAG has received requests to extend its video-conferencing sites to members and stakeholders wishing to participate in regular meetings of the Regional Council and Policy Committees. This proposed pilot program allows for participation via video-conference for regular meetings of the Transportation Committee for a one-year trial period. During this time, SCAG will assess the viability of expansion of video-conference participation to additional meetings.

Although current SCAG policy prohibits the use of video-conferencing for regular meetings of the Regional Council and Policy Committees (Article VI, Section 1.11 of the SCAG Regional Council Policy Manual), the Brown Act does not, given certain requirements are met. The following protocols are recommended to satisfy the provisions of the Brown Act and to facilitate an organized meeting process:

REPORT

- Video-conferencing locations (including SCAG Regional Offices and satellite locations) shall be listed on the TC agenda which shall be posted at each available site.
- SCAG will provide meeting materials at each video-conference location, e.g. public comment cards, sign-in sheets, agendas and attachments.
- SCAG and/or sub-regional designee will be present at each site to coordinate and provide general meeting facilitation.
- The Committee Chair will preside over the meeting from SCAG's Main Office in Los Angeles.
- The Committee Chair will conduct a call for public comments noting each participating video-conference location by name.
- A roll call vote shall be conducted for each agenda item requiring a vote.
- Tele-conferencing will only be used as a contingency in the event of a video-connection failure.

FISCAL IMPACT:

None

ATTACHMENT:

None

DATE: January 3, 2013

TO: Executive/Administrative Committee (EAC)
Regional Council (RC)

FROM: Basil Panas, Acting Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov

SUBJECT: Amendment Increasing the Contract's Original Value Over \$200,000: Contract No. 12-021-C1, Regional Plug-In Electric Vehicle (PEV) Readiness Plan for Southern California

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve Amendment No. 1 to Contract 12-021-C1 with The Regents of the University of California Los Angeles (UCLA), Luskin Center for Innovation, in an amount not-to-exceed \$31,000, increasing the contract's value from \$192,859 to \$223,859.

EXECUTIVE SUMMARY:

The South Coast Air Quality Management District (SCAQMD), SCAG's partner on this project, requested that SCAG reallocate funds for this project from SCAG staff to consultant work. Staff recommends accommodating SCAQMD's request as it will enhance the study's results. The aggregate value of the amended contract will exceed \$200,000 and for such an amendment SCAG Procurement Manual Section 1.4.5 requires Regional Council approval. This proposed contract amendment is being presented for information today to the Energy and Environment Committee (EEC).

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:

Staff recommends amending the following contract:

<u>Consultant/Contract #.</u>	<u>Amendment's Purpose</u>	<u>Amount</u>
UCLA Luskin Center for Innovation (12-021-C1)	This amendment will enable the consultant to conduct additional analysis in developing a Regional Plug-In Electric Vehicle (PEV) Readiness Plan for Southern California as well as two (2) complementary model subregional Charge Port Infrastructure (CPI) plans; and thereby develop recommendations with a higher level of detail, which will benefit member agencies interested in implementing the recommendations.	\$31,000

FISCAL IMPACT:

Funding is available in the FY 2012/13 budget.

ATTACHMENT: Consultant Contract 12-021-C1

CONTRACT 12-021-C1 AMENDMENT 1

Consultant:	The Regents of the University of California Los Angeles (UCLA), Luskin Center for Innovation
Background & Scope of Work:	<p>In June 2011, the South Coast Air Quality Management District (SCAQMD) and SCAG, in conjunction with their regional partners applied for and received two (2) PEV readiness grants. The first grant, awarded by the U.S. Department of Energy (DOE) to the SCAQMD as the prime recipient, will result in the development of six (6) Regional PEV Readiness Plans throughout the state of California, including one for Southern California. In April 2012, SCAG awarded and executed a contract with the UCLA Luskin Center for Innovation, Contract No. 12-021-C1 to develop a Regional Plug-In Electric Vehicle (PEV) Readiness Plan for Southern California as well as two (2) complementary model subregional Charge Port Infrastructure (CPI) plans. The UCLA Luskin Center for Innovation will conduct both sets of plans in collaboration with the Western Riverside Council of Governments (WRCOG), and the South Bay Cities Council of Governments (SBCCOG).</p> <p>In order to be more efficient with funding, SCAQMD has determined that the workshops which they have hosted within the SCAG region will satisfy one aspect of the grant requirements. Therefore, some of the SCAG staff funding originally allocated for outreach and workshops would be reallocated to add funds for the consultant efforts.</p> <p>The purpose of this amendment is to add funding to contract 12-021-C1 to enable the consultant to conduct additional analysis and thereby develop recommendations with a higher level of detail, which will benefit member agencies interested in implementing the recommendations. For example, the new analysis will provide more information on barriers to implementation of PEV charging, and provide recommendations concerning EV charging in multi-family units.</p>
Project's Benefits & Key Deliverables:	The PEV Readiness Plan will become part of a larger effort to provide support for the growth in PEVs throughout California while promoting economic development within the green technology sector. This effort will also support the requirements of AB 32 and SB 375, which have as their common goal the reduction of greenhouse gas emissions (GHGs). SB 375 requires agencies to reduce passenger vehicle emissions through innovative planning and land use decisions. Strategically locating PEV infrastructure will further enhance sustainable planning practices through the use of green technologies. SCAG included a narrative about the potential for PEVs to reduce GHG emissions in its 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy. Lastly, a PEV Readiness Plan will include qualitative and quantitative studies of charging needs in the region based on projections of PEV supply in Southern California, and consumer demand surveys.
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.

Amendment	Amendment No. 1	\$31,000
Amount:	Original contract value	<u>\$192,859</u>
	Total contract value is not-to-exceed	\$223,859

The aggregate value of the amended contract will exceed \$200,000 and therefore, in accordance with the SCAG Procurement Manual Section 1.4.5, Regional Council approval is required.

Contract Period: April 12, 2012 through June 30, 2013

Project Number: 225.SCG01641.03 \$223,859
 Funding sources: U.S. Department of Energy (DOE), Air Quality Management District and the California Energy Commission (CEC)

Basis for the Amendment: This amendment supports the overall Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) goals for implementation of electric vehicle charging, and proliferation of electric vehicles in the SCAG region.

SCAQMD requested SCAG to reallocate funding for this project from SCAG staff to consultant work. As previously stated, this reallocation will allow the consultant to conduct additional analysis and thereby develop recommendations with a higher level of detail, which will benefit member agencies interested in implementing the recommendations. For example the new analysis will provide more information on barriers to implementation of PEV charging, and provide recommendations concerning EV charging in multi-family units. Staff recommends accommodation of SCAQMD's request as it will enhance the study's results.

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DATE: January 3, 2013
TO: Executive/Administrative Committee (EAC)
Regional Council (RC)
FROM: Basil Panas, Acting Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov
SUBJECT: Amendment Greater Than Thirty Percent (30%) of the Contract's Original Value: Contract No. 12-001-BR08, Compass Blueprint Demonstration Project for City of Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve Amendment No. 3 to Contract 12-001-BR08 with Cambridge Systematics, Inc., in an amount not-to-exceed \$56,691, increasing the contract's value from \$122,995 to \$179,686.

EXECUTIVE SUMMARY:

In June 2011, SCAG received a multi-year grant from the State of California Strategic Growth Council which can only be used to provide direct technical assistance to SCAG member cities on particular challenges facing public agencies in implementing the goals and objectives of Senate Bill (SB) 375 and the 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). SCAG staff proposes to use the additional funding for the consultant on contract 12-001-BR08 to develop model ordinances pertaining to traffic mitigation and for the preparation of developer checklists to determine eligibility for benefits associated with Transit Priority Project (TPP) areas. This proposed additional consultant work is an eligible use of the grant funds. However, the amount of work required to be amended into the contract would exceed the 30% of the contract's original value. For such an amendment, SCAG Procurement Manual Section 1.4.5 requires Regional Council 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 Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

BACKGROUND:

Staff recommends amending the following contract:

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amount</u>
Cambridge Systematics, Inc. (12-001-BR08)	This amendment will enable the consultant to develop model ordinances pertaining to traffic mitigation and for the preparation of developer checklists to determine eligibility for benefits associated with TPP areas.	\$56,691

FISCAL IMPACT:

Funding is available in the FY 2012/13 budget.

ATTACHMENT:

Consultant Contract 12-01-BR08

CONTRACT 12-001-BR08 AMENDMENT 3

Consultant: Cambridge Systematics, Inc.

Background & Scope of Work: In March 2012, SCAG awarded Contract No. 12-001-BR08 to Cambridge Systematics, Inc. to develop new performance measurement procedures, and to recommend specific Traffic Guideline procedures for the City of Los Angeles Department of Transportation (LADOT).

The purpose of this amendment is to add funding SCAG received from the State of California Strategic Growth Council to enable the consultant to develop model ordinances pertaining to traffic mitigation and developer checklists to determine eligibility for benefits associated with Transit Priority Project (TPP) areas.

Project's Benefits & Key Deliverables: This project will help the City of Los Angeles as well as other SCAG member cities to develop new performance metrics for evaluating "complete streets," in the context of sensitive design alternatives and smart growth from the perspective of all users of the streets; and to address the goals and objectives of Senate Bill (SB) 375. New procedures will allow the City to provide a better balance between traffic flow and other important street functions such as transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. in order to strategically achieve GHG emissions reduction targets as part of the Sustainable Communities Strategies (SCS) under SB 375.

The project's key benefits and deliverables include, but are not limited to:

- A review of existing alternatives to auto-oriented Level of Service traffic impact procedures;
- Recommendation of new procedures for auto trip generation and impact measurements tailored to the needs of the City of Los Angeles;
- An analysis of specific case studies located in different contexts within the city comparing the current procedures with the new proposed procedures;
- A collaboration process including multiple LADOT departments, traffic study experts, and experts familiar with traffic impacts and real estate development practices; and
- A final report summarizing the new procedures and outlining an implementation process.

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.

Amendment	Amendment 3	\$56,691
Amount:	Amendment 2 (administrative - no change to contract's value)	\$0
	Amendment 1 (administrative - no change to contract's value)	\$0
	Original contract value	<u>\$122,995</u>
	Total contract value is not-to-exceed	\$179,686

This amendment exceeds the 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual Section 1.4.5, it requires the Regional Council's approval.

Contract Period: March 6, 2012 through June 30, 2013

Project Number: 13-065.SCG0137.01 \$122,995
Funding sources: Caltrans Planning Grant (CPG)

13-220.SCG1865.03 \$56,691
Funding sources: California Strategic Growth Council

Basis for the Amendment: In June 2011, SCAG received a multi-year grant from the State of California Strategic Growth Council and the funding can only be used for the purpose of providing direct technical assistance to SCAG member cities on particular challenges facing public agencies in implementing the goals and objectives of SB375 and the RTP/SCS. SCAG staff proposes to use the additional funding for the consultant to develop model ordinances pertaining to traffic mitigation and for the preparation of developer checklists to determine eligibility for benefits associated with TPP areas.

This amendment also supports the overall RTP/SCS goals for implementing Transit Oriented Development, and in improving multi-modal accessibility and mobility. If this amendment is not approved, SCAG will have to expend staff resources to satisfy the grant requirements, and will miss an opportunity to develop a model ordinance and checklist which will be useful for the City of Los Angeles and many other member cities.

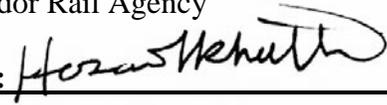
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DATE: January 3, 2013

TO: Transportation Committee (TC)
Regional Council (RC)

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

SUBJECT: Amendment to the Joint Powers Agreement Concerning the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor Rail Agency

EXECUTIVE DIRECTOR'S APPROVAL: 

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

RC RECOMMENDED ACTION:
Adopt Resolution No. 13-545-1, approving the 2013 Amendment to the Joint Powers Agreement (JPA) Concerning the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor Rail Agency.

EXECUTIVE SUMMARY:
The LOSSAN Corridor Rail Agency is seeking to amend its JPA to reflect the transfer of management of the Pacific Surfliner service from Caltrans to local control. Under the amendment, SCAG would continue its role as an ex-officio member of the LOSSAN Board. The Regional Council approved in concept the development of this local control governance at its November 3, 2011 meeting.

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 351-mile long LOSSAN rail corridor traverses six (6) counties from San Diego to San Luis Obispo. Amtrak's Pacific Surfliner service runs on the corridor as well as Metrolink, the North County Transit District's Coaster service and freight service by Union Pacific and Burlington Northern Santa Fe. The LOSSAN Corridor Rail Agency was formed in 1989 in order to increase ridership, revenue, capacity, reliability and safety on the corridor between Los Angeles Union Station and San Diego. In 2002, the agency expanded to include the entire Pacific Surfliner corridor north to San Luis Obispo.

The LOSSAN Corridor Rail Agency is currently governed by a Board of Directors whose members are:

- California Department of Transportation (Caltrans)
- Los Angeles County Metropolitan Transportation Authority (Metro)
- North County Transit District (NCTD)
- Orange County Transportation Authority (OCTA)
- San Diego Association of Governments (SANDAG)
- San Diego Metropolitan Transit System (MTS)
- San Luis Obispo Council of Governments (SLOCOG)

REPORT

- Santa Barbara County Association of Governments (SBCAG)
- Ventura County Transportation Commission (VCTC)
- California High-Speed Rail Authority (CHSRA – ex-officio member)
- National Railroad Passenger Corporation (Amtrak – ex-officio member)
- Riverside County Transportation Commission (RCTC – ex-officio member)
- Southern California Association of Governments (SCAG – ex-officio member)

Amtrak's Pacific Surfliner is the designated intercity passenger rail service in the corridor, and the Caltrans Division of Rail (DOR) provides administration and management for the Pacific Surfliner. Both Amtrak and DOR currently provide operating subsidies for the Pacific Surfliner. At the direction of the LOSSAN Board, the LOSSAN Chief Executive Officers (CEOs) group examined changes to the LOSSAN governance structure that would enhance the LOSSAN Board's ability to implement speed, service and marketing improvements, especially in light of upcoming changes to federal operating subsidies per Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), and the Southern California High-Speed Rail Memorandum of Understanding (MOU) improvements. The LOSSAN CEOs group proposed a new JPA structure wherein the LOSSAN Corridor Rail Agency would have direct control of Amtrak operations, similar to Northern California's Capital Corridor Joint Powers Authority for Amtrak Capital Corridor Service.

The benefits of local management of passenger rail service in the LOSSAN corridor include:

- More efficient resource allocation related to service expansion, frequencies, and schedules;
- A unified voice at the State and Federal level when advocating on passenger rail issues, including funding for capital improvements;
- Consolidated services such as fares, ticketing, marketing, and passenger information systems;
- Coordinated capital improvement prioritization; and
- More focused oversight of on-time performance, schedule integration, mechanical issues, and customer service.

In August 2011, the LOSSAN Board unanimously approved the recommendation of the LOSSAN CEOs group to move forward and develop a governance initiative that would assume local control of the state-supported Amtrak Pacific Surfliner service. The Regional Council approved in concept the development of this local control governance at its November 3, 2011 meeting.

Over the last year, the LOSSAN partners developed a statute bill to implement the new locally-controlled JPA. SB 1225 was authored by State Senator Alex Padilla and introduced into the 2012 legislative session in February, 2012. It was approved by the state legislature in August, 2012 and signed in to law by Governor Brown in September, 2012. (A companion bill for local control of the Amtrak San Joaquin service in the San Joaquin Valley was also signed in to law.) SB 1225 provides a timetable for DOR to transfer management of the Pacific Surfliner to the new locally-controlled JPA by June, 2015, if not sooner, by means of an Interagency Transfer Agreement (ITA). More importantly, it specifies that funding and levels of service will remain at least at the same levels for the initial three-year period from the ITA's effective date of execution.

REPORT

DOR will continue to provide a supportive role in the corridor and coordinate on aspects such as statewide planning and connectivity, feeder bus service, and equipment acquisition and coordination. DOR will transition from being a voting member to an ex-officio member.

At its October 15, 2012 meeting, the LOSSAN Board of Directors approved the amended JPA for distribution to its member agencies for approval. All agencies, both voting and ex-officio, must approve these amendments for the local-control process to proceed. The following is a summary of the major changes to the LOSSAN JPA (please also see Attachments):

- Changes to voting and ex-officio membership. Specifically, Caltrans is transferred from a voting member to an ex-officio member. RCTC is transferred from an ex-officio member to a voting member. SCAG will continue to be an ex-officio member.
- Identifies supermajority voting as eight of ten votes, including at least one affirmative vote from each of four regions in the LOSSAN corridor for the following items: (1) legislation; (2) JPA amendments in terms of membership and voting; (3) bylaws changes; (4) service reductions; and (5) cost sharing formulas.
- Identifies SANDAG as the Transitional Managing Agency to continue to provide administrative staff support to the LOSSAN agency from when the JPA is approved to when a Managing Agency is selected. (An RFP is scheduled to go out in January with selection of the first managing agency in April 2013.)
- Includes details on the roles and responsibilities of the managing agency and the managing director, who will be appointed by the LOSSAN Board and will lead the administrative duties of the LOSSAN agency. Other duties of the managing agency include project development, budgeting and finance, business plan development, marketing, and fare policy.
- Includes additional purposes of the LOSSAN agency to administer and manage the operations of the corridor intercity passenger rail service as authorized in SB 1225.
- Includes details on the relationship between the LOSSAN corridor's commuter rail services in terms of (1) overall coordination and (2) exclusions for existing agreements, ownership rights, funding sources, and other aspects of commuter rail service.

FISCAL IMPACT:

As an ex-officio member of the LOSSAN Corridor Rail Agency, SCAG will incur no additional costs as a result of this amended JPA. Staff work related to this project is included in the Overall Work Program under Work Element No. 13-140.SCG00121.02, Regional High Speed Transport Program.

ATTACHMENTS:

1. SCAG Proposed Resolution No. 13-545-1
2. October 26, 2012 Letter from LOSSAN Board Chair
3. 2013 Amendment to the JPA Concerning the LOSSAN Corridor Rail Agency

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RESOLUTION NO. 13-545-1

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS APPROVING THE
2013 AMENDMENT TO THE JOINT POWERS AGREEMENT
CONCERNING THE LOS ANGELES –SAN DIEGO-SAN LUIS OBISPO
(LOSSAN) CORRIDOR RAIL AGENCY**

WHEREAS, the Southern California Association of Governments (“SCAG”) which is the Metropolitan Planning Organization (MPO), pursuant to 23 U.S.C. 134 et seq. and 49 U.S.C. 5303 et seq. for the six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial; and

WHEREAS, the 351-mile long LOSSAN rail corridor traverses six counties from San Diego to San Luis Obispo. Formed in 1989, the LOSSAN Rail Agency was established to increase ridership, revenue, capacity, reliability and safety on the corridor between Los Angeles Union Station and San Diego; and

WHEREAS, Amtrak’s Pacific Surfliner is the designated intercity passenger rail service in the corridor, and the California Department of Transportation (Caltrans) Division of Rail (DOR) provides administration and management for the Pacific Surfliner; and

WHEREAS, the Board of Directors of the LOSSAN Corridor Rail Agency includes members from several agencies including Caltrans, the San Diego Association of Governments (SANDAG) and SCAG. SCAG serves as an ex-officio member; and

WHEREAS, in August 2011, the LOSSAN Board unanimously approved the recommendation of the LOSSAN CEOs group to move forward and develop a governance initiative that would assume local control of the state-supported Amtrak Pacific Surfliner service; and

WHEREAS, Senate Bill 1225 (Padilla) was the resulting legislative bill which provides for a new locally-controlled governance structure for the LOSSAN Corridor and transfer of management of the Pacific Surfliner to the new locally-controlled joint powers authority (JPA); and

WHEREAS, SB 1225 became law in September 2012 and provides a timetable for DOR to transfer management of the Pacific Surfliner to the new locally-controlled JPA by June 2015, if not sooner, by means of an Interagency Transfer Agreement (ITA); and

WHEREAS, as the ITA is being developed, the LOSSAN Board has distributed to its members for approval a certain 2013 Amendment to the existing JPA concerning the LOSSAN Corridor Rail Agency (LOSSAN JPA) to allow for a proper transition and has requested that all members, including SCAG, approve the 2013 Amendment to the LOSSAN JPA in a timely manner; and

WHEREAS, SCAG staff has reviewed the proposed 2013 Amendment to the LOSSAN JPA and found it to be acceptable. Major changes to the LOSSAN JPA included as part of the 2013 Amendment include the following: (1) changes to voting and ex-officio membership (e.g., Caltrans is transferred from a voting member to an ex-officio member and Riverside County Transportation Commission (RCTC) is transferred from an ex-officio member to a voting member; SCAG will continue to be an ex-officio member; (2) identification of SANDAG as the Transitional Managing Agency to continue to provide administrative staff support to the LOSSAN agency from when the JPA is approved to when a Managing Agency is selected; and (3) provisions regarding the additional purposes of the LOSSAN agency to administer and manage the operations of the corridor intercity passenger rail service as authorized in SB 1225.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of Southern California Association of Governments as follows:

1. That the Regional Council hereby authorizes SCAG to approve the proposed 2013 Amendment to the LOSSAN JPA in substantial form as it is presented in the January 3, 2013 staff report.
2. That SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute the 2013 Amendment to the LOSSAN JPA and submit to the LOSSAN Board of Directors.

APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 3rd day of January, 2013.

[SIGNATURES ON THE FOLLOWING PAGE]

Hon. Glen T. Becerra
President, SCAG
Councilmember, City of Simi Valley

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

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Los Angeles · San Diego · San Luis Obispo
Rail Corridor Agency



October 26, 2012

TO: LOSSAN Member Agencies

FROM: LOSSAN Board of Directors

SUBJECT: REQUEST YOUR GOVERNING BOARD APPROVAL BY RESOLUTION OF THE LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO (LOSSAN) RAIL CORRIDOR AGENCY 2013 AMENDMENT TO THE JOINT POWERS AGREEMENT

MEMBER AGENCIES:

California Department of Transportation
Los Angeles County Metropolitan Transportation Authority
North San Diego County Transit District
Orange County Transportation Authority
San Diego Association of Governments
San Diego Metropolitan Transit System
San Luis Obispo Council of Governments
Santa Barbara County Association of Governments
Ventura County Transportation Commission

EX-OFFICIO MEMBERS:

Amtrak
California High-Speed Rail Authority
Riverside County Transportation Commission
Southern California Association of Governments

ADDITIONAL TECHNICAL ADVISORY COMMITTEE MEMBERS:

BNSF Railway
California Public Utilities Commission
Southern California Regional Rail Authority
Union Pacific

STAFFED BY:

SANDAG
401 B Street, Suite 800
San Diego, CA 92101
Phone: (619) 699-1900
Fax: (619) 699-1905
www.lossan.org

Dear LOSSAN Members:

At our October 15, 2012 meeting, the LOSSAN Board of Directors approved the amended Joint Powers Agreement (JPA) for distribution to our member agencies for their approval.

The Board requests that your Governing Board action approve by resolution the enclosed amended JPA.

Overall, the amendments to the JPA center around new authorities related to local management of the state-support Amtrak Pacific Surfliner intercity passenger rail service as outlined in Senate Bill 1225 (SB 1225, Padilla) which was passed and signed by the Governor last month. Attached are both a clean copy and a copy with the proposed changes highlighted in "tracked changes".

Some points regarding this approval process:

- All agencies, both current voting and ex-officio members which are listed on page one of the JPA, must approve these amendments.
- Also per SB 1225, the last agency cannot approve the amended JPA before January 2, 2013. However the Board did discuss the goal of having all member agencies approve by the January 2013 LOSSAN board meeting, which will take place in the latter half of the month.
- To clarify, the only action needed by your Governing Board is on the amended JPA. There is a companion bylaws document that the LOSSAN Board of Directors is required to take action on, but this action must be after the new JPA becomes effective.

You may find the following points useful in developing your staff reports:

- In 2009, LOSSAN member agencies signed a Memorandum of Understanding (MOU) to work cooperatively on a new vision for the corridor. As a result, the LOSSAN Board of Directors defined this vision as one that is predicated on opening new markets for passenger rail through new services, better coordination between our existing services, and an improved customer experience. This new vision became the basis for a 21-month effort to develop the *LOSSAN Corridorwide Strategic Implementation Plan*, which laid out the business case for this new vision as well as called for institutional changes necessary for implementation. (The plan was approved by the Board in April 2012 and is available at www.lossan.org.)
- In January 2012, the Board voted to approve the introduction of a spot bill and unanimously approved draft legislative language at their March 2012 meeting detailing institutional changes and specifically authorization to transfer the authority for Amtrak's Pacific Surfliner intercity service from Caltrans to the LOSSAN agency. This language was patterned after SB 457 (Kelly, 1996), which set the ground work for the Capital Corridor Joint Powers Authority (CCJPA) in northern California. Senator Alex Padilla (D-20th) agreed to be the author.
- Throughout of this legislative process, a few aspects of SB 1225 have been key to all LOSSAN members and by working together as a corridor, these key aspects remained in the final version of the bill:

The bill is permissive. For transfer of authority to be initiated, LOSSAN is required to amend the JPA and also to enter into an Interagency Transfer Agreement (ITA) with the State. LOSSAN can elect not to complete these conditions, they are not mandated in SB 1225.

State funding continues. The state annually appropriates Public Transportation Account funds for the operating, maintenance, and minor capital needs of the Pacific Surfliner, Capitol Corridor, and San Joaquin services. For FY 2013, this totaled \$90 million, which has been the same level of funding for the past four years.

- Provisions in SB 1225 say the LOSSAN JPA or members *may* augment state funds to pay for service *but they are not required to* (Section 3(c)).
- SB 1225 also specifies that funding will be available for the initial three-year period of the ITA for at the least the same level as of the effective date of the ITA (Section 2(b)(5)). Furthermore, because the ITA will be signed in either 2014 or 2015, this takes out the uncertainty of taking action on the ITA while not knowing the state's intentions regarding new federal mandates that will require the state to fund 100 percent, up from the current 70 percent, of the subsidy for Surfliner service. The state will be required to address this change in 2013.
- Although it is always difficult to predict what will happen in Sacramento, we can draw upon the past 15-years of the Capitol Corridor service between the Bay Area and Sacramento which is overseen by CCJPA. In each of those 15 years, some being very difficult at the state level in terms of maintaining state transit funds, no local funds have been used or required to fund intercity service.

Level of service is preserved. In addition to funding levels, there are provisions that address a continued level of service in the corridor, which was another concern of member agencies when the process started. Specifically, SB 1225 states that the level of service shall not be less than levels at the effective date of the ITA (Section 5(c)).

State/Local Partnerships. The LOSSAN Board of Directors continues to support a role for Caltrans in the corridor and is supportive of provisions in SB 1225 in terms of continued coordination on aspects such as statewide connectivity, feeder bus service, and equipment coordination. Caltrans will continue to participate at the Board level as an ex-officio member per Section 5.2.4 of the JPA.

- Member agencies, through proposed amendments to the JPA, have specified certain provisions related to existing funds and agreements that are not impacted by the decision to amend the JPA. These are outlined in Section 6 of the amended JPA.
- There also are provisions for supermajority voting on specific items where eight of 10 votes would be required and ensuring that all regions along the corridor are represented (Section 17 of the amended JPA).
- Lastly, staff plans to use the existing ITA between the Capitol Corridor and State as a starting point for the LOSSAN corridor ITA, which includes additional safeguards should the state eliminate support for intercity rail services.
- Enclosed is a summary of the major changes between the current JPA and the amended version, for your information.

Should you need assistance with a draft resolution or any of the materials, please feel free to contact Linda Culp, SANDAG Staff to LOSSAN, at (619) 699-6957 or linda.culp@sandag.org. As always, please let me know if you have any questions or concerns at (760) 250-4681.

On behalf of the LOSSAN Board of Directors, I want to thank you for the time and attention paid over the past couple of years and specifically since June in terms of review and edits to the JPA by your staffs, Chief Executive Officers, and Board representative(s). We have a lot of work ahead of us but this corridor deserves our best efforts.

Sincerely,



HONORABLE JOE KELLEJIAN
Chair

Enclosures

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2013 AMENDMENT TO THE
JOINT POWERS AGREEMENT
CONCERNING THE LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO CORRIDOR
RAIL AGENCY

INTRODUCTION

This Agreement is made and entered into in the State of California by and among the LOSSAN Agency Governing Board and the following public agencies that are parties of this Agreement:

Los Angeles County Metropolitan Transportation Authority;

Orange County Transportation Authority;

Riverside County Transportation Commission;

North County Transit District;

San Diego Metropolitan Transit System;

California Department of Transportation;

Southern California Association of Governments;

San Diego Association of Governments;

Ventura County Transportation Commission;

Santa Barbara County Association of Governments;

San Luis Obispo Council of Governments;

National Railroad Passenger Corporation;

California High-Speed Rail Authority;

RECITALS

WHEREAS, some, but not all of the parties to this Agreement had entered into that certain joint exercise of powers agreement to establish the Los Angeles-San Diego Corridor Rail Agency (Agency), effective February 6, 1989, but desire to amend and restate such existing joint exercise of powers agreement as provided herein; and

WHEREAS, the parties to this Agreement recognize the need for a public agency to oversee increases in the level of intercity passenger rail service in the travel corridor between San Diego,

Los Angeles and San Luis Obispo, and improvements to the facilities that will ensure reduced travel times and that will aid the joint operation of freight and passenger service in the Corridor; and

WHEREAS, the Los Angeles-San Diego State Rail Corridor Study Group created pursuant to Senate Bill 1095 (Chapter 1313, Statutes of 1985) analyzed the feasibility of increasing the level of intercity passenger service in the corridor and instituting commuter rail service from San Clemente to Union Station in Los Angeles and from Oceanside to San Diego; identified and recommended improvements to track and right-of-way to accommodate the higher levels of service; and recommended the creation of a joint exercise of powers agency to oversee the implementation of additional intercity rail passenger service and the necessary track improvements; and

WHEREAS, rail service on the coast corridor has been extended to Ventura, Santa Barbara, and San Luis Obispo Counties; and

WHEREAS, the parties to this Agreement believe that the joint exercise of their powers will provide an organization capable of implementing the recommendations contained in both the State Rail Corridor Study Group's June 1987 report entitled, *Los Angeles-San Diego State Rail Corridor Study*, and the April 2012 *LOSSAN Corridorwide Strategic Implementation Plan* and assist related efforts to coordinate corridor rail services and to improve corridor services and facilities; and

WHEREAS, each party to this Agreement is authorized to contract with each other for the joint exercise of any common power under Article I, Chapter 5, Division 7, Title 1 of the Government Code of the State of California; and

WHEREAS, an act to amend Sections 14031.8, 14070.2, 14070.4, and 14070.6 of, and to add Section 14070.7 to, and to repeal and add Article 5.2 (commencing with Section 14072) of Chapter 1 of Part 5 of Division 3 of Title 2 of, the Government Code, relating to transportation and known as the Intercity Passenger Rail Act of 2012 (SB 1225), authorized expansion of the authority of the LOSSAN Corridor Rail Agency, through an amendment to the existing Joint Exercise of Powers Agreement; and

WHEREAS, SB 1225 authorizes the Agency, beginning on June 30, 2014, to enter into an Interagency Transfer Agreement with the State of California, with an initial term of three years (Initial Term) commencing with the transfer of the responsibilities for administering state-funded intercity rail passenger service in the LOSSAN Corridor from the State to the Agency; and

WHEREAS, the Agency will, through the Interagency Transfer Agreement, succeed to the State's current agreement with Amtrak for the operation of the LOSSAN Corridor Rail Service and may initiate changes in said agreement or, in the future, may, through a competitive solicitation process, contract with Amtrak, or other organizations not precluded by State or Federal law to provide passenger rail services, to operate the rail service; and

WHEREAS, the Agency may contract with one of its Member Agencies, Associate Agencies or any commuter rail agency which uses the same facilities to provide commuter rail services as are used by the intercity passenger rail corridor service, called the Managing Agency, to provide all necessary administrative support to the Agency in order to prepare and negotiate the Interagency Transfer Agreement and to perform the Agency's duties and responsibilities during the Initial Term of the Interagency Transfer Agreement; and

WHEREAS, the Agency will initiate a process for selection of a Managing Agency which shall begin upon the effective date of the Agreement as amended per SB 1225 and shall continue during a transition period (Transition Period) until such time as a Managing Agency is selected and contracts with the Agency to serve in that capacity as called for in Section 8.0 below; and

WHEREAS, at the conclusion of the Initial Term, the Agency may, through procedures that it determines, select a Managing Agency, for a subsequent three year term to continue to administer the rail service under the direction of the Agency; and

WHEREAS, the Managing Agency shall produce a business plan (Business Plan) for approval by the Agency for each of the initial three years of operation of the service which shall describe the methods by which the Agency will administer rail service and seek to increase ridership in the LOSSAN Corridor and which shall be updated and submitted by the Agency to the Secretary of the Business, Transportation and Housing Agency by April 1 of each year; and

WHEREAS, there are three previous amendments to this JPA, effective 2001, 2010, and 2011;

NOW THEREFORE, in consideration of the recitals, the parties to this Agreement agree to the following:

1.0 DEFINITIONS

- 1.1 **Agency** means the Los Angeles-San Diego-San Luis Obispo Corridor Rail Agency.
- 1.2 **Governing Board** or Board means the Board of Directors of the Agency.
- 1.3 **LOSSAN** is the acronym for Los Angeles-San Diego-San Luis Obispo.
- 1.4 **Voting member agencies (Member Agency)** mean Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Diego Metropolitan Transit System, North County Transit District, San Diego Association of Governments, Ventura County Transportation Commission, Santa Barbara County Association of Governments, and San Luis Obispo Council of Governments.
- 1.5 **Ex-officio non-voting associate agencies (Associate Agency)** mean the Southern California Association of Governments, the National Railroad Passenger

Corporation (Amtrak), California High-Speed Rail Authority and the California Department of Transportation.

- 1.6 **LOSSAN Corridor Rail Service** means Pacific Surfliner intercity passenger rail service that operates on the LOSSAN Corridor, which is a 351 mile long intercity and commuter rail corridor, stretching from San Diego in the south, up the coast to Orange County, Los Angeles County, Ventura County, and Santa Barbara County to San Luis Obispo County.
- 1.7 **Regional Transportation Planning Agency** means an entity authorized to prepare a regional transportation plan pursuant to Government Code Section 65080.
- 1.8 **Corridor City** means a city adjacent to the LOSSAN Corridor right-of-way.
- 1.9 **LOSSAN Regions** are defined as North Region: Ventura County, Santa Barbara County and San Luis Obispo County; Central Region: Los Angeles County; South Region: San Diego County; South Central Region: Orange County and Riverside County.
- 1.10 **Fiscal Year** means from July 1 to and including the following June 30.
- 1.11 **California State Rail Plan** is prepared every two years by the California Department of Transportation as an examination of passenger and freight rail transportation in California, in accordance with Section 14036 of the Government Code.
- 1.12 **Member Agency** shall mean each of those voting governmental entities set forth in paragraph 1.4 to this Agreement that have executed this Agreement and that have not withdrawn from the Agency.
- 1.13 **Business Plan** shall mean the business plan to be submitted by the Agency to the Secretary of the Business, Transportation and Housing Agency covering the initial three year term of the Agreement as mandated by Section 14070.4(b) and updated and submitted annually thereafter.
- 1.14 **Interagency Transfer Agreement** shall mean the agreement provided for in Section 14070.2(a) whereby the State of California will transfer all responsibility for administering the LOSSAN Corridor Rail Service to the Agency.
- 1.15 **Interim Workplan** shall mean the workplan proposed for the period commencing with the execution of the Managing Agency contract called for in Section 12.0 and ending with the then current fiscal year.
- 1.16 **Initial Term** shall mean the period that begins with the transfer of responsibilities from the California Department of Transportation to the Agency and continues for a three-year period.

- 1.17 **Managing Agency** means the Member Agency or Associate Agency or any commuter rail agency which uses the same facilities to provide commuter rail services as are used by the intercity passenger rail corridor service that has been selected by the Agency and has contracted with the Agency to provide all necessary administrative support to the Agency in order to prepare and assist in negotiating the Interagency Transfer Agreement, and to perform the Agency's duties and responsibilities during the Initial Term of the Interagency Transfer Agreement and any subsequent terms.
- 1.18 **Managing Director** means the director of LOSSAN Agency who is an employee of the Managing Agency. The Managing Director reports to and serves at the pleasure of the Governing Board.
- 1.19 **Transition Period** means the time period beginning with the effective date of the 2013 amendment to this Agreement in or around January 2013 and continuing until the effective date of a contract between the Agency and the Managing Agency to provide Managing Agency services to the Agency as called for in Section 12.0 below.

2.0 CREATION OF AGENCY

There is hereby created an organization to be known as the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, hereafter Agency, which shall be a public entity separate and apart from any member agency. The Agency shall be governed by the terms of this Joint Powers Agreement and any Bylaws passed and adopted by its Governing Board.

3.0 PURPOSES

The specific purposes for the creation of the Agency and the exercise of common powers are as follows:

- 3.1 Administer and manage the operations of the LOSSAN Corridor Rail Service as part of the California Passenger Rail System.
- 3.2 Plan, program, and fund improvements for intercity rail passenger services and facilities in the LOSSAN Corridor, including the acquisition or leasing of right-of-way, stations and station sites; the leasing or acquisition of equipment; and related activities.
- 3.3 Negotiate for and accept funds to be expended for the purpose of providing and improving intercity rail passenger services and activities.
- 3.4 Review and comment on facility, service, and operational plans and programs of the agency or agencies operating commuter rail service in the LOSSAN Corridor.

- 3.5 Coordinate facility, service, and operational plans and programs with other organizations, providing rail passenger service in the Southern California Region or with whom the Agency may share common facilities, including the agency or agencies operating commuter rail service in the LOSSAN Corridor, the BNSF Railway and Union Pacific or their successor corporations, the National Railroad Passenger Corporation (Amtrak), California Department of Transportation and the California High Speed Rail Authority.
- 3.6 Advocate before local, regional, state, and federal officials and agencies for improvements to services and facilities for the corridor.

4.0 POWERS OF THE LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO CORRIDOR RAIL AGENCY

As may be necessary for the accomplishment of the purposes of this Agreement, the Agency shall have the power in its own name to undertake the following:

- 4.1 To exercise in the manner provided by this Agreement the powers common to each of the voting members and necessary to the accomplishment of the purposes of this Agreement.
- 4.2 To make and enter into contracts.
- 4.3 To negotiate and approve an Interagency Transfer Agreement whereby the State of California will transfer all responsibility for administering the LOSSAN Corridor Rail Service, including associated feeder bus service, to the Agency.
- 4.4 To employ agents and employees.
- 4.5 To contract for the services deemed necessary to meet the purposes of the Agency.
- 4.6 To acquire, by lease, purchase, or lease-purchase, and to hold and dispose of real and personal property necessary to carry out the purposes of this Agreement.
- 4.7 To construct, manage, and maintain facilities and services.
- 4.8 To sue and be sued in its own name.
- 4.9 To incur debts, liabilities, or obligations. However, the debts, liabilities, and obligations of the Agency shall not constitute any debt, liability, or obligation of any of the Member Agencies that are parties to this Agreement.
- 4.10 To apply for and accept grants for financial aid pursuant to any applicable state or federal statutes.
- 4.11 To exercise any of the powers set forth in Section 6508 of the Government Code. In exercising these powers, the Agency is subject to the restrictions upon the

manner of exercising the powers of the Los Angeles County Metropolitan Transportation Authority or its successor agency.

- 4.12 To develop procedures for selecting a Managing Agency and to select such a Managing Agency.
- 4.13 To exercise such other powers and to engage in such other activities as are authorized by law and approved by the Governing Board.
- 4.14 All powers of the Agency shall be exercised by the Governing Board.

5.0 GOVERNING BOARD OF THE LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO CORRIDOR RAIL AGENCY

The composition of the membership of the Governing Board shall be as follows:

5.1 Voting Members of the Governing Board (Member Agencies)

The Governing Board shall be selected and composed as follows and each member agency's appointee(s) shall have one vote unless otherwise noted:

- 5.1.1. Two members appointed by the Los Angeles County Metropolitan Transportation Authority; one from its own membership or former membership, and one from its own membership, former membership or selected by the Authority from a LOSSAN Corridor city.
- 5.1.2. Two members appointed by the Orange County Transportation Authority selected from its own membership or former membership.
- 5.1.3. A member appointed by the Riverside County Transportation Commission selected from its own membership or former membership.
- 5.1.4. A member appointed by the San Diego Metropolitan Transit System selected from its own membership or former membership.
- 5.1.5. A member appointed by the North County Transit District selected from its own membership or former membership.
- 5.1.6. A member appointed by the San Diego Association of Governments selected from its own membership or former membership.
- 5.1.7. While three members of the Governing Board shall represent San Diego County (San Diego Metropolitan Transit System, North County Transit District, and San Diego Association of Governments), these three members shall have a total of two votes. This voting procedure shall be

specified by separate agreement among the three San Diego County member agencies.

5.1.8. A member appointed by the Ventura County Transportation Commission selected from its own membership or former membership.

5.1.9. A member appointed by the Santa Barbara County Association of Governments selected from its own membership or former membership.

5.1.10. A member appointed by the San Luis Obispo Council of Governments selected from its own membership or former membership.

5.1.11. Each voting member agency may appoint alternates to serve in the absence of the regular appointee.

5.2 Ex-Officio Members of the Governing Board (Associate Agencies)

5.2.1. The Southern California Association of Governments shall be a non-voting, ex-officio member of the Governing Board and shall designate a representative to the Governing Board.

5.2.2. The National Railroad Passenger Corporation (Amtrak) shall be a non-voting, ex-officio member of the Governing Board and shall designate a representative to the board, preferably from its Board of Directors.

5.2.3. California High-Speed Rail Authority shall be a non-voting, ex-officio member of the Governing Board and shall designate a representative to the board, preferably from its Board of Directors.

5.2.4. The California Department of Transportation (Caltrans) shall be a non-voting, ex-officio member of the Governing Board and shall designate a representative to the board.

5.2.5. Each ex-officio member may appoint alternates to serve in the absence of the regular appointee.

6.0 RELATIONSHIP OF THE LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO CORRIDOR RAIL AGENCY TO EXISTING AND FUTURE COMMUTER RAIL AGENCIES

6.1 The Agency will endeavor to ensure that there is coordination between itself and any commuter rail agency which uses the same facilities to provide commuter rail services as are used by the intercity passenger rail corridor service.

6.2 The parties to this agreement acknowledge and confirm that nothing contained in this Joint Powers Agreement shall abrogate or diminish any then current

ownership rights, access and use agreements, funding sources and allocation, operating rights and agreements of any party. The Agency acknowledges and shall respect at all times the precedence established based on the aforementioned and shall not seek or support regulatory or legislative changes or remedies that would materially reduce any then current agreement or right, unless otherwise agreed to by the affected Member Agencies.

- 6.3 The parties further agree that the scope of this Joint Powers Agreement is limited to intercity rail service as defined in Department of Transportation regulations. Accordingly, the Agency shall recognize at all times the governing authority of parties that operate services other than intercity rail service and shall not seek or support any regulatory or legislative changes or remedies that would abrogate, diminish, and or materially change the roles and responsibilities of such parties with respect to such services, unless otherwise agreed to by the affected Member Agencies.
- 6.4 No party shall be obligated to incur new costs or liabilities relating to commuter and intercity operations other than from its own operations. Enhanced coordination of service shall consider impacts to existing passenger rail service.

7.0 AGENCY MANAGEMENT DURING THE TRANSITION PERIOD

The Intercity Passenger Rail Act of 2012 (SB 1225) authorized the Agency to reconstitute itself with an amended joint powers agreement. Only the Agency operating under the amended joint powers agreement, and not the Agency existing on January 1, 2013, may exercise jurisdiction over intercity rail services on the LOSSAN corridor under an Interagency Transfer Agreement.

This Agreement reconstitutes the Agency as anticipated by SB 1225 and establishes significant duties for a Managing Agency who will be selected by, and enter into a contract with, the Agency. One significant duty of the Managing Agency is to assist the Agency in preparing and negotiating an Interagency Transfer Agreement which will allow the transfer of intercity rail services on the LOSSAN corridor from the State of California to the Agency beginning as soon as June 30, 2014.

During the Transition Period between the effective date of this Agreement as amended per SB 1225 and the effective date of a contract between the Agency and the Managing Agency, the San Diego Association of Governments will serve as the Transitional Managing Agency. During the Transition Period, the San Diego Association of Governments will provide professional staff assistance to the Agency at a level no greater than it provided during the first half of the fiscal year 2012-2013. Whenever this Agreement establishes duties or appointments for the Managing Agency or its officers, those duties or appointments will be the responsibility of the Transitional Managing Agency and its officers during the Transition Period, but only to the extent such duties correspond with the past practice of the Transitional Managing Agency and the Agency or as otherwise required by law.

8.0 MANAGING AGENCY

Subject to the policy direction and control of the Governing Board, and subject further to the terms, conditions and requirements of its contract with the Agency, the Managing Agency shall begin service upon the effective date of its contract and continue through the Initial Term and in that capacity shall provide all necessary administrative support to the Agency.

The Managing Director, to be appointed by the Governing Board, shall be an employee of the Managing Agency and an officer of the Agency and shall lead the administrative support duties for the LOSSAN Corridor Rail Service. Employees of the Managing Agency who have as their responsibility the support of the LOSSAN Corridor Rail Service shall report to the Managing Director. The Managing Director shall solicit the input and participation of the other agencies and endeavor to achieve consensus while providing administrative support to the Agency.

The Managing Agency staff dedicated to serve the LOSSAN Corridor Rail Service and under the supervision of the Managing Director, as well as the shared Managing Agency administrative support staff, will perform the following duties regarding the administrative support of the Agency:

- 8.1 Negotiate and recommend the award of all necessary agreements for the Agency, including but not limited to an Interagency Transfer Agreement, agreements for the provision of passenger rail services, and use of tracks and other facilities, subject to approval by the Governing Board;
- 8.2 Manage all agreements entered into by the Agency;
- 8.3 Implement projects contained in the approved capital budget unless the administration of particular capital projects is more appropriately managed in another manner, such as by an individual agency or a local government, as determined by the Governing Board;
- 8.4 Provide for the maintenance and management of such property as may be owned or controlled by the Agency unless the administration of that property is more appropriately managed in another manner, such as by an individual agency or a local government, as determined by the Governing Board;
- 8.5 Provide a risk management program to cover the Governing Board and each of the agencies in the performance of their duties pursuant to this Agreement, and seek appropriate insurance coverage to implement such risk management program;
- 8.6 Seek, obtain and administer grants, subject to the provisions of Section 9.0 below;
- 8.7 Develop and implement marketing programs;
- 8.8 Prepare and submit financial reports;

- 8.9 Prepare for approval by the Governing Board the Business Plan;
- 8.10 Report regularly to the Governing Board regarding LOSSAN Corridor issues;
- 8.11 Recommend changes in LOSSAN Corridor Rail Service fares and the collection of fares to the Agency;
- 8.12 Recommend changes in scheduling and levels of service to the Agency;
- 8.13 Prepare and implement changes in scheduling and fares, subject to required public involvement;
- 8.14 Prepare capital and operating budgets for presentation to the Agency;
- 8.15 Facilitate interaction with other entities involved in operation, construction and renovation of the LOSSAN Corridor Rail Service; and
- 8.16 Negotiate with any other public or private transportation providers as necessary to ensure coordinated service with the LOSSAN Corridor Rail Service.

9.0 SOLICITATION OF GRANTS

The Managing Agency shall pursue any and all sources of funding for the Agency; provided, however, that neither the Managing Agency, on behalf of the Agency, nor the Governing Board shall apply for Transportation Development Act Funds as defined in Chapter 4, Part 11, Division 10 of the California Public Utilities Code or for any conflicting funding that any Member Agency is also an applicant or approving Member Agency for without the express consent of that Member Agency.

10.0 BUDGET AND FUNDING

- 10.1 The Managing Agency shall prepare and submit to the Governing Board for approval within thirty days of the effective date of its contract with the Agency the Interim Workplan, which shall include recommendations for start-up funding needs and sources of funding therefor.
- 10.2 The Managing Agency shall prepare and submit to the Governing Board for approval a preliminary operating and capital budget for the succeeding fiscal year by April 1 of each year which is consistent with the prior Business Plan submitted. Upon receipt of an annual allocation from the State, the Agency shall by resolution adopt a final budget at the next regularly scheduled meeting of the Governing Board. The fiscal year shall be July 1 of each year to and including the following June 30. The budget shall include separate components for Managing Agency administration costs, operations, and capital costs anticipated to be incurred by the Agency during the fiscal year. The annual budget resolution shall set forth the authority of the Managing Agency to make capital and

operating expenditures during the fiscal year, subject to such policy guidelines as the Governing Board may establish.

- 10.3 It is the intent of the Agency to fully fund the annual budget from State and other non-Agency funding sources, such as fares and other operating revenues. The Agency shall not operate at a deficit.
- 10.4 No funding, debt, or financial obligation is created against any agency solely as a consequence of executing this Agreement and no funding, debt, or financial obligation approved by the Governing Board and/or incurred by the Agency shall be binding against a Member Agency unless and until ratified by that Member Agency's governing body.

11.0 LIABILITY OF AGENCY, OFFICERS AND EMPLOYEES

The debts, liabilities, and obligations of the Agency shall not be the debts, liabilities and obligations of any of the Member Agencies, the Managing Agency or any of their respective members, officers, directors, employees or agents. Any obligations incurred by any bonds issued by the Agency as set forth in Section 4.9 above shall not constitute general obligations of the Agency but shall be payable solely from the moneys pledged to the repayment of such obligations or the repayment of principal or interest on such bonds under the terms of the resolution, indenture, trust agreement, contract or other instrument pursuant to which the obligation is incurred or the bonds are issued. The Agency and the Managing Agency, their directors, officers, employees, staff and agents shall use ordinary care and reasonable diligence in the exercise of their powers and in the performance of their duties pursuant to this Agreement. No agency or Agency member, officer, director or employee shall be responsible for any action taken or omitted by any other agency or Governing Board member, officer, director or employee. The Agency shall indemnify, defend and hold harmless the Governing Board, the individual Member Agencies, their members, officers, directors, employees and agents from and against any and all liability, loss, damage, expenses, costs (including, without limitation, costs and fees of litigation or arbitration) of every nature, arising out of any act or omission related to this Agreement, except such loss or damage which was caused by the willful misconduct of the Governing Board or any individual member agency. The Agency's duty to indemnify each Member Agency shall survive that member agency's withdrawal from the Agency.

12.0 SERVICES BY MANAGING AGENCY

Subject to the provisions of Section 8 above, the Agency shall enter into a formal contract with the Managing Agency for the services it will perform pursuant to this Agreement, and the compensation for such services.

13.0 EFFECTIVE DATE OF AGREEMENT

This Agreement shall take effect upon its execution by the Chairs of the Los Angeles County Metropolitan Transportation Authority, the Orange County Transportation

Authority, the Riverside County Transportation Commission, the San Diego Metropolitan Transit System, the North County Transit District, the San Diego Association of Governments, the Ventura County Transportation Commission, the Santa Barbara County Association of Governments and the President of the San Luis Obispo Council of Governments, pursuant to resolutions of each body authorizing such execution and shall remain in full force and effect until dissolved pursuant to the provisions herein, however, in no event shall the Agreement become effective prior to January 2, 2013.

14.0 OFFICERS AND APPOINTEES OF THE GOVERNING BOARD AND THE AGENCY

14.1 The officers of the Governing Board, selected from among its voting membership, shall be a Chair and Vice-Chair. The term of office shall be one year.

14.2 The officers of the Agency shall be:

14.2.1. The Treasurer of the Managing Agency, designated by a majority of a quorum of the Governing Board, may serve as the Treasurer of the Agency. The Treasurer shall be the depository of funds and have custody of all funds of the Agency from whatever source.

14.2.2. The Auditor of the Managing Agency, designated by a majority of a quorum of the Governing Board, may serve as the Auditor-Controller of the Agency. The Auditor-Controller shall draw warrants or check-warrants against the funds of the Agency in the Treasury when the demands are approved by the Governing Board of Directors or such other persons as may be specifically designated for the purpose in the Bylaws.

14.2.3. The Managing Director shall be an employee of the Managing Agency and serve at the pleasure of the Governing Board. The Governing Board shall appoint such a Managing Director by a majority vote of a quorum of the Governing Board. The Agency shall obtain an official bond in an amount determined by the Governing Board guaranteeing faithful performance of the Managing Director's duties. Pursuant to the LOSSAN Agency Bylaws, and pursuant to the terms, conditions and requirements of the contract with the Managing Agency, the Managing Director will have the authority to hire and fire employees consistent with the Managing Agency personnel policies, recommend personnel classifications, oversee the assignments and other personal actions for the Managing Agency employees designated to support the LOSSAN Corridor Rail Service. The Managing Director will also recommend to the Governing Board the Managing Agency contractors to the LOSSAN Corridor Rail Service and will direct their activities.

14.2.4. The Auditor-Controller and the Treasurer shall comply with all duties imposed under Article 1, Chapter 5, Division 7, Title I, of the California Government Code commencing with Section 6500.

14.2.5. Upon providing reasonable notice, any agency shall have the right to review any records maintained by the Managing Agency or the Managing Agency's Auditor-Controller and/or Treasurer relating to the performance of their duties pursuant to this Agreement.

15.0 FUNDING FOR THE AGENCY

In addition to any funds derived from grants provided for in Section 4.10 of this Agreement, the voting member agencies shall consider, through their agency's budgetary process, contribution of funds necessary to carry out the purposes and powers of the Agency, consistent with the Agency's adopted budget and any cost sharing formula adopted by the voting member agencies.

16.0 QUORUM

At least five of the voting member agencies of the Governing Board, including at least one voting member from each of the LOSSAN Regions shall constitute a quorum for the transaction of business and all official acts of the Agency.

17.0 VOTING

17.1 A supermajority vote requires eight (8) affirmative votes of the voting membership of the Governing Board, which includes at least one vote of the voting membership from each of the LOSSAN Regions.

17.2 Topics that require a supermajority vote (eight (8) affirmative votes of the voting membership of the Governing Board which includes at least one vote from each of the LOSSAN Regions), include:

17.2.1. Recommending changes to the LOSSAN Agency legislation;

17.2.2. Recommending amendments to the Joint Powers Agreement regarding membership of the LOSSAN Agency Governing Board;

17.2.3. Recommending amendments to the Joint Powers Agreement regarding voting structure of the LOSSAN Agency Governing Board;

17.2.4. Approval and changes to the LOSSAN Agency Bylaws;

17.2.5. Reduction of LOSSAN Corridor Rail service; and

17.2.6. Establishment of or changes to cost sharing formulas.

17.3 All other topics require a majority vote of a quorum of the Governing Board at any regular, adjourned or special meeting where a quorum has been constituted for the transaction of business.

18.0 RALPH M. BROWN ACT

All meetings of the Agency shall be called, noticed, held, and conducted in accordance with the provisions of the Ralph M. Brown Act (commencing with Section 54950 of the California Government Code).

19.0 FILING WITH SECRETARY OF STATE

As required by Section 6503.5 of the California Government Code, an appropriate notice of this Agreement shall be filed with the Secretary of State within thirty days of its effective date.

20.0 BYLAWS

The Governing Board may adopt and amend from time to time Bylaws as may be required for the conduct of its meetings and the orderly operation of the Agency.

21.0 COMMITTEES

The Governing Board shall create the following committees:

21.1 The Governing Board shall form a Technical Advisory Committee (TAC) to review on behalf of the Governing Board technical issues associated with the improvements in passenger rail service and related facilities in the LOSSAN Corridor, including stations and rights-of-way, the coordination of public mass transit services and facilities, the coordination of passenger and freight services in the Corridor and other technical matters. The membership of the Committee is authorized in the Bylaws.

21.2 The Governing Board shall form an Executive Committee. There shall be a maximum of four (4) voting members including the Chair, Vice-Chair and Past Chair if available or one person appointed by the Governing Board with the Managing Director serving as a non-voting member. Among these members, there shall be at least one member from the LOSSAN North Region. The Executive Committee will meet as needed.

21.3 The Governing Board shall form other committees as are necessary.

22.0 COOPERATION WITH OTHER AGENCIES

22.1 In order to conserve fiscal resources, the Governing Board shall take actions to ensure that the technical expertise, results of previous analysis related to passenger rail service in the LOSSAN Corridor, information bases, and other

data available from member and other relevant agencies shall, to the extent feasible, be fully utilized.

- 22.2 In order to ensure that improvements to intercity rail passenger services and facilities are consistent with the California State Rail Plan, the Agency shall submit an annual plan or program for expenditures in the Corridor prior to the beginning of each fiscal year to the California Department of Transportation. In order to coordinate improvements with the LOSSAN Corridor's Regional Transportation Planning Agencies (RTPAs), this annual plan or program for expenditures shall be submitted to the Southern California Association of Governments, San Diego Association of Governments, Santa Barbara County Association of Governments and San Luis Obispo Council of Governments. Each RTPA shall determine whether or not the annual plan or program is consistent with the Regional Transportation Plan for its area of jurisdiction. The Agency shall submit an annual plan or program for expenditures in the Corridor to Amtrak, for its review when developing its Strategic Guidance and Three-Year Financial Plan.

23.0 WITHDRAWAL BY MEMBER OR ASSOCIATE AGENCY

- 23.1 Notwithstanding any other provision of this Agreement, any Member Agency or Associate Agency may withdraw from the Agency by giving ninety (90) days advance written notice to the Governing Board. Any withdrawal from the Authority will also constitute withdrawal from the Governing Board.
- 23.2 The rights and obligations of any agency so withdrawing from the Agency and the Governing Board shall be determined by negotiation between the Governing Board and the withdrawing member agency. In the event that the Governing Board and the withdrawing Member Agency or Associate Agency cannot agree upon the rights and obligations of the withdrawing Member Agency, such rights and obligations shall be determined by arbitration pursuant to Section 28.0, below.

24.0 DURATION OF AGREEMENT AND TERMINATION

This Agreement shall continue in full force and effect until such time as the Member or Associate Agencies and the Governing Board determine that it is in the public interest to dissolve the Agency. Notwithstanding the foregoing, any of the Member or Associate Agencies may exercise its prerogative to terminate its membership in the Agency as set forth in Section 23.0, above. Upon termination of this Agreement by mutual consent of all the Member and Associate Agencies, all assets, liabilities and equity of the Governing Board shall be distributed in accordance with the provisions of the Interagency Transfer Agreement and any other agreements authorized by the Governing Board governing such distribution, and any remaining money or assets in possession of the Agency after the payment of all liabilities, costs, expenses, and charges validly incurred under this Agreement shall be returned to the Member or Associate Agencies in proportion to their contributions, if any, determined as of the time of termination.

25.0 NOTICE

Addresses of the parties to the Agreement for the purpose of formal communications among the signatories:

Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012-2952
(213) 922-3041

Orange County Transportation Authority
550 S. Main St.
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-6282

Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside CA 92502-2208
(951) 787-7141

North County Transit District
810 Mission Avenue
Oceanside, CA 92054
(760) 967-2828

San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
(619) 231-1466

California Department of Transportation
P.O. Box 942874
Sacramento, CA 94274-0001
(916) 323-0742

Southern California Association of Governments
818 W 7th Street, 12 Floor
Los Angeles, CA 90017-3435
(213) 236-1800

San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101
(619) 595-5300

Ventura County Transportation Commission
950 County Square Avenue, Suite 207
Ventura CA 93003
(805) 642-1591

Santa Barbara County Association of Governments
260 North San Antonio Road, Suite B
Santa Barbara CA 93110
(805) 961-8900

San Luis Obispo Council of Governments
1114 Marsh Street
San Luis Obispo, CA 93401
(805) 781-4219

National Railroad Passenger Corporation (Amtrak)
510 Water Street, 5th Floor
Oakland CA 94607
(510) 238-4300

California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento CA 95814
(916) 324-1541

26.0 AUDIT

The Agency shall provide for the accountability of all funds and shall provide for an annual audit pursuant to Section 6506 of the Government Code.

27.0 AMENDMENTS TO THE AGREEMENT

This Agreement may be amended at any time by approval of the boards of all voting Member Agencies.

28.0 ARBITRATION

28.1 In the event of a dispute between the Agency, the Managing Agency, Member Agency or any other agency, which cannot be satisfactorily resolved by those parties, said dispute shall be submitted to arbitration by a panel of three arbitrators who shall conduct the arbitration pursuant to the rules of the American Arbitration Association. The panel of arbitrators shall consist of one arbitrator appointed by each of the disputants, the third arbitrator to be appointed by mutual consent of the other two arbitrators. The arbitration panel shall resolve the dispute in accordance with the terms of this Agreement, and such resolution shall be final and binding upon the parties. Each party shall bear

its own costs of arbitration, including reasonable attorney's fees. The cost of the third arbitrator shall be divided equally between the disputants.

28.2 Unless otherwise agreed by the disputants, only disputes regarding a disputant's rights and obligations arising under the terms of: (i) this Agreement, or (ii) any other agreement between the disputants in which this arbitration provision is incorporated by reference shall be subject to arbitration pursuant to Section 30.1, above.

29.0 CONFLICT OF INTEREST CODE

The Agency by resolution shall adopt a conflict of interest code as required by law.

30.0 SUCCESSOR STATUTES

All statutes cited herein shall be deemed to include amendments and/or successor statutes to the cited statutes as they presently exist.

31.0 AGREEMENT, COMPLETE

This Agreement constitutes the full and complete Agreement of the parties. This Agreement shall supersede the Joint Powers Agreement to establish the Los Angeles - San Diego Rail Corridor Agency dated February 6, 1989 and subsequent amendments adopted prior to the dates indicated below.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by authorized officials on the dates indicated below.

32.0 COUNTERPARTS

This Agreement may be executed in counterparts, each of which shall constitute an original and all of which together shall constitute one and the same agreement.

[AGENCY NAME HERE]

Chair

Date

I HEREBY CERTIFY that the attached is a true and correct copy of the original document approved by the Board of Directors:

Clerk of the Board

Date

NO. 544
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE MEETING
NOVEMBER 1, 2012

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE: www.scag.ca.gov/scagtv

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held its meeting at the SCAG Los Angeles Office. There was a quorum.

Members Present

Hon. Glen Becerra, President	<i>Simi Valley</i>	District 46
Hon. Greg Pettis, 1 st Vice-President	<i>Cathedral City</i>	District 2
Hon. Carl Morehouse, 2 nd Vice President	<i>Ventura</i>	District 47
Hon. Pam O'Connor, Immediate Past President	<i>Santa Monica</i>	District 41
Hon. Michael D. Antonovich		Los Angeles County
Hon. Shawn Nelson		Orange County
Hon. Gary Ovitt		San Bernardino County
Hon. Jeff Stone		Riverside County
Hon. Jack Terrazas		Imperial County
Hon. Linda Parks		Ventura County
Hon. Mary Craton	<i>Canyon Lake</i>	RCTC
Hon. Alan Wapner	<i>Ontario</i>	SANBAG
Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
Hon. Jim Hyatt	<i>Calimesa</i>	District 3
Hon. Ronald Loveridge	<i>Riverside</i>	District 4
Hon. Ronald Roberts	<i>Temecula</i>	District 5
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. Paul Eaton	<i>Montclair</i>	District 9
Hon. Ed Graham	<i>Chino Hills</i>	District 10
Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
Hon. Paul Glaab	<i>Laguna Niguel</i>	District 12
Hon. Joel Lautenschleger	<i>Laguna Hills</i>	District 13
Hon. Leslie Daigle	<i>Newport Beach</i>	District 15
Hon. Leroy Mills	<i>Cypress</i>	District 18
Hon. Kris Murray	<i>Anaheim</i>	District 19
Hon. Brett Murdock	<i>Brea</i>	District 22
Hon. Bruce Barrows	<i>Cerritos</i>	District 23
Hon. David Gafin	<i>Downey</i>	District 25
Hon. Jim Morton	<i>Lynwood</i>	District 26
Hon. Gene Daniels	<i>Paramount</i>	District 24
Hon. Frank Gurulé	<i>Cudahy</i>	District 27
Hon. James Johnson	<i>Long Beach</i>	District 30

Members Present - continued

Hon. Stan Carroll	<i>La Habra Heights</i>	District 31
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Keith Hanks	<i>Azusa</i>	District 33
Hon. Barbara Messina	<i>Alhambra</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Donald Voss	<i>La Cañada/Flintridge</i>	District 36
Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
Hon. Paula Lantz	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
Hon. Frank Quintero	<i>Glendale</i>	District 42
Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
Hon. Dennis Zine	<i>Los Angeles</i>	District 50
Hon. Tom LaBonge	<i>Los Angeles</i>	District 51
Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
Hon. Lupe Ramos Watson	<i>Indio</i>	District 66
Hon. Sylvia Ballin	<i>San Fernando</i>	District 67
Mr. Randall Lewis, Ex-officio		Lewis Operating Group

Members Not Present

Hon. Jerry Amante	<i>Tustin</i>	OCTA
Hon. Jon Harrison	<i>Redlands</i>	District 6
Hon. Sukhee Kang	<i>Irvine</i>	District 14
Hon. Michele Martinez	<i>Santa Ana</i>	District 16
Hon. John Nielsen	<i>Tustin</i>	District 17
Hon. Andy Quach	<i>Westminster</i>	District 20
Hon. Dan Medina	<i>Gardena</i>	District 28
Hon. Steven Neal	<i>Long Beach</i>	District 29
Hon. Mark Rutherford	<i>Westlake Village</i>	District 44
Hon. Bryan A. MacDonald	<i>Oxnard</i>	District 45
Hon. Ed P. Reyes	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
Hon. Paul Koretz	<i>Los Angeles</i>	District 52
Hon. Tony Cárdenas	<i>Los Angeles</i>	District 53
Hon. Richard Alarcón	<i>Los Angeles</i>	District 54
Hon. Bernard Parks	<i>Los Angeles</i>	District 55
Hon. Jan Perry	<i>Los Angeles</i>	District 56
Hon. Herb Wesson, Jr.	<i>Los Angeles</i>	District 57
Hon. Bill Rosendahl	<i>Los Angeles</i>	District 58
Hon. Eric Garcetti	<i>Los Angeles</i>	District 60
Hon. José Huizar	<i>Los Angeles</i>	District 61
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Darcy Kuenzi	<i>Menifee</i>	District 63
Hon. Matthew Harper	<i>Huntington Beach</i>	District 64
Hon. Lisa Bartlett	<i>Dana Point</i>	TCA
Hon. Mark Calac		Pechanga Band of Luiseño Indians

Staff Present

Hasan Ikhata, Executive Director
Sharon Neely, Chief Deputy Executive Director
Joe Silvey, General Counsel
Joann Africa, Chief Counsel
Basil Panas, Acting Chief Financial Officer
Debbie Dillon, Deputy Executive Director, Administration
Catherine Chavez, Acting Chief Information Officer
Rich Macias, Director of Transportation Planning
Huasha Liu, Director of Land Use & Environmental Planning
Sylvia Patsouras, Acting Director of Strategy, Policy and Public Affairs
Deby Salcido, Officer to the Regional Council
Tess Rey-Chaput, Office of Regional Council Support

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Glen Becerra, Simi Valley, District 46, called the meeting to order at approximately 12:00 p.m. Councilmember Ronald Loveridge, Riverside, District 4, led the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Glen Becerra, Simi Valley, District 46, opened the Public Comment Period.

Pauline Chow, Esq., Southern California Regional Policy Manager, Safe Routes to School National Partnership (SRTSNP), commended the work of the new Subcommittees; commented that the Cap-and-Trade revenues should be dedicated to Active Transportation Programs and not infrastructure; and stated that SRTSNP interpreted the term “disadvantaged communities” in the context of SB 535 (de Leon) with respect to transportation, public health and safety issues and did not interpret as meaning ‘low-income’ communities.

President Becerra closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

Agenda Item Nos. 3, 4 and 8 were requested be pulled for discussion.

EXECUTIVE DIRECTOR’S REPORT

Hasan Ikhata, Executive Director, announced the recent passing of retired SCAG staff, Hong Kim, who worked at SCAG for 23 years and contributed to the design of modeling programs which benefitted the entire nation. Mr. Ikhata presented a plaque of recognition to Mr. Kim’s wife, Jane, and son, Edward.

Mr. Ikhata reported that considering the cost to implement an electric voting system and the unique size and needs of the Board, staff will continue with current practice of hand and voice voting by the Regional Council and that staff will maintain a written record of “abstentions” and “no” votes until a more economical solution can be provided.

Mr. Ikhata announced the retirement at the end of the year of the following SCAG employees: Sylvia Patsouras, Acting Director of Strategy, Policy and Public Affairs; Deby Salcido, Officer to the Regional

Council; and Michael Armstrong, Program Manager II, Aviation, Transportation Planning Division. On behalf of the Regional Council, Mr. Ikhata thanked them for their service and dedication.

Mr. Ikhata reported that he, along with Supervisor Jack Terrazas, Imperial County; Councilmember Greg Pettis, Cathedral City, District 2; and Councilmember Cheryl Viegas-Walker, El Centro, District 1, attended the Brawley Bypass Ribbon-Cutting Ceremony and complimented the efforts of Imperial Valley Association of Governments (IVAG) and Imperial County Transportation Commission (ICTC) staff.

Mr. Ikhata reported that he attended the UCLA Lake Arrowhead Symposium as a guest speaker and that the discussion was focused on the infrastructure funding crisis particularly in transportation.

Mr. Ikhata reported that the SCAG (Southern California) Clean Cities Coalition region was recognized as the leader from over 100 participating Department of Energy (DOE) coalitions, receiving top awards in a number of categories. Mr. Ikhata commended SCAG staff.

2012 South Coast Air Quality Management Plan (AQMP)

Mr. Ikhata introduced Dr. Barry Wallerstein, Executive Officer, South Coast Air Quality Management District (AQMD) to provide a presentation on the 2012 AQMP.

Dr. Wallerstein provided a Powerpoint presentation and discussed the ozone air quality comparisons in the South Coast Air Basin, Coachella Valley, San Joaquin Valley and Houston, Texas; discussed the air quality trends in ozone and particulate matter concentration and air quality demographic trends showing the percentage from the 1990 levels; shared the results of a study on health risks derived from traffic exposure; provided background information on attainment, commitment and monitoring of the State Implementation Plan (SIP); shared information on the SIP-related litigation and consequence of the Clean Air Act (CAA) non-compliance and SCAG's role and Transportation Control Measure (TCM) commitment; and discussed the scope, impacts and benefits—in annual average—of the 2012 AQMP. In closing, Dr. Wallerstein shared information on outreach efforts on public participation, workshops, hearings and 'next steps.'

Councilmember Bill Jahn, Big Bear Lake, District 11, asked for updated information regarding the cost vs. benefit analysis included in the 2012 AQMP. Dr. Wallerstein responded that the federal data is derived from the 2005 data; however, he noted that this does not impact the cost or benefit analysis as the value of the dollar amount will be appropriately adjusted by a certain percentage.

Councilmember James Johnson, Long Beach, District 30, thanked Dr. Wallerstein for his presentation and asked a question on the approach needed to advocate for the state and federal dollars that are necessary to reach zero- or near-zero emissions Goods Movement and other transportation technologies to allow economic growth that is so desperately needed. Dr. Wallerstein responded that the recent passing of the transportation reauthorization bill contains items that provide funding opportunities for regions with severe air pollution problems including federal government-funded programs, such as the Diesel Emission Reduction Act (DERA), where states are allocated DERA funds for clean diesel programs.

Councilmember Larry McCallon, Highland, District 7, asked a question regarding AQMD's role and involvement in providing energy lost from the shutdown of the San Onofre Nuclear Generating Station (SONGS). Dr. Wallerstein responded that AQMD is very much involved and discussed the need for modernization of existing power plants and energy infrastructure while being in compliance with federal air quality regulations.

Councilmember Ronald Loveridge, Riverside, District 4, commended the work and success of AQMD, suggested that SCAG take an active role and encouraged strong participation in the development of the AQMP; and echoed Councilmember James Johnson's comments on funding opportunities.

Councilmember Margaret Clark, Rosemead, District 32, asked a question regarding air pollution caused by burning of wood vs. use of natural gas. Dr. Wallerstein responded that the particulate matter in wood smoke from these fireplaces and woodstoves has been a health concern; however, use of natural gas is much less polluting. Dr. Wallerstein also mentioned AQMD's 'Healthy Hearths' initiative, a program designed to improve public health by reducing smoke from residential wood burning.

Hasan Ikhata, Executive Director, echoed Councilmember Loveridge's comments and commented regarding the issue of energy lost and energy generation from the nuclear power plants in San Onofre and emphasized the need to work together with AQMD and other entities to resolve this issue.

President Becerra thanked Dr. Wallerstein for his presentation.

PRESIDENT'S REPORT

President Glen Becerra, Simi Valley, District 46, thanked Immediate Past President Pam O'Connor, Santa Monica, District 41, for travelling to South Korea to attend the signing ceremony of the Memorandum of Understanding (MOU) with Myongi University to promote joint research and exchange technical information. Immediate Past President O'Connor and Myongi University Vice President Yong Soon Kim signed the MOU at a ceremony on October 22, 2012. President Becerra stated that the University conducts innovative research on governance, community development, transportation, sustainability and globalization.

President Becerra announced the retirement of Councilmember Ronald Loveridge, Riverside, District 4. The SCAG Board Officers presented a plaque of recognition to Councilmember Loveridge. Councilmember Loveridge provided remarks.

President Becerra announced the retirement of Councilmember Paul Glaab, Laguna Niguel, District 12. The SCAG Board Officers presented a plaque of recognition to Councilmember Glaab. Councilmember Glaab provided remarks.

President Becerra noted a memo received from the Global Land Use Economic (GLUE) Council in regard to core principles and recommendations on the South Coast Air Quality Management District's 2012 AQMP and invited Randall Lewis, Member, GLUE Council, to speak on this matter. Mr. Lewis stated that the Council recognizes the benefits of clean air including impacts of the plan and discussed the set of four (4) core principles and two (2) recommendations developed by the GLUE Council. From a business and industry perspective, Mr. Lewis stated the issues and concerns that were identified relative to the Draft 2012 AQMP Plan, Draft Program Environmental Impact Report (PEIR) and the Socio-Economic Report.

President Becerra noted a memo that was emailed to the RC members regarding the issues of AB 109 as discussed at the October 4, 2012 meeting and that a request was made to county supervisors to join SCAG to request and provide for funding.

PRESIDENT'S APPOINTMENTS

Appointment to EEC

Hon. David Pollock, City of Moorpark, representing VCOG

Appointments to the Nominating Committee

Los Angeles County: Hon. Pam O'Connor District 41 (**Chair**)
 Orange County: Hon. Michele Martinez, Santa Ana, District 16
 San Bernardino County: Hon. Gary Ovitt, San Bernardino County
 Riverside County: Hon. Ron Roberts, Temecula, District 5
 Imperial County: Hon. Jack Terrazas, Imperial County
 Ventura County: Hon. Keith Millhouse, VCTC

Appointments to the Bylaws and Resolutions Committee

Los Angeles County: Hon. Pam O'Connor, Santa Monica, District 41
 Hon. Dennis Zine, Los Angeles, District 50
 Orange County: Hon. Leroy Mills, Cypress, District 18
 Hon. Lisa Bartlett, TCA Representative
 San Bernardino County: Hon. Gary Ovitt, San Bernardino County
 Hon. Larry McCallon, Highland, District 7
 Riverside County: Hon. Greg Pettis, Cathedral City, District 2
 Hon. Ron Roberts, Temecula, District 5
 Ventura County: Hon. Carl Morehouse, San Buenaventura, District 47 (**Chair**)
 Hon. Linda Parks, Ventura County
 Imperial County: Hon. Cheryl Viegas-Walker, El Centro, District 1

President Becerra announced that the RC members, as Delegates to the General Assembly, have an opportunity to propose any policy matter for determination by the General Assembly in the form of a proposed resolution and also have the opportunity to propose revisions to the SCAG Bylaws. President Becerra noted that in order for all proposed Resolutions and/or Bylaws revisions to be considered at the May 2, 2013 General Assembly, they must be submitted to SCAG staff by no later than February 1, 2013.

COMMITTEE REPORTS/ACTION ITEMS

Energy and Environment Committee (EEC) Report

1. 2012 South Coast Air Quality Management Plan (AQMP) Appendix IV-C: Regional Transportation Strategy and Control Measures

EEC Chair Cheryl Viegas-Walker, El Centro, District 1, reported that the EEC recommended that the RC adopt Resolution No. 12-544-1 approving Appendix IV-C for inclusion in the 2012 South Coast AQMP subject to the conclusion of the final comment period in December 2012.

• Public Health Subcommittee Update

Councilmember Deborah Robertson, Rialto, District 8, reported the Subcommittee discussed the framework and performance measures of the 2012-2035 RTP/SCS; adopted the proposed Work Plan; stated that a number of speakers have been invited to the next meeting; and reported that members requested that

the Subcommittee meeting minutes and other related subcommittee meeting materials be made available and accessible on the SCAG website in the near future.

Community, Economic and Human Development Committee (CEHD) Report

CEHD Chair Paula Lantz, Pomona, District 38, requested that Councilmember Pam O'Connor, as Chair of the Sustainability Subcommittee, provide a verbal report regarding its progress and that staff provide a report regarding recent discussions with the State Department of Housing and Community Development (HCD) on the housing credit matter.

• Sustainability Subcommittee Update

Councilmember Pam O'Connor, Santa Monica, District 41, reported that the Sustainability Subcommittee adopted the proposed Work Plan; reported that SCAG has developed a website (iff.scag.ca.gov) where case studies and other information on the site were completed since the elimination of redevelopment agencies and that the site was designed to assist cities in identifying available funding sources and financing tools; and announced an upcoming joint subcommittee meeting.

Huasha Liu, Director of Land Use & Environmental Planning, reported that a recent telephone conversation with the HCD staff clarified key dates of the projection and planning periods and the eligibility of jurisdictions to be credited for housing activity towards the 5th Cycle housing element update relative to its May 21, 2012 letter to SCAG. Ms. Liu stated that SCAG staff will be confirming this understanding by sending a letter to HCD.

Councilmember Bill Jahn, Big Bear Lake, District 11, commended SCAG staff for working diligently with HCD as the issue of housing credits was of particular concern to a number of jurisdictions.

Transportation Committee (TC) Report

TC Chair Keith Millhouse, Moorpark, VCTC, reported that a Joint Subcommittee meeting of the Active Transportation, Public Health and Sustainability Subcommittees is scheduled for November 5, 2012 and reported that the subcommittees reviewed the Work Plans. Councilmember Millhouse reported that the Goods Movement Subcommittee approved the Work Plan and discussed warehousing facilities as a revenue opportunity and announced the next meeting is scheduled for December 10, 2012. In regard to the High-Speed Rail and Transit Subcommittee, Councilmember Millhouse announced that its members emphasized that they have no position on high-speed rail issues in California and reported that they also approved the Work Plan and deliverables and will provide an update at the next meeting scheduled for November 9, 2012, on the California High-Speed Rail Authority (CHSRA) projects and strategic planning efforts. Councilmember Millhouse announced that the Transportation Finance Subcommittee meeting is scheduled for November 16, 2012.

Legislative/Communications and Membership Committee (LCMC) Report

Councilmember Larry McCallon, Highland, District 7, noted a summary of the State ballot measures for the November 6, 2012 election are included as part of this month's legislative update; reported that the LCMC will be reviewing legislative priorities for the next legislative session; and encouraged attendance and participation at the Third Annual Economic Summit to be held on December 6, 2012.

CONSENT CALENDAR

Agenda Item Nos. 3, 4 and 8 from the Consent Calendar were requested be pulled for discussion. Following a brief discussion on these items as summarized below, a motion was made (Viegas-Walker) to approve the Consent Calendar, except Item No. 4, which was handled as a separate action. Motion was SECONDED (Morehouse) and approved by a UNANIMOUS vote.

Approval Items

1. 2012 South Coast Air Quality Management Plan (AQMP) Appendix IV-C: Regional Transportation Strategy and Control Measures
2. Minutes of the October 4, 2012 Meeting
3. Amendment 2 of the Fiscal Year (FY) 2012/2013 Overall Work Program (OWP)

Basil Panas, Acting Chief Financial Officer, provided a report regarding the proposed Amendment 2. Councilmember Keith Millhouse, Moorpark, VCTC, asked for clarification regarding the Grant-Funded Projects indicated with parentheses on the staff report. Mr. Panas responded that those amounts are budget adjustments that may be cut or reduced.

Councilmember Paula Lantz, Pomona, District 38, expressed concerns regarding the placement of this agenda item under the Consent Calendar due to the large amount of funds that it includes and suggested to place future items, such as this, as a separate action item to allow for discussion. President Becerra stated the concern was duly noted.

4. SB 535 (de León) – California Global Warming Solutions Act of 2006; Greenhouse Gas Reduction (GHGR) Fund

Sharon Neely, Chief Deputy Executive Director, noted a summary report was distributed to the RC members asking to consider the recommendations from each of the Policy Committees regarding SB 535; approve staff recommendations and report back to the respective Policy Committees and Regional Council on the progress of the implementation of SB 535. For the purposes of the bill, Ms. Neely also noted that the California Environmental Protection Agency (CalEPA) will consider utilizing the California Environmental Health Screening Tool in making the determination of what constitutes a “disadvantaged community.” Ms. Neely stated that President Becerra sent a letter to the Secretary for Environmental Protection to allow input and careful deliberation from local elected officials by conducting stakeholder meetings and/or workshops in the region.

Councilmember Paula Lantz, Pomona, District 38, asked for the definition of “communities” as used in “disadvantaged communities.” Ms. Neely responded that it is unclear in the legislation whether the term refers to “municipalities” and stated that it would be a good opportunity to seek clarification on this matter at the proposed workshops.

A motion was made (Viegas-Walker) to approve the Legislative/Communications and Membership Committee (LCMC) recommendation to authorize SCAG to work with stakeholders to help identify disadvantaged communities for the purposes of SB 535 (de León) and to support the inclusion of statewide transportation coalition principles, which include adopted regional sustainable communities strategies, into the project selection criteria and process for allocating cap and trade revenues; and to ensure that collaboration continues as recommended by the Policy Committees including approval of staff recommendations. Motion was SECONDED (Morehouse) and approved by a MAJORITY VOTE, with eight (8) RC members voting IN OPPOSITION (Nelson, Glaab, Jahn, Hofbauer, Stone, Barrows, Antonovich, and Daigle).

5. Deferral of Fiscal Year (FY) 2012/13 Membership Dues for the City of San Bernardino

6. SCAG Memberships

Receive & File

7. FY 2013/2014 Comprehensive Budget Development Schedule

8. 2013 Meeting Schedule

Second Vice President Carl Morehouse, Ventura, District 47, expressed concerns regarding the April 4, 2013 Regional Council meeting noting that it is in conflict with the League of California Cities Policy Committee meeting scheduled for April 4 – 5, 2013. After a show of hands to determine the number of RC members who will be participating at the League meetings, 2nd Vice President Morehouse determined there was no need to request a change of the regularly scheduled April 4, 2013 RC meeting date.

9. Contracts/Purchase Orders and/or Amendments between \$5,000 – \$200,000

10. November 2012 State and Federal Legislative Update

INFORMATION ITEM

11. CFO Monthly Report

A written report was received. There were no questions by the Regional Council.

FUTURE AGENDA ITEM(S)

None.

CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Staff announced that the Regional Council would proceed to Closed Session to discuss initiation of litigation pursuant to Government Code Section 54956.9 (c).

At the conclusion of the Closed Session, Joann Africa, Chief Counsel, reported that the Regional Council authorized staff to file an amicus brief in the case entitled, *Friends of Riverside's Hills v. RCTC et al.* (Case No. RIC113896) in support of Respondents, the Riverside County Transportation Commission (RCTC) and the Southern California Regional Rail Authority (SCRRA).

ADJOURNMENT

There being no further business, the Regional Council meeting adjourned at approximately 2:06 p.m.



Deby Salcido, Officer to the Regional Council

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DATE: January 3, 2013

TO: Executive Administrative Committee (EAC)
Regional Council (RC)

FROM: Darin Chidsey, Deputy Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: SCAG Sponsorship

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve.

EXECUTIVE SUMMARY:

The Legislative/Communications and Membership Committee met on November 20, 2012, and recommended approval up to \$15,000 for the sponsorship of the NAFTA NEXT North American Green Trade Corridors Summit – The Freight Intersection for Business and Policy: Energy, Environment, Jobs, and Profit, in March 2014.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal (1) Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

The Coalition for America's Gateways and Trade Corridors (CAGTC), a SCAG partner, will be hosting the NAFTA NEXT North American Green Trade Corridors Summit – The Freight Intersection for Business and Policy: Energy, Environment, Jobs, and Profit, in March 2014 in Chicago, Illinois. The Tri-National Summit will bring together both public and private sectors to share ideas and strategies for a long-term vision of sustainable freight transportation and supply chain energy independence for the NAFTA region, which includes the United States, Canada, and Mexico. The purpose of this summit is to identify and address overlapping issues involving energy sustainability, environmental impacts, and overall job growth. This Summit will provide SCAG officials the opportunity to continue dialogue with Congressional leadership for including freight infrastructure in future trade agreements. Freight federal funding is a high priority adopted federal legislative goal.

As part of the agency's ongoing work with the Southern California Economic Recovery & Job Creation Strategy, as well as the enormous impact NAFTA has on trade in Southern California, SCAG staff is recommending an active partnership in the Summit program, and a Gold Sponsorship at \$15,000, which will include:

- Sponsor listing on summit website, promotional materials, and on-site signage.
- Recognition in opening remarks and via slideshow.
- Opportunity to identify one subject matter expert to serve as a speaker/moderator.
- Choice of one Tier 2 custom sponsorship item:
 - o Breaks
 - o Internet/WiFi

REPORT

- Transportation to Site Visits
- Summit Pens and Notepads
- Summit Highlighters
- Water Bottle Logos*

**Price of deliverable may be added to sponsorship amount.*

- Three complimentary summit access registrations.
- Complimentary Technology Expo Booth space (space size TBD).
- Recognition in post-summit “thank you” communication.

FISCAL IMPACT:

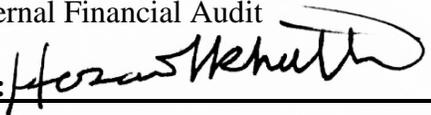
Up to \$15,000 (these funds are included in the approved FY13 budget).

ATTACHMENT:

None.

REPORT

DATE: January 3, 2013
TO: Regional Council (RC)
FROM: Basil Panas, Acting Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov
SUBJECT: Fiscal Year (FY) 2011/12 External Financial Audit

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only-No Action Required.

EXECUTIVE SUMMARY:
SCAG's external independent auditor, Vasquez and Company, completed the FY 2011/12 audit.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 3: Enhance the Agency's Long Term Financial Stability and Fiscal Management.

BACKGROUND:
SCAG's external independent auditors Vasquez and Company, have completed their audit of SCAG's FY 2011/12 financial statements. Copies of the audit reports were distributed electronically in December, 2012 and are available on the web at <http://www.scag.ca.gov/publications>

FISCAL IMPACT:
None.

ATTACHMENT:
None.

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DATE: January 3, 2013
TO: Executive/Administration Committee (EAC)
Regional Council (RC)
FROM: Basil Panas, Acting Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov
SUBJECT: CFO Monthly Report

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only-No Action Required.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan; Goal 3: Enhance the Agency's Long Term Financial Stability and Fiscal Management.

AUDIT
SCAG's outside independent auditors, Vasquez and Co., LLP, presented the draft FY 2011/12 audit report to the Audit Committee. The auditors reported they will render an unqualified opinion (financial statements present fairly SCAG's financial position) and that internal controls and compliance with laws and regulations met audit standards. Vasquez also made a recommendation that proof of the annual fixed asset physical inventory be maintained for the auditors to review. Staff will implement this procedure.

The Audit Committee reviewed the draft Internal Audit Procedures Manual that was developed in preparation for the peer review to be conducted by the Association of Local Government Auditors next fiscal year.

BUDGET & GRANTS (B&G):
As reported at the November 1st EAC/RC meetings, after approval of Amendment 2, SCAG received a letter from Caltrans Headquarters informing SCAG of the reduction to SCAG of approximately \$1.9 million FY 2012/13 federal funds (CPG). B&G staff worked with Planning Division staff to identify projects where budget can be reduced without jeopardizing SCAG's priorities. B&G staff is currently preparing Amendment 3 to the FY 2012/13 Budget that will reduce the budget to the appropriate available funding level, and will be bringing Amendment 3 to the Board for approval in February, 2013.

The development of the FY 2013/14 budget is underway. B&G staff held budget training workshops with the planning staff. Meetings were also held with various Managers to discuss the indirect cost budget. To assist with the budget process, Managers were provided worksheets with information on their Department's current budget and history of expenditures.

REPORT

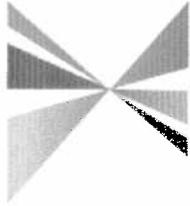
B&G staff hosted a two-day Grants Management Workshop in late October. The workshop was presented by Grant Writing USA at the SCAG Los Angeles office. Over 30 attendees from the SCAG region attended and participated in the workshop; including beginners and experienced grant managers and administrators from city, county and state agencies.

CONTRACTS:

In November 2012, the Contracts Department issued four (4) Requests for Proposal (RFP's); awarded eight (8) contracts; and issued seven (7) contract amendments and 31 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 103 consultant contracts, as well as four (4) Continuing Cooperative Agreements. Staff continues to implement the FY 2012/13 workload of approximately 15 new contracts.

ATTACHMENT:

October 2012 CFO Monthly Status Report



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

Office of the Chief Financial Officer

Monthly Status Report

OCTOBER 2012



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

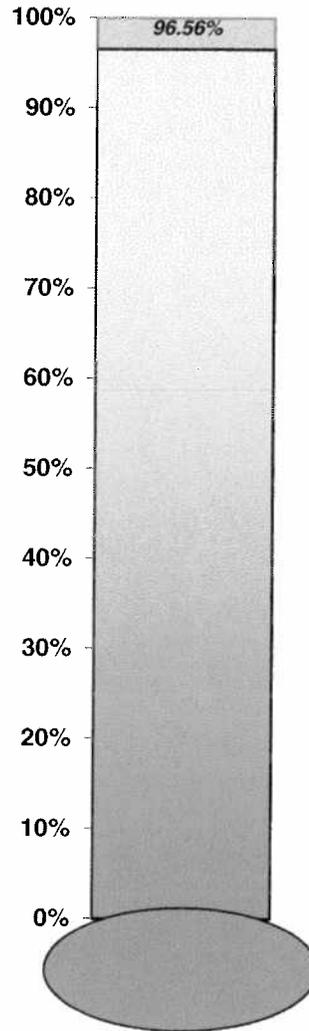
OVERVIEW

As of November 29, 2012, there are 180 paid members and 4 memberships pending. There are 7 cities in the SCAG region who are still being recruited for membership.

SUMMARY

FY13 Membership Dues	<u>\$1,820,868.00</u>
Total Collected	<u>\$1,758,142.00</u>
Percentage Collected	<u>96.56%</u>

**FY13 Membership
Dues Collected**

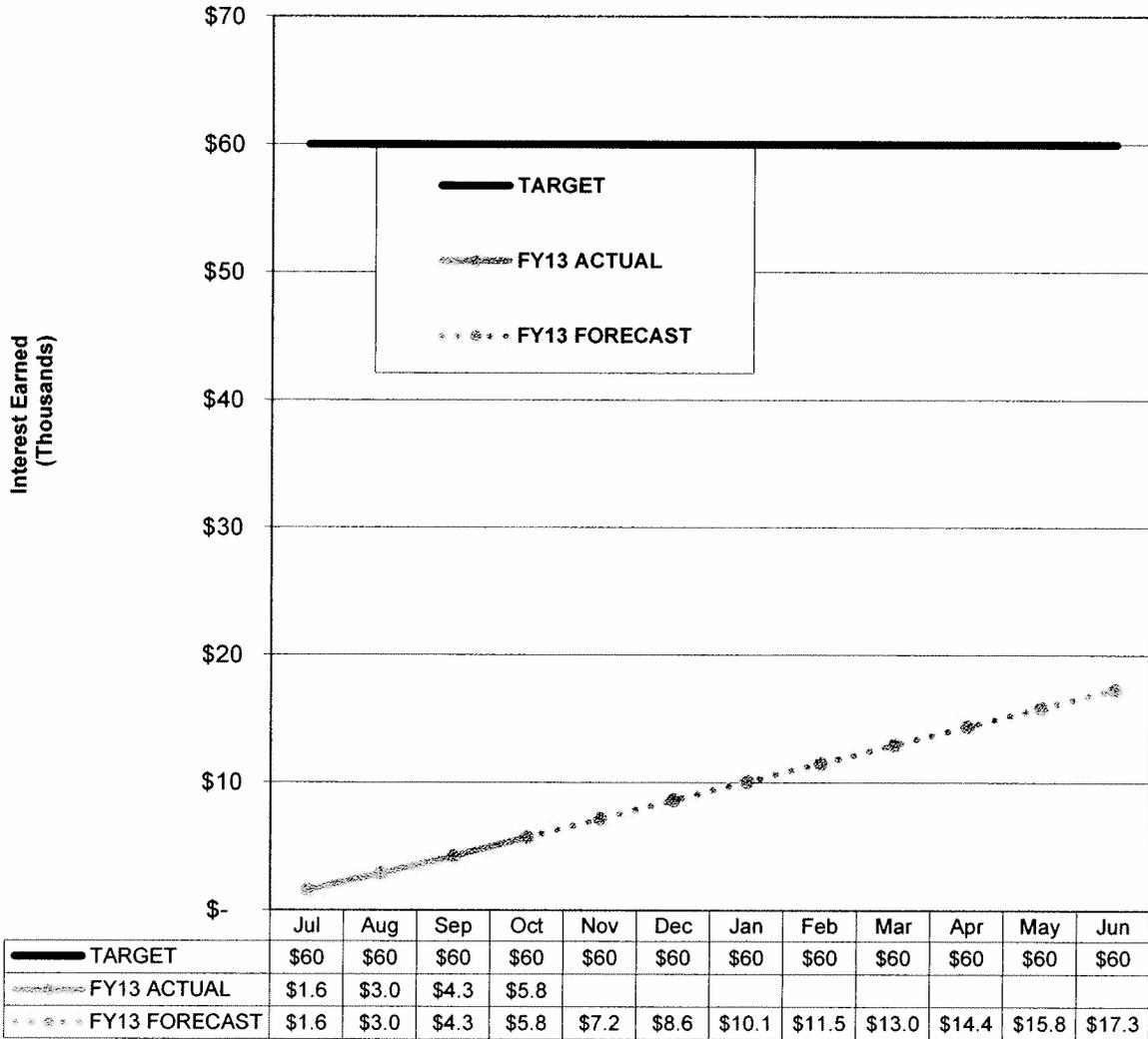


Office of the CFO
Interest Earnings Variance



**SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS**

INTEREST EARNINGS VARIANCE

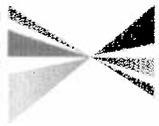


OVERVIEW

Actual interest income is plotted against the target amount. The amount earned through September was \$4,298. The LA County Pool earned 0.75% in September.

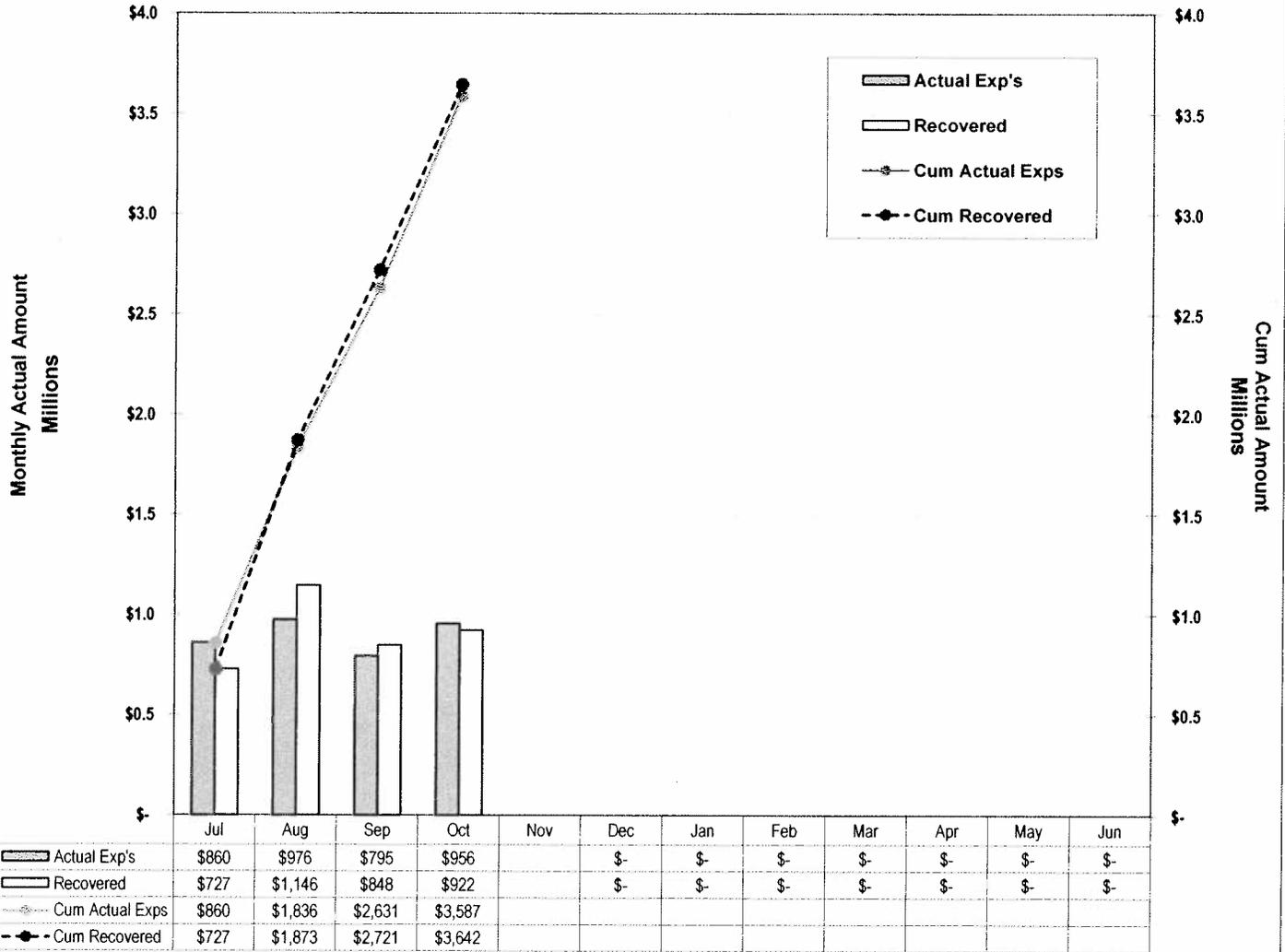
SUMMARY

The amount projected for FY13 is \$17,193 which is \$42,807 less than the target. The budget assumed an interest rate of 1.5%.



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

FY13 INDIRECT COST & RECOVERY



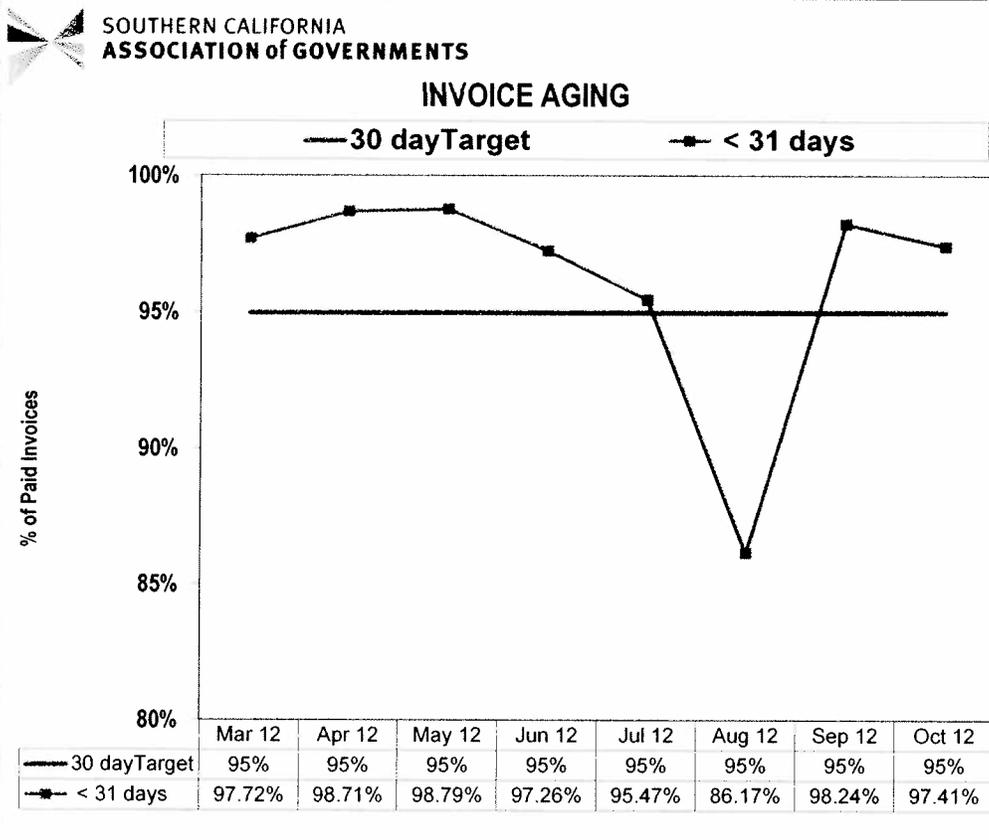
OVERVIEW

A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

SUMMARY

Through October 2012, SCAG was over-recovered by \$54,921. This was because the Indirect Cost budget was underspent.

Office of the CFO
Invoice Aging



OVERVIEW

The percent of total invoices paid within 30 days. The target is to pay 95% of all invoices within 30 days. This goal was met.

SUMMARY

97.41% of October 2012's payments were made within 30 days of invoice receipt.

At month-end, 60 invoices remained unpaid less than 30 days.

Actual

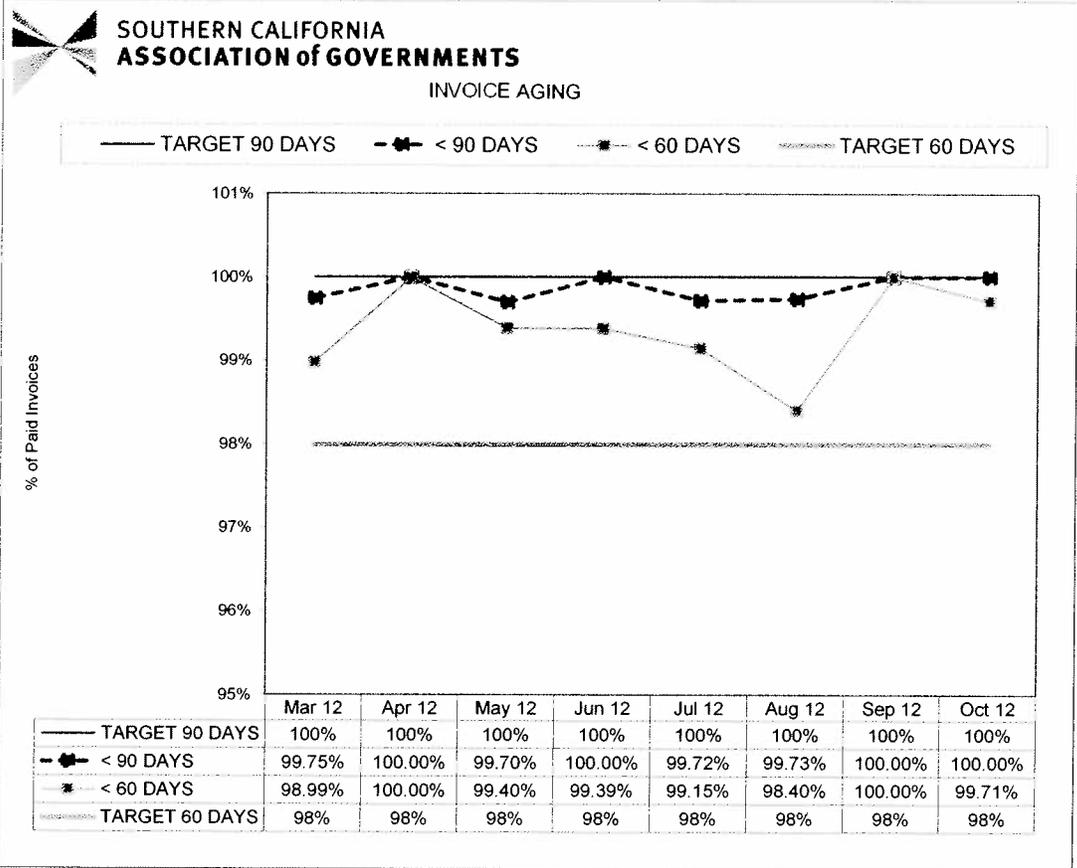
OVERVIEW

The percent of total invoices paid within 60 and 90 days. The target is to pay 98% of invoices within 60 days and 100% within 90 days.

SUMMARY

These goals were met during this period.

99.71% of October 2012's payments were within 60 days of invoice receipt and 100.00% within 90 days. Invoices unpaid 30-60 days totaled 20; 60-90 days: 4; >90 days: 0.



Office of the CFO
Consolidated Balance Sheet

	9/30/2012	10/31/2012	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 2,165,848	\$ 2,251,400		
LA County Investment Pool	\$ 6,560,124	\$ 6,655,317		
Cash & Investments	\$ 8,725,972	\$ 8,906,717	\$ 180,745	Receivables went down
Accounts Receivable	\$ 4,082,925	\$ 3,654,094	\$ (428,831)	Several non-CPG grant receivables were paid in Oct
Other Current Assets	\$ 362,837	\$ 364,773	\$ 1,936	Minimal change
Fixed Assets - Net Book Value	\$ 395,901	\$ 395,901	\$ -	No change
Total Assets	\$ 13,567,635	\$ 13,321,484	\$ (246,150)	
Accounts Payable	\$ (73,434)	\$ (205,667)	\$ (132,232)	Invoice activity has increased
Employee-related Liabilities	\$ (297,666)	\$ (405,700)	\$ (108,035)	More payroll was outstanding at 10/31 than at 9/30 due to the payroll cycle
Deferred Revenue	\$ (306,570)	\$ (306,570)	\$ -	No change
Total Liabilities and Deferred Revenue	\$ (677,670)	\$ (917,938)	\$ (240,267)	
Fund Balance	\$ 12,889,964	\$ 12,403,547	\$ (486,417)	
WORKING CAPITAL				
	9/30/2012	10/31/2012	Incr (decr) to working capital	
Cash	\$ 8,725,972	\$ 8,906,717	\$ 180,745	
Accounts Receivable	\$ 4,082,925	\$ 3,654,094	\$ (428,831)	
Accounts Payable	\$ (73,434)	\$ (205,667)	\$ (132,232)	
Employee-related Liabilities	\$ (297,666)	\$ (405,700)	\$ (108,035)	
Working Capital	\$ 12,437,797	\$ 11,949,443	\$ (488,353)	

Office of the CFO
Fiscal Year-To-Date Expenditure Report Through October 31, 2012



COMPREHENSIVE BUDGET

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget
1	Staff & Allocated Fringe Benefits	412,794	412,794	104,541		308,253	25.3%
2	51001 Allocated Indirect Costs	405,201	405,201	102,074		303,127	25.2%
3	54300 SCAG Consultants	336,000	336,000	19,500	206,621	109,879	5.8%
4	54340 Legal costs	100,000	100,000	5,160	94,840	1	5.2%
5	54350 Professional Services	15,000	135,000	2,974		132,026	2.2%
6	54400 Subregional Delegation	-	-	-		0	
7	55441 Payroll, bank fees	7,500	14,839	14,839		0	100.0%
8	55460 Materials & Equipment < \$5K	-	1,187	1,187	0	0	100.0%
9	55600 SCAG Memberships	93,000	93,000	70,932	250	21,818	76.3%
10	55620 Res/Materials Subscriptions	3,330	3,330	-		3,330	0.0%
11	55730 Capital Outlay	665,382	665,382	-		665,382	0.0%
12	55830 Conference - Registration	-	425	425		0	
13	55910 RC/Committee Meetings	8,237	8,237	4,683	0	3,554	56.9%
14	55914 RC General Assembly	330,000	330,000	21,206	137	308,657	6.4%
15	55920 Other Meeting Expense	51,400	51,400	15,549	12,997	22,854	30.3%
16	55930 Miscellaneous other	206,140	77,189	26,896	0	50,293	34.8%
17	55940 Stipend - RC Meetings	175,000	175,000	44,760	0	130,240	25.6%
18	55972 Rapid Pay Fees	975	975	-		975	0.0%
19	56100 Printing	6,000	6,000	138	5,862	0	2.3%
20	58100 Travel - outside SCAG region	25,000	25,000	4,045	0	20,955	16.2%
21	58101 Travel - local	17,100	17,100	5,680	0	11,420	33.2%
22	58110 Mileage - local	15,000	15,000	3,448	0	11,552	23.0%
23	58150 Staff Lodging Expense	3,400	3,400	2,350		1,050	69.1%
24	58800 RC Sponsorships	69,650	69,650	12,950		56,700	18.6%
25	Total General Fund	2,946,109	2,946,109	463,338	320,706	2,162,064	15.7%
26							
27	Staff & Fringe Benefits	12,566,821	12,705,297	3,625,881		9,079,416	28.5%
28	51001 Allocated Indirect Costs	12,335,615	12,471,542	3,540,310		8,931,232	28.4%
29	54300 SCAG Consultants	14,634,378	14,853,744	710,071	7,551,627	6,592,046	4.8%
30	54330 Subregional Consultants	-	-	-	0	0	
31	54350 Professional Services	550,000	530,000	26,300	39,074	464,626	5.0%
32	55210 Software Support	90,000	90,000	88,252	710	1,037	98.1%
33	55220 Hardware Support	100,000	100,000	22,741	6,958	70,301	22.7%
34	55280 Third Party Contribution	2,834,820	2,826,281	-		2,826,281	0.0%
35	55620 Resource Materials - subscrib	450,000	450,000	28,064	280	421,656	6.2%
36	55810 Public Notices	8,000	8,000	-	1,127	6,873	0.0%
37	55830 Conference - Registration	13,000	13,000	1,665		11,335	12.8%
38	55920 Other Meeting Expense	20,000	19,848	498	165	19,185	2.5%
39	55930 Miscellaneous - other	-	22,893	153	0	22,741	
40	55950 Temporary Help	-	-	-	0	0	
41	56100 Printing	18,500	18,500	-	0	18,500	0.0%
42	58100 Travel	110,350	114,221	16,469		97,752	14.4%
43	58110 Mileage	-	-	-		0	
44	Total OWP	43,731,484	44,223,326	8,060,405	7,599,942	28,562,979	18.2%
45							
46	Comprehensive Budget	46,677,593	47,169,435	8,523,743	7,920,648	30,725,044	18.1%

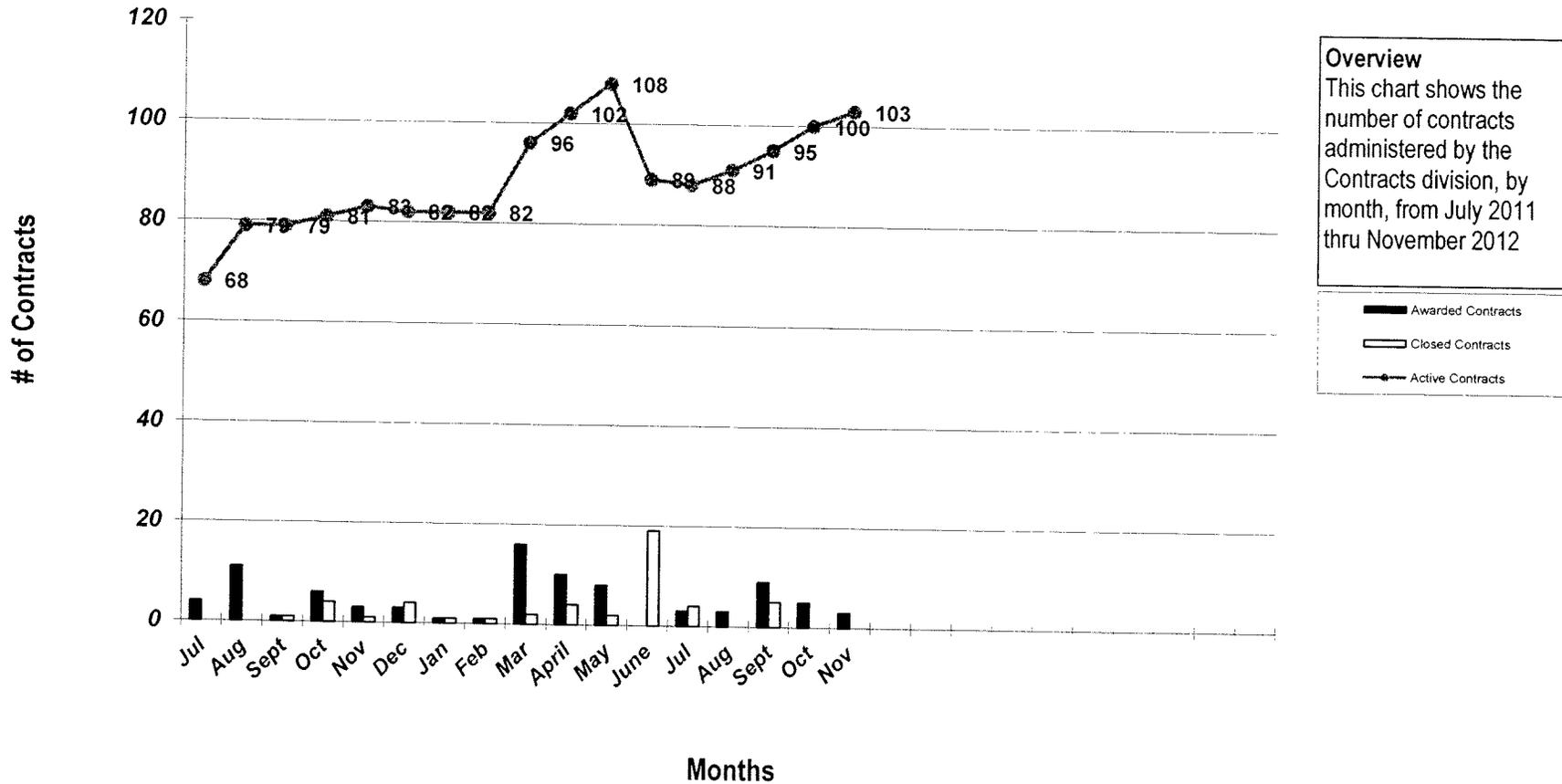
Office of the CFO
Fiscal Year-To-Date Expenditure Report Through October 31, 2012



INDIRECT COST EXPENDITURES

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010 Regular Staff	4,277,611	4,470,439	1,248,801		3,221,638	27.9%
2	50013 Regular OT	-	296	296		0	99.9%
3	50014 Interns, Temps, Annuit	-	880	880		0	100.0%
4	51000 Allocated Fringe Benefits	2,924,747	3,057,393	844,253		2,213,140	27.6%
5	54300 SCAG Consultants	351,671	351,671	14,936	89,985	246,750	4.2%
6	54340 Legal	275,000	275,000	6,590	51,580	216,830	2.4%
7	54350 Prof Svcs	766,338	793,838	201,941	591,897	0	25.4%
8	55210 Software Support	419,603	455,603	231,287	67,603	156,713	50.8%
9	55220 Hardware Supp	129,030	129,030	86,520	35,166	7,344	67.1%
10	55230 Computer Maintenance	-	-	-		0	
11	55240 Repair & Maint Non-IT	19,684	26,960	4,509	22,451	0	16.7%
12	55400 Office Rent 818 Offices	1,536,000	1,528,000	503,298	1,024,702	0	32.9%
13	55410 Office Rent Satellite	222,000	221,121	53,585	135,758	31,777	24.2%
14	55420 Equip Leases	115,000	163,735	41,195	120,598	1,942	25.2%
15	55430 Equip Repairs & Maint	45,244	43,340	3,888	6,174	33,278	9.0%
16	55440 Insurance	175,299	175,299	58,743		116,556	33.5%
17	55441 Payroll / Bank Fees	15,000	15,000	1,637		13,363	10.9%
18	55460 Mater & Equip < \$5,000	180,000	133,600	10,995	17,259	105,345	8.2%
19	55510 Office Supplies	141,200	141,200	27,767	112,439	994	19.7%
20	55520 Graphic Supplies	50,000	50,000	-	723	49,277	0.0%
21	55530 Telephone	165,500	165,500	55,354	110,146	0	33.4%
22	55540 Postage	20,000	20,000	13		19,987	0.1%
23	55550 Delivery Services	8,900	10,500	2,403	8,097	0	22.9%
24	55600 Scag Memberships	60,000	60,000	-		60,000	0.0%
25	55610 Prof Memberships	7,610	7,610	255	150	7,205	3.4%
26	55620 Res Mats/Subscrip	57,855	57,855	20,059	10,149	27,647	34.7%
27	55700 Deprec - Furn & Fixt	45,137	45,137	-		45,137	0.0%
28	55710 Deprec - Computer Equipment	77,723	77,723	-		77,723	0.0%
29	55720 Amortiz - Leasehold Improvements	7,402	7,402	-		7,402	0.0%
30	55800 Recruitment Notices	7,000	7,000	1,231	1,818	3,951	17.6%
31	55801 Recruitment - other	30,000	30,000	2,340	15,935	11,725	7.8%
32	55810 Public Notices	5,000	5,000	-		5,000	0.0%
33	55820 Training	160,000	160,000	74,502	85,498	0	46.6%
34	55830 Conference/workshops	29,850	29,850	484	45	29,321	1.6%
35	55920 Other Mtg Exp	51,200	51,200	9,469		41,731	18.5%
36	55930 Miscellaneous - other	13,526	34,526	18,033	16,493	0	52.2%
37	55950 Temp Help	58,500	43,500	5,826	37,673	0	13.4%
38	56100 Printing	91,500	90,000	30,148	8,785	51,068	33.5%
39	58100 Travel - Outside	102,614	99,614	11,959		87,655	12.0%
40	58101 Travel - Local	9,186	8,858	2,699		6,159	30.5%
41	58110 Mileage - Local	38,404	38,404	10,252		28,152	26.7%
42	58150 Staff lodging Expense	5,334	5,334	-		5,334	0.0%
43	58200 Travel - registration	3,000	-	-		0	
44	58400 Travel - Car Rentals	-	-	-		0	
45	58450 Fleet Vehicle	8,200	9,600	1,314	8,286	0	13.7%
46	Total Indirect Cost	12,706,868	13,097,018	3,587,464	2,579,408	6,930,146	27.4%

SCAG Contracts (Year to Date)



Overview
 This chart shows the number of contracts administered by the Contracts division, by month, from July 2011 thru November 2012

- Awarded Contracts
- Closed Contracts
- Active Contracts



Summary

The chart shows that the Contract Division is managing 103 active consultant contracts. Twenty-three of these contracts are fixed price, 48 are Cost Plus Fixed Fee contracts, and the remaining 32 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Division anticipates issuing approximately 15 contracts during the rest of FY 2012/13. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.



GROUPS	Authorized Positions	Filled Positions	Vacant Positions
Executive	7	4	3
Legal	3	2	1
Strategy, Policy & Public Affairs	23	19	4
Administration	47	43	4
Planning & Programs	66	59	7
Total	146	127	19

OTHER POSITIONS

GROUPS	Limited Term Positions	Temp Positions	Agency Temps
Executive	1	0	0
Legal	0	0	0
Strategy, Policy & Public Affairs	1	2	0
Administration	3	1	0
Planning & Programs	0	5	0
Total	5	8	0

DATE: January 3, 2013

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

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

SUBJECT: 2012 South Coast Air Quality Management Plan (AQMP) Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
Staff will provide an update on the Final 2012 AQMP which was adopted by the Governing Board of the South Coast Air Quality Management District (AQMD) on December 7, 2012.

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 2012 AQMP, jointly prepared by the South Coast AQMD, the California Air Resources Board (ARB), and SCAG, reflects and incorporates SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As authorized by the Regional Council on November 1, 2012, staff formally transmitted to AQMD the Final Appendix IV-C, Regional Transportation Strategy and Control Measures, for inclusion in the Final 2012 AQMP subject to the conclusion of the public comment period for the Revised Draft 2012 AQMP. No comments on the Appendix IV-C were received by the end of the public comment period. However, after the conclusion of the public comment period, AQMD received a comment letter signed by several environmental organizations which included a reference to SCAG's portion of the AQMP. The reference suggested a "robust review" of SCAG's transportation control measures (TCMs) as part of the ozone attainment demonstration. Pursuant to the Clean Air Act, SCAG staff has performed a comprehensive and thorough review of TCMs and determined that the TCMs being implemented in the South Coast Air Basin are inclusive of all reasonably available control measures. SCAG will continue to undertake such review of TCMs as part of future planning efforts.

On December 7, 2012, the South Coast AQMD Governing Board held a public hearing and adopted the Final 2012 AQMP. The Final 2012 AQMP was subsequently submitted to the ARB for inclusion into the State Implementation Plan (SIP). Pursuant to CAA, ARB will submit the SIP to the U.S. Environmental Protection Agency (EPA). Any issues that arise through review by ARB and/or EPA will be reported to the EEC and RC.

It is important to note that the 2012 AQMP includes new PM_{2.5} emissions budgets (i.e., the upper limit for PM_{2.5} emissions from on-road transportation activities in the South Coast Air Basin). Upon EPA's approval, the new PM_{2.5} emissions budgets will be required to be used for transportation conformity for the

REPORT

South Coast region for future Regional Transportation Plan/Federal Improvement Program (RTP/FTIP) and RTP/FTIP amendments. Also, pursuant to recent court decisions, the Final 2012 AQMP addresses the 1-hour ozone standard and the vehicle miles travelled (VMT) emissions offset requirements.

FISCAL IMPACT:

Work associated with this item is included in the current FY12-13 Overall Work Program (13-025.SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENTS:

1. Final 2012 AQMP Executive Summary
2. 2012 AQMP Appendix IV-C Transmittal Package to SCAQMD

EXECUTIVE SUMMARY

Introduction

Why Is This Final Plan Being Prepared?

Is Air Quality Improving?

How Did the Recent Recession Affect Air Quality?

What Are the Major Sources Contributing to Air Quality Problems?

What Is the Overall Control Strategy in the 2012 AQMP?

**Why Not Request The Full 5-Year Extension to Meet the 24-Hour
PM2.5 Standard?**

Why and How Is the 8-Hour Ozone Plan Being Updated?

**Given the Current Difficult and Uncertain Economic Conditions,
Should the District Wait Before Adding Additional Regulatory
Refined Control Commitments into the SIP?**

**Is the 2012 AQMP Being Coordinated with the State's Greenhouse Gas
Reduction Efforts?**

INTRODUCTION

The long-term trend of the quality of air we Southern Californians breathe shows continuous improvement, although the slowing rate of improvement in ozone levels causes concern. The remarkable historical improvement in air quality since the 1970's is the direct result of Southern California's comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its Air Quality Management Plans (AQMP). Yet the air in Southern California is far from meeting all federal and state air quality standards and, in fact, is among the worst in the nation. Stemming from the preponderance of latest health evidence, new federal fine particulate (PM_{2.5}) and 8-hour surface-level ozone standards are more stringent than the previous standards. To reach federal Clean Air Act (CAA) deadlines over the next two decades, Southern California must significantly accelerate its pollution reduction efforts.

Continuing the Basin's progress toward clean air is a challenging task, not only to recognize and understand complex interactions between emissions and resulting air quality, but also to pursue the most effective possible set of strategies to improve air quality, maintain a healthy economy, and coordinate efforts with other key public and private partners to meet a larger set of transportation, energy and climate objectives. To ensure continued progress toward clean air and comply with state and federal requirements, the South Coast Air Quality Management District (AQMD or District) in conjunction with the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG) and the U.S. Environmental Protection Agency (U.S. EPA) have prepared the Final 2012 AQMP (Plan). The Plan employs the most up-to-date science and analytical tools and incorporates a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on-road and off-road mobile sources and area sources.

The Final Plan demonstrates attainment of the federal 24-hour PM_{2.5} standard by 2014 in the South Coast Air Basin (Basin) through adoption of all feasible measures. The Final Plan also updates the U.S. EPA approved 8-hour ozone control plan with new measures designed to reduce reliance on the CAA Section 182 (e)(5) long-term measures for NO_x and VOC reductions.

The Final 2012 AQMP also addresses several state and federal planning requirements, incorporating new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and new meteorological air quality models. This Plan builds upon the approaches taken in the 2007 AQMP for the South Coast Air Basin for the attainment of federal PM and ozone standards, and highlights the significant

amount of reductions needed and the urgent need to engage in interagency coordinated planning to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under federal Clean Air Act.

The Final 2012 AQMP also includes an update on the air quality status of the Salton Sea Air Basin (SSAB) in the Coachella Valley, a discussion of the emerging issues of ultrafine particle and near-roadway exposures, an analysis of the energy supply and demand issues that face the Basin and their relationship to air quality. The Plan also includes a new demonstration of 1-hour ozone attainment and vehicle miles travelled (VMT) emissions offsets, as per recent U.S. EPA requirements.

This Final Plan as well as other key supporting information are available electronically and can be downloaded from the District's home page on the Internet (<http://www.aqmd.gov/aqmp/2012aqmp/index.htm>).

WHY IS THIS FINAL PLAN BEING PREPARED?

The federal Clean Air Act requires a 24-hour PM_{2.5} non-attainment area to prepare a State Implementation Plan (SIP) which must be submitted to U.S. EPA by December 14, 2012. The SIP must demonstrate attainment with the 24-hour PM_{2.5} standard by 2014, with the possibility of up to a five-year extension to 2019, if needed. U.S. EPA approval of any extension request is based on the lack of feasible control measures to move forward the attainment date by one year. The District's attainment demonstration shows that, with implementation of all feasible controls, the earliest possible attainment date is 2014, and thus no extension of the attainment date is needed.

In addition, the U.S. EPA requires that transportation conformity budgets be established based on the most recent planning assumptions (i.e., within the last five years) and approved motor vehicle emission models. The Final Plan is based on the most recent assumptions provided by both CARB and SCAG for motor vehicle emissions and demographic updates and includes updated transportation conformity budgets.

IS AIR QUALITY IMPROVING?

Yes. Over the years, the air quality in the Basin has improved significantly, thanks to the comprehensive control strategies implemented to reduce pollution from mobile and stationary sources. For instance, the total number of days on which the Basin

experiences high ozone levels has decreased dramatically over the last two decades. As shown in Figure ES-1, the majority of exceedances occur in the mountains and valleys of Southwestern San Bernardino County. The maximum 8-hour ozone levels measured in the Basin were well above 200 ppb in the early 1990s, and are now less than 140 ppb. Figure ES-2 shows the long-term trend in ambient 8-hour average and 1-hour average ozone levels since 1990. However, the Basin still exceeds the federal 8-hour standard more frequently than any other location in the U.S. Under federal law, the Basin is designated as an "extreme" nonattainment area for the 8-hour ozone standard.

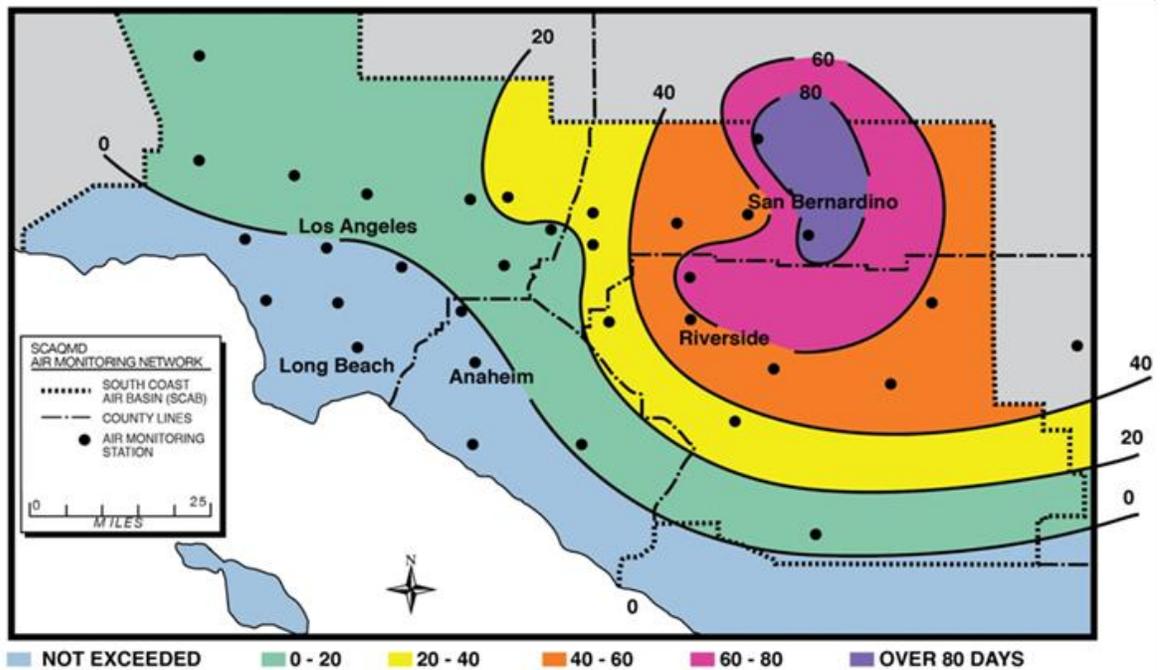


FIGURE ES-1

2011 8-Hour Ozone: Number of Days Exceeding the Current Federal Standard (8-hour average ozone > 0.075 ppm)

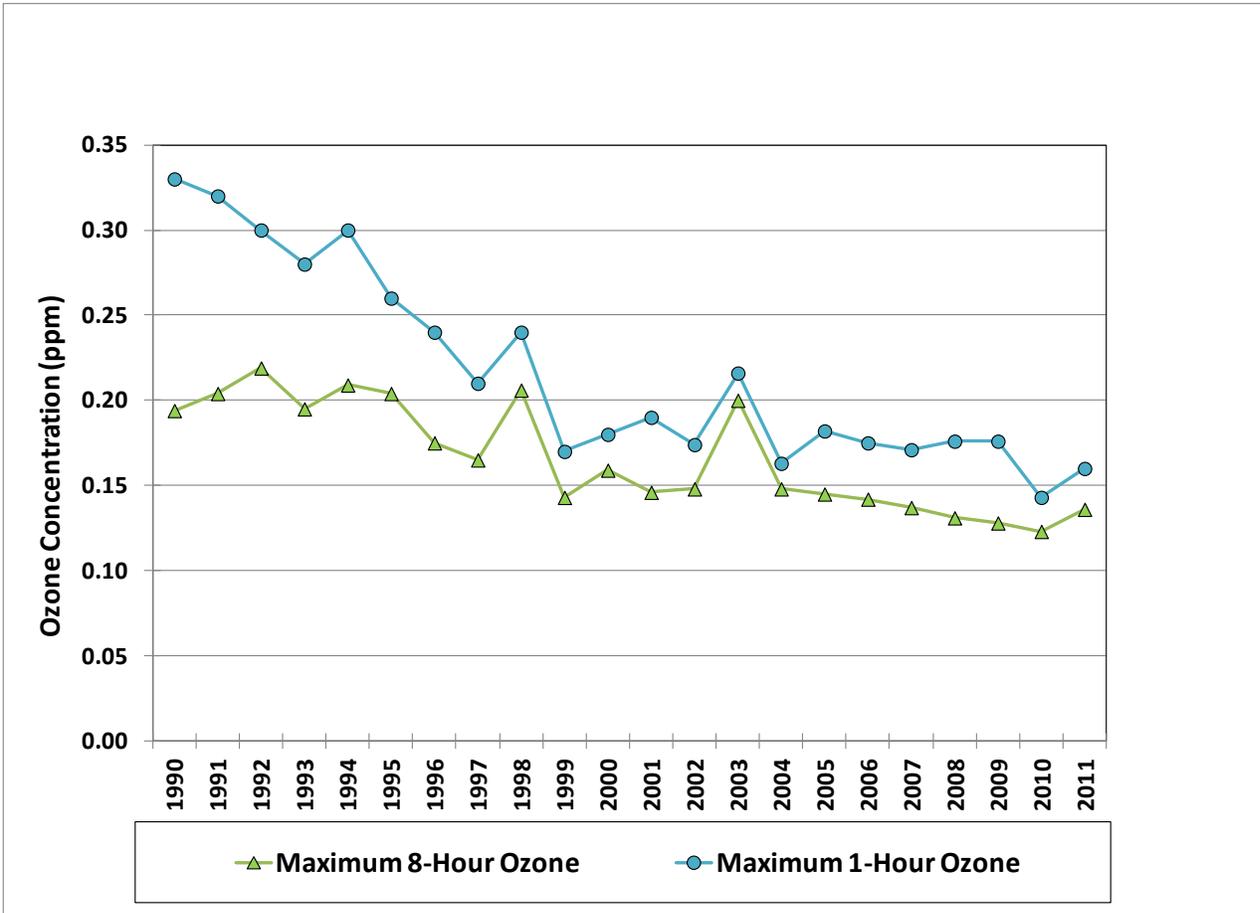


FIGURE ES-2

Maximum 1-Hour and 8-Hour Average Ozone Trends in the Basin

The rate of progress in improving ozone air quality has slowed for the last several years. The District has conducted extensive analysis, held technical forums, and reviewed all available scientific literature examining the issue of why progress has slowed, including the accuracy of emissions inventories, the effectiveness of control strategies, and the knowledge of photochemical processes. The overall result is that a strategy focusing primarily on NO_x reductions has been deemed the best way to achieve long-term ozone attainment objectives. However, a recurring policy question is whether another approach, such as significant VOC reductions, would be as effective at reducing ozone levels. But given that NO_x reductions are needed not only to achieve the ozone standards but also to achieve the PM_{2.5} standards, and given that a heavy VOC reduction strategy alone could not achieve the ozone standards, a NO_x-heavy control strategy is considered best. VOC reductions are, however, still needed to provide additional ozone benefits, especially in the western areas of the Basin.

Relative to the 1-hour ozone standard, which was revoked by the U.S. EPA in favor of the new 8-hour ozone standard, the past air pollution control programs have had an overall positive impact. The number of days in which the Basin exceeds the federal 1-hour ozone standard has continually declined over the years. But as seen in Figure ES-2, the rate of progress has slowed since 2000. The Basin currently still experiences ozone levels over the revoked 1-hour federal standard on approximately 5% of the days. U.S. EPA guidance has indicated that while certain planning requirements remained in effect, a new SIP would not be required if an area failed to attain the standard by the attainment date. However, recent litigation and court decisions have suggested that there is likely a need for the District to prepare a new 1-hour ozone SIP in the near future. If a 1-hour ozone SIP is requested by U.S. EPA, the SIP would be due within 12 months of such a SIP call. The attainment demonstration in the SIP would have to show attainment within 5 years with a potential 5-year extension, which would be a similar time frame as the 1997 8-hr ozone standard deadline of 2023. Based on previous modeling estimates, the control strategies that are needed to attain the 8-hour ozone standard are nearly identical to those that would be needed to attain the 1-hour ozone standard.

Both PM10 and PM2.5 levels have improved dramatically over the past two decades. Annual average PM10 concentrations have been cut in half since 1990, and likewise, annual average PM2.5 concentrations have been cut in half since measurements began in 1999 (Figure ES-3). The Basin has met the PM10 standards at all stations and a request for re-designation to attainment is pending with U.S. EPA. In 2011, both the annual PM2.5 standard ($15 \mu\text{g}/\text{m}^3$) and the 24-hour PM2.5 standard (98th percentile greater than $35 \mu\text{g}/\text{m}^3$) were exceeded at only one air monitoring station, Mira Loma, in Northwestern Riverside County (Figure ES-4). The primary focus of this Final 2012 AQMP is to bring the Basin into attainment with the 24-hour PM2.5 standard.

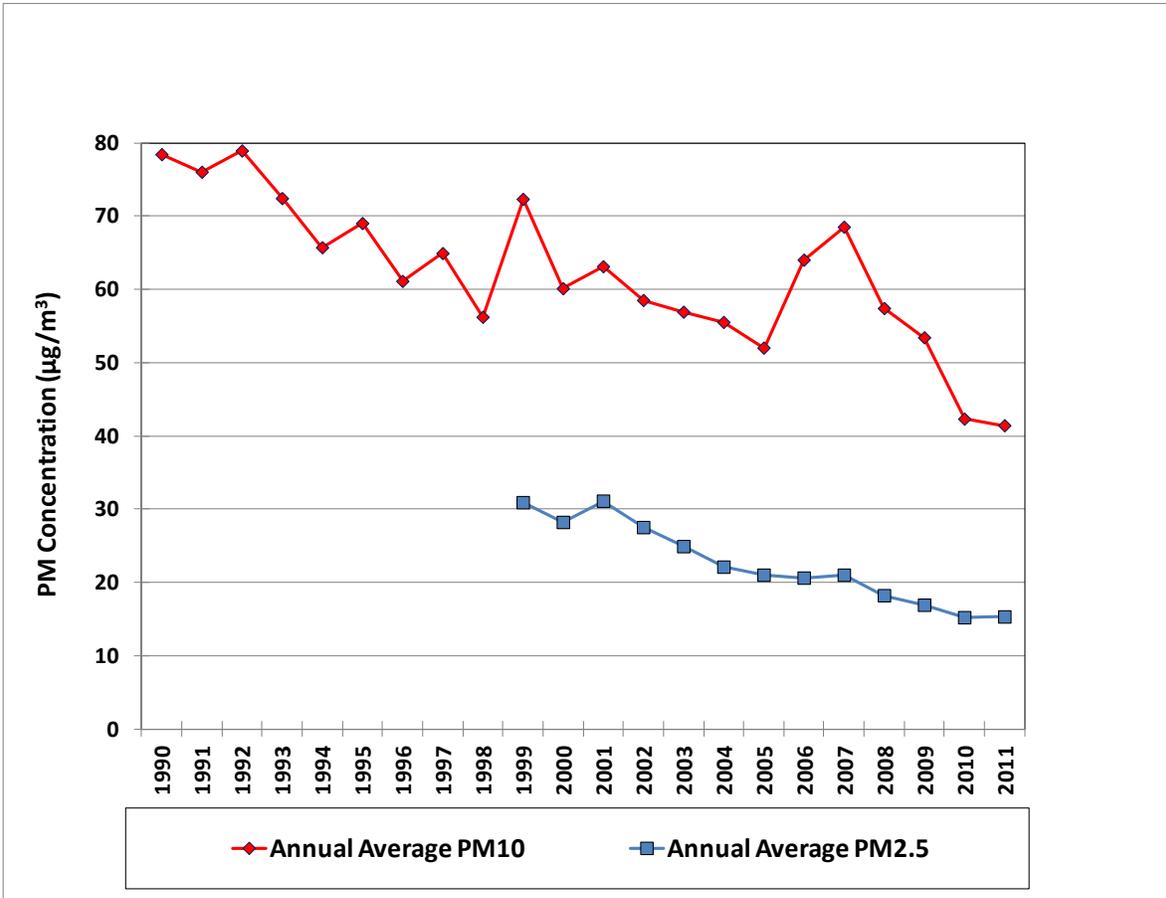


FIGURE ES-3

Maximum-Site Annual Average PM10, PM2.5 Trends in the Basin

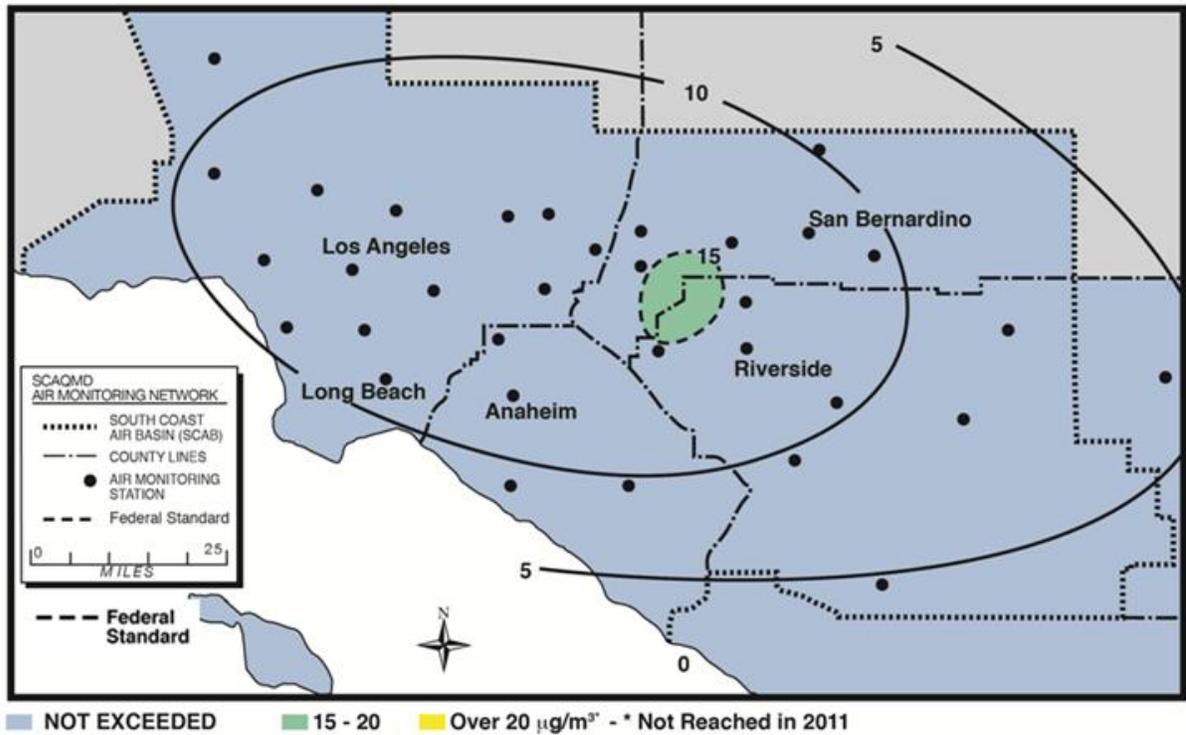


FIGURE ES-4

2011 PM_{2.5}: Annual Average Concentration Compared to the Federal Standard
(Federal standard = 15 $\mu\text{g}/\text{m}^3$, annual arithmetic mean)

In 2011, the Basin did not exceed the standards for carbon monoxide, nitrogen dioxide, or sulfur dioxide¹.

Although exposure to pollution has decreased substantially in the Basin through several decades of implementing pollution controls, increases in the population over that time have made further emissions reductions more difficult. Many sources, such as automobiles and stationary sources, have been significantly controlled. However, increases in the number of sources, particularly those growing proportionately to population, can offset the potential air quality benefits of past and existing regulations. The net result is that unless additional steps are taken to further control air pollution, growth itself may begin to reverse the gains of the past decades.

¹ U.S. EPA recently revised the NO₂ and SO₂ air quality, but analysis to date shows continued compliance with these newly mandated levels.

HOW DID THE RECENT RECESSION AFFECT AIR QUALITY?

As shown above, air quality has improved over the last five years. Many factors affect air quality, including meteorological conditions, emissions, and control programs designed to reduce those emissions. The recession that began in late 2007, and continued reduced economic activity in the Basin, has also impacted pollutant emission levels. For example, goods movement activity declined by more than 20%, construction activity dropped by approximately 40%, and high fuel prices led to less vehicle miles travelled. It is difficult to determine exactly which portion of the air quality gains seen over the last five years are related to the economic downturn, but a rough estimate suggests that 15 - 20% of the recent improvements in air quality are attributable to economic factors. As the economy recovers, commercial activity will increase, and there is the potential for some emissions increases. The Final 2012 AQMP utilizes the most recent economic data and projections, including data from SCAG, which include some levels of economic growth. Using these assumptions, the analysis demonstrates that air quality will continue to improve in the future, but not to the degree necessary to achieve air quality standards without additional control programs.

WHAT ARE THE MAJOR SOURCES CONTRIBUTING TO AIR QUALITY PROBLEMS?

Figure ES-5 shows the sources of NO_x, VOC, SO_x, and direct PM_{2.5} emissions for 2008. PM_{2.5} levels benefit from reductions in all four pollutants. On a per ton basis, the greatest PM_{2.5} benefit results from SO_x and direct PM_{2.5} emissions reductions. In the Basin, ozone levels benefit from both NO_x and VOC reductions.

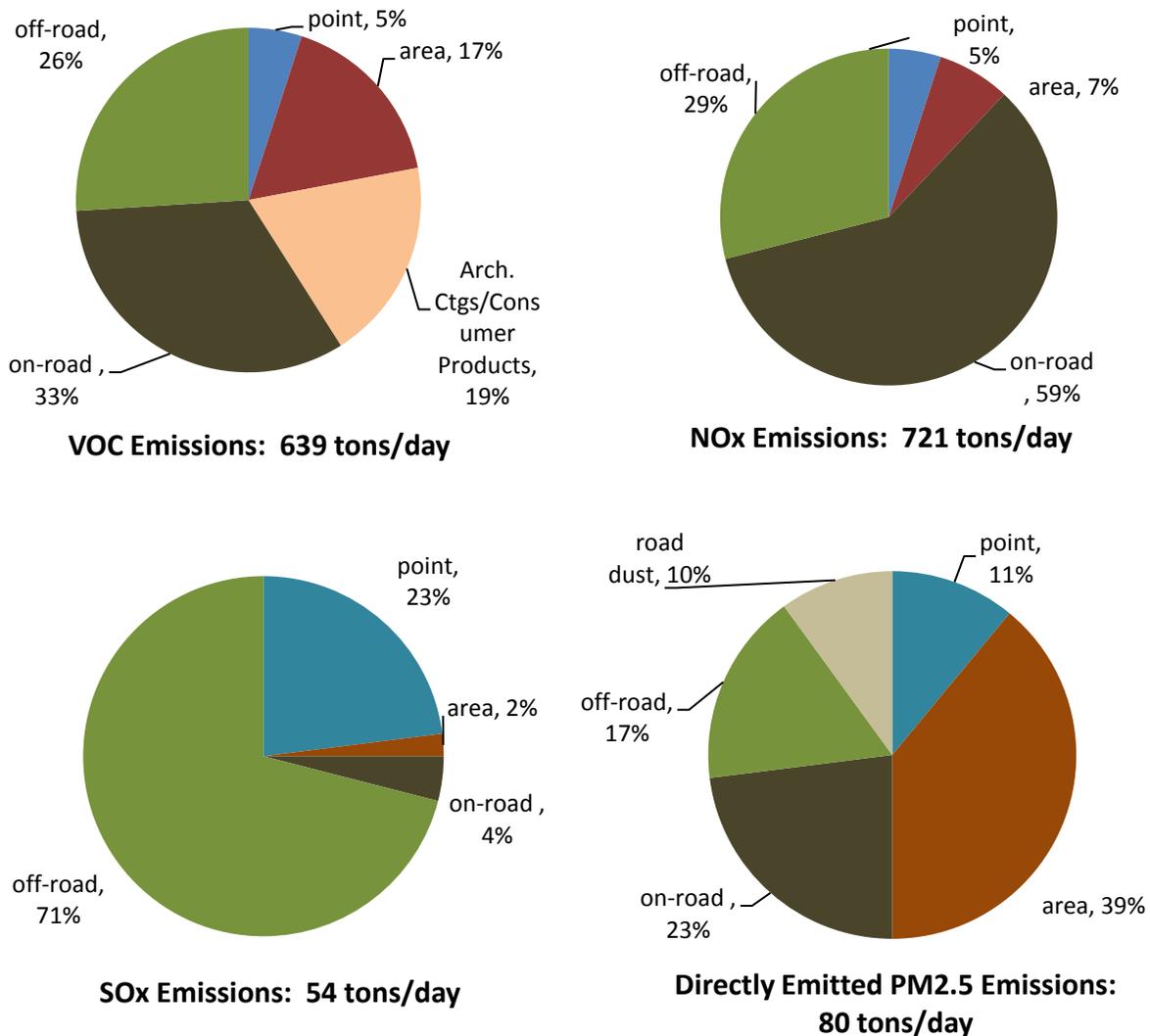


FIGURE ES-5

Relative Contribution by Source Category to 2008 Emission Inventory
(VOC & NOx – Summer Planning; SOx, & PM2.5 – Annual Average Inventory)

WHAT IS THE OVERALL CONTROL STRATEGY IN THE 2012 AQMP?

The Final 2012 AQMP outlines a comprehensive control strategy that meets the requirement for expeditious progress towards attainment with the 24-hour PM2.5 NAAQS in 2014 with all feasible control measures. The Plan also includes specific measures to further implement the ozone strategy in the 2007 AQMP to assist attaining the 8-hour ozone standard by 2023. The 2007 AQMP demonstrated attainment with the

2023 8-hour ozone standard using a provision of the federal CAA, Section 182(e)(5), that allows credit for emissions reductions from future improvements in control techniques and technologies. These “black box” emissions reductions are still needed to show attainment with the 2023 8-hour ozone NAAQS. Accordingly, these Section 182(e)(5) reductions still account for about 65% of the remaining NO_x emissions reductions needed in 2023. Given the magnitude of these needed emission reductions, it is critical that the Basin maintain its continuing progress and work actively towards achieving as many specific emissions reductions as possible, and not wait until subsequent AQMPs to begin to address this looming shortfall.

As stated above, the only air monitoring station that is currently exceeding or projected to exceed the 24-hour PM_{2.5} standard by 2014 is Mira Loma in Western Riverside County. Consistent with U.S. EPA guidance, seasonal or episodic controls that focus on bringing the Mira Loma station into compliance can be considered as a method to bring the Basin into attainment.

The control measures contained in the Final 2012 AQMP can be categorized as follows:

Basin-wide Short-term PM_{2.5} Measures. Measures that apply Basin-wide, have been determined to be feasible, will be implemented by the 2014 attainment date, and are required to be implemented under state and federal law. The main short-term measures are episodic, in that they only apply during high PM_{2.5} days and will only be implemented as needed to achieve the necessary air quality improvements.

Contingency Measures. Measures to be automatically implemented if the Basin fails to achieve the 24-hour PM_{2.5} standard by 2014.

8-hour Ozone Measures. Measures that provide for necessary actions to maintain progress towards meeting the 2023 8-hour ozone NAAQS, including regulatory measures, technology assessments, key investments, and incentives.

Transportation Control Measures. Measures generally designed to reduce vehicle miles travelled (VMT) as included in SCAG’s 2012 Regional Transportation Plan.

Many of the control measures proposed are not regulatory in form, but instead focus on incentives, outreach, and education to bring about emissions reductions through voluntary participation and behavioral changes needed to complement regulations.

WHY NOT REQUEST THE FULL 5-YEAR EXTENSION TO MEET THE 24-HOUR PM2.5 STANDARD?

The U.S. EPA deadline for meeting the 24-hour PM2.5 NAAQS is 2014, with a possible extension of up to five years. The extension is not automatic, and approval of an extension request will be based on a demonstration that there are no additional feasible control measures available to move up the attainment date by one year. As demonstrated in Chapter 5 of this Final 2012 AQMP, with the existing control program the Basin can attain the 24-hour PM2.5 standard by 2019, the latest possible attainment date with a full five-year extension granted by U.S. EPA. Under the federal CAA, the Basin must achieve the federal NAAQS “as expeditiously as practicable.” Therefore, if feasible measures to advance attainment are available, they must be adopted and implemented in the SIP. With all feasible measures implemented, including the episodic controls proposed, the Basin can achieve attainment by 2014 without requesting an extension.

WHY AND HOW IS THE 8-HOUR OZONE PLAN BEING UPDATED?

Given the continuing challenge of achieving the magnitude of emissions reductions needed to meet the federal 2023 8-hour ozone deadline, this Plan updates the previous 8-hour ozone plan with new emission reduction commitments from a set of new control measures, which further implement the 2007 AQMP commitments. The 2023 deadline is fast approaching and the magnitude of needed emission reductions remains about the same as it was in the 2007 AQMP. It is not a prudent or efficient strategy to wait for future plans and controls to achieve all of these reductions when they are possible today. Thus, these Final 2012 AQMP measures serve as a down payment for the much larger reductions that will be needed in future years.

Furthermore, these additional emissions reductions are needed to demonstrate attainment with the revoked 1-hour ozone standard. Due to a recent court decision, U.S. EPA has proposed to require a new 1-hour ozone attainment demonstration. The 1-hour ozone attainment strategy is essentially identical to the 8-hour ozone attainment strategy, including the updates in the Final 2012 AQMP. The 1-hour ozone attainment demonstration is included as an appendix to this Plan.

The U.S. EPA approved the 8-hour ozone SIP portion of the 2007 AQMP in 2011. The submittal of the Final 2012 AQMP will update certain portions of that SIP submittal. Namely, the new 8-hour ozone control measures will be submitted into the SIP with commitments for corresponding emissions reductions.

GIVEN THE CURRENT DIFFICULT AND UNCERTAIN ECONOMIC CONDITIONS, SHOULD THE DISTRICT WAIT BEFORE ADDING REFINED CONTROL COMMITMENTS INTO THE SIP?

No. The PM_{2.5} measures are required to be submitted by December 14, 2012. As for ozone, the challenges are too great, the stakes too high, and the deadlines too soon. Waiting until the last few years to try and achieve the necessary emission reductions will make the efforts more difficult, disruptive, and probably more expensive. However, the district remains sensitive to the current economic climate and the struggles that many local businesses are experiencing. That is why this Final 2012 AQMP strives to identify the most cost-effective and efficient path to achieve federal clean air standards. A number of the measures proposed in the Plan are voluntary incentive and/or education programs that aim to achieve emission reductions without imposing new regulatory requirements. The episodic control approach seeks to minimize overall cost and economic impacts by focusing on the limited numbers of days and locations still experiencing the exceedances of the federal standards.

Furthermore, the effort to achieve multiple clean air goals will require significant public investments in the region over a long period of time. These investments need to be accomplished in an optimum fashion starting now. This also has the potential to create new Southern California jobs in clean technology sectors such as renewable power, energy efficiency, clean products, and advanced emissions controls. Fulfilling this unique opportunity to concentrate these clean air investments and jobs in the region where the air quality problems exist will require strong partnerships among all levels of government and business interests.

IS THE 2012 AQMP BEING COORDINATED WITH THE STATE'S GREENHOUSE GAS REDUCTION EFFORTS?

The Basin faces several ozone and PM attainment challenges, as strategies for significant emission reductions become harder to identify and the federal standards continue to become more stringent. California's Greenhouse Gas reductions targets under AB32 add new challenges and timelines that affect many of the same sources that emit criteria pollutants. In finding the most cost-effective and efficient path to meet multiple deadlines for multiple air quality and climate objectives, it is essential that an integrated planning approach is developed. Responsibilities for achieving these goals span all levels of government, and coordinated and consistent planning efforts among multiple government agencies are a key component of an integrated approach.

To this end, and concurrent with the development of the 2012 AQMP, the District, the Air Resources Board, and San Joaquin Valley Air Pollution Control District engaged in a joint effort to take a coordinated and integrated look at strategies needed to meet California's multiple air quality and climate goals, as well as its energy policies. California's success in reducing smog has largely relied on technology and fuel advances, and as health-based air quality standards are tightened, the introduction of cleaner technologies must keep pace. More broadly, a transition to zero- and near-zero emission technologies is necessary to meet 2023 and 2032 air quality standards and 2050 climate goals. Many of the same technologies will address air quality, climate and energy goals. As such, strategies developed for air quality and climate change planning should be coordinated to make the most efficient use of limited resources and the time needed to develop cleaner technologies. The product of this collaborative effort, the draft *Vision for Clean Air: A Framework for Air Quality and Climate Planning*, examines how those technologies can meet both air quality and climate goals over time. A public review draft of this document is now available at <http://www.aqmd.gov/aqmp/2012aqmp> and serves as context and a resource for the 2012 AQMP.

SOUTHERN CALIFORNIA

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Keith Millhouse, Ventura County
Transportation Commission

November 12, 2012

Dr. Barry R. Wallerstein
Executive Officer
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

RE: Transmittal of AQMP Appendix VI-C, Regional Transportation Strategy and Control Measures

Dear Dr. Wallerstein:

On behalf of the SCAG Regional Council, I would like to thank you for presenting the 2012 Air Quality Management Plan (AQMP) to the SCAG Regional Council and the GLUE Council and clarification of their questions.

As authorized by the SCAG Regional Council on November 1, 2012, I am pleased to formally transmit the Draft Final 2012 AQMP Appendix VI-C, Regional Transportation Strategy and Control Measures, subject to the conclusion of the public comment period for the revised Draft 2012 AQMP. As directed by the Regional Council, SCAG staff will appropriately respond to any additional comments received and transmit to AQMD. Also included in this transmittal is SCAG Resolution No. 12-544-1 approving Appendix IV-C and responses to comments on the Draft 2012 AQMP Appendix IV-C.

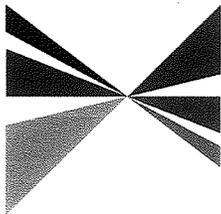
I look forward to continuing our agencies' collaboration and partnership in air quality and transportation planning to improve air quality, mobility, economic development and job creation in the Southern California region.

If you have any questions, please do not hesitate to contact myself or Huasha Liu, Director of Land Use and Environmental Planning, at (213) 236-1838 or liu@scag.ca.gov.

Sincerely,

Hasan Ikhrata
Executive Director

Attachments (3)



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RESOLUTION NO. 12-544-1

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING
APPENDIX IV-C FOR INCLUSION IN THE 2012 SOUTH COAST
AIR QUALITY MANAGEMENT PLAN**

WHEREAS, Section 110(a) of the Federal Clean Air Act (42 U.S.C. §7410(a)) and federal regulations at 40 C.F.R. §52.220 et seq. require each state to adopt a plan known as the State Implementation Plan (SIP) for implementation, maintenance and enforcement of primary and secondary national ambient air quality standards in each air quality control region of the state; and

WHEREAS, the South Coast Air Basin is designated as a non-attainment area for the 2006 national ambient air quality standards (NAAQS) for 24-hour fine particulate matter (PM2.5). A PM2.5 SIP demonstrating attainment with these standards is due to the U.S. Environmental Protection Agency (EPA) by December 2012; and

WHEREAS, EPA recently published a proposed "SIP call" on September 19, 2012, finding the existing approved South Coast 1-hour ozone SIP substantially inadequate to provide for attainment of the revoked 1-hour ozone standard by the applicable attainment date of November 15, 2010, in response to the decision of the Ninth Circuit Court of Appeals in *Association of Irrigated Residents ("AIR"), et al, v. United States Environmental Protection Agency, et al., 686 F. 2d 668* (amended January 12, 2012). A 1-hour Ozone SIP demonstrating attainment with the revoked 1-hour ozone standard is due to the U.S. EPA within 12 months after the effective date of the final SIP call; and

WHEREAS, EPA also published a proposed action on September 19, 2012, withdrawing its approval of, and then disapproving, the vehicle miles travelled (VMT) emissions offset demonstrations in the 2003 1-hour ozone SIP and the 2007 8-hour ozone SIP, also in response to the same *AIR v. EPA* decision. Revised VMT emissions offset demonstrations for the 1-hour and 8-hour ozone standards are required to be submitted to EPA; and

WHEREAS, the 2012 South Coast Air Quality Management Plan (2012 AQMP) is being prepared to comply with these above-referenced requirements, by the South Coast Air Quality Management District (SCAQMD), in conjunction with the California Air Resources Board (CARB), and the Southern California Association of Governments (SCAG), and the U.S.EPA; and

WHEREAS, SCAG is responsible, pursuant to Section 40460(b) of the California Health and Safety Code, for preparing and approving, those portions of the 2012 AQMP for the South Coast Air Basin, which relate to regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures and strategies; and

WHEREAS, SCAG is also required, pursuant to Section 40460(b) of the California Health and Safety Code, to analyze and provide emissions data related to its planning responsibilities; and

WHEREAS, pursuant to this authority, SCAG prepared a “Regional Transportation Strategy and Control Measures” as it relates to air quality, to be included as Appendix IV-C to the 2012 AQMP, and attached herein as Exhibit “A” (hereinafter referred to as “Appendix IV-C”). Specifically, Appendix IV-C provides an overview of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); a list of committed Transportation Control Measures (TCMs); and, pursuant to Clean Air Act requirements, an analysis of reasonably available (transportation) control measures (RACM Analysis); and

WHEREAS, Appendix IV-C was developed in consultation with Federal, State and local transportation and air quality planning agencies and other stakeholders, including the four county transportation commissions in the South Coast Air Basin, namely, Los Angeles County Metropolitan Transportation Authority, the Riverside County Transportation Commission, the Orange County Transportation Authority and the San Bernardino Associated Governments; and

WHEREAS, in accordance with the approval of SCAG’s Energy and Environment Committee on June 7, 2012, a draft of Appendix IV-C was distributed to SCAQMD and released for public review and comment as part of the release of the Draft 2012 AQMP. The public comment period concluded on August 31, 2012, and public comments relating to Appendix IV-C have been responded to and incorporated into SCAQMD’s response to comment document, and did not result in any substantive changes to the 2012 AQMP; and

WHEREAS, SCAQMD released for public review a revised Draft 2012 AQMP on September 7, 2012. While there are no changes to Appendix IV-C as part of the revised Draft 2012 AQMP, Appendix IV-C is currently under this second round of public review which is scheduled to end on November 12, 2012. Any additional comments received will be responded to and will be incorporated into the Final Appendix IV-C as appropriate as part of the Final 2012 AQMP.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments as follows:

1. Subject to the conclusion of the public comment period for the revised Draft 2012 AQMP, the Regional Council hereby approves and transmits to SCAQMD Appendix IV-C, attached hereto as Exhibit A, including related staff findings and incorporating all of the foregoing recitals as SCAG's portion of the 2012 AQMP, which includes the 24-hour PM2.5 SIP, the 1-hour ozone SIP, and the VMT offset demonstration.
2. The Regional Council hereby directs that if additional comments regarding Appendix IV-C are received before the conclusion of the public comment period, that staff appropriately respond and include as part of the Final Appendix IV-C to be transmitted to SCAQMD.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 1st day of November, 2012.



Hon. Glen Becerra
President, SCAG
Councilmember, City of Simi Valley

Attested by:



Hasan Ikhata
Executive Director

Approved as to Form:



Joan Africa
Chief Counsel

**DRAFT FINAL 2012 SOUTH COAST
AIR QUALITY MANAGEMENT PLAN
APPENDIX IV-C**

**Regional Transportation Strategy and
Control Measures**

November 2012

Mission Statement

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.

SCAG Regional Council

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

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

Tribal Government Representative: Vacant

Orange County Transportation Authority: Jerry Amante, Tustin

Riverside County Transportation Commission: Mary Craton, Canyon Lake

San Bernardino Associated Governments: Alan Wapner, Ontario

Ventura County Transportation Commission: Keith Millhouse, Moorpark

Transportation Corridors Agency: Lisa Bartlett, Dana Point

Ex-Officio: Randall Lewis, Lewis Group of Companies

Executive Summary

This Appendix describes the Southern California Association of Government's (SCAG) transportation strategy and transportation control measures (TCMs) to be included as part of the 2012 Air Quality Management Plan (AQMP) / PM2.5 State Implementation Plan (SIP) for the South Coast Air Basin. The transportation strategy and TCMs are based on SCAG's adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2011 Federal Transportation Improvement Program (FTIP) as amended which were developed in consultation with federal, state and local transportation and air quality planning agencies and other stakeholders. The four County Transportation Commissions (CTCs) in the South Coast Air Basin, namely Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, Orange County Transportation Authority and the San Bernardino Associated Governments, were actively involved in the development of the regional transportation measures of this Appendix.

The Regional Transportation Strategy and Transportation Control Measures portion of the 2012 AQMP/SIP consists of the following three related Sections.

Section I. Linking Regional Transportation Planning to Air Quality Planning

As required by federal and state laws, SCAG is responsible for ensuring that the regional transportation plan, program, and projects are supportive of the goals and objectives of AQMPs/SIPs. SCAG is also required to develop demographic projections and regional transportation strategy and control measures for the AQMPs/SIPs.

As the Metropolitan Planning Organization (MPO), SCAG develops the RTP/SCS every four years. The RTP/SCS is a long-range regional transportation plan that provides a vision for transportation investments throughout the SCAG region. The 2012-2035 RTP/SCS also integrates land use and transportation planning to achieve regional greenhouse gas (GHG) reduction targets set by the California Air Resources Board (ARB) pursuant to SB375.

SCAG also develops the biennial FTIP. The FTIP is a multimodal list of capital improvement projects to be implemented over a six year period. The FTIP implements the programs and projects in the RTP/SCS.

Section II. Regional Transportation Strategy and TCMs

The SCAG region faces daunting mobility, air quality, and transportation funding challenges. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, the 2012-2035 RTP/SCS was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. The 2012-2035 RTP/SCS represents the culmination of more than two years of work involving dozens of public agencies, 191 cities, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations. The 2012-2035 RTP/SCS was formally adopted by the SCAG Regional Council on April 4, 2012.

The 2012-2035 RTP/SCS contains a host of improvements to every component of the regional multimodal transportation system including:

- Active transportation
- Transportation demand management (TDM)
- Transportation system management (TSM)
- Transit
- Passenger and high-speed rail
- Goods movement
- Aviation and airport ground access
- Highways
- Arterials
- Operations and maintenance

Included within these transportation system improvements are projects that reduce vehicle use or changing traffic flow or congestion conditions (“TCMs”). TCMs include the following three main categories of transportation improvement projects and programs:

- High occupancy vehicle (HOV) measures,
- Transit and systems management measures, and
- Information-based transportation strategies.

New to this cycle of the RTP is the inclusion of the SCS as required by SB 375. The primary goal of the SCS is to provide a vision for future growth in Southern California that will decrease per capita GHG emissions from passenger vehicles. However, the strategies contained in the 2012-2035 RTP/SCS will produce benefits for the region far beyond simply reducing GHG emissions. The SCS strives to integrate the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SCAG is a strategic partner in a regional effort to accelerate fleet conversion to near-zero and zero-emission transportation technologies. A significant expansion of alternative-fuel infrastructure is needed throughout the region to accommodate the anticipated increase in alternative fueled vehicles.

Section III. Reasonably Available Control Measure Analysis

As required by the Federal Clean Air Act (CAA), a reasonably available control measure (RACM) analysis must be included as part of the overall control strategy in the AQMP/SIP to ensure that all potential control measures are evaluated for implementation and that justification is provided for those measures that are not implemented. Appendix IV-C contains the TCM RACM component for the South Coast PM_{2.5} control strategy. In accordance with EPA procedures, this analysis considers TCMs in the 2012-2035 RTP/SCS, measures identified by the CAA, and relevant measures adopted in other non-attainment areas of the country.

Based on this comprehensive review, it is determined that the TCMs being implemented in the South Coast Air Basin are inclusive of all TCM RACM. None of the candidate measures reviewed and determined to be infeasible meets the criteria for RACM implementation.

Section I. Linking Regional Transportation Planning to Air Quality Planning

Federal and State Requirements

The air quality conformity requirements of the Federal CAA establish a need to integrate air quality planning and regional transportation planning. This integration presents the challenge of balancing the real need for improved mobility with the equally important goal of cleaner air. As the federally-designated MPO for the six-county Southern California region, SCAG is required by law to ensure that transportation activities “conform” to, and are supportive of, the goals of regional and state air quality plans to attain the National Ambient Air Quality Standards (NAAQS). In addition, SCAG is a co-producer, with the South Coast Air Quality Management District (AQMD), of the AQMP for the South Coast Air Basin. SCAG has the responsibility for the demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies, as well as analyzing and providing emissions data related to its planning responsibilities (California Health and Safety Code §40460).

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement Program (FTIP)

The SCAG Region is the largest metropolitan planning area in the United States, encompassing 38,000 square miles. The region is divided into 14 subregions and is one of the largest concentrations of population, employment, income, business, industry and finance in the world. The six-county SCAG Region is home to more than 18 million people, nearly half of the population of the state of California.

Federal and state regulations require SCAG, as the Regional Transportation Planning Agency and MPO, to develop an RTP every four years in order for our region's transportation projects to qualify for federal and state funding. The RTP is updated to reflect changes in trends, progress made on projects, and to adjust the growth forecast for population changes. The long-range transportation plan provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs.

The SCS is a newly required element of the RTP. The SCS integrates land use and transportation strategies that will achieve ARB greenhouse gas emissions reduction targets. According to SB 375, “The Sustainable Communities Strategy shall:

1. identify the general location of uses, residential densities, and building intensities within the region;
2. identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth;
3. identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region;

4. identify a transportation network to service the transportation needs of the region;
5. gather and consider the best practically available scientific information regarding resource areas and farmland in the region;
6. consider the state housing goals specified in Sections 65580 and 65581;
7. set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board;
8. allow the regional transportation plan to comply with the federal Clean Air Act."

The RTP/SCS was developed through a collaborative process, guided by the SCAG Regional Council and its Policy Committees and Sub-committees, the Plans & Programs Technical Advisory Committee, numerous task forces, CTCs, subregions, local governments, state and federal agencies, environmental and business communities, tribal governments, non-profit groups, as well as the general public. The RTP/SCS constitutes the Regional Transportation Strategy and Control Measures for the AQMP.

SCAG is also responsible for developing a biennial short-term (six year planning horizon) FTIP. SCAG develops the FTIP in partnership with the CTCs of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and Caltrans Districts 7, 8, 11, and 12. The FTIP is a multimodal list of capital improvement projects to be implemented over a six-year period. The FTIP 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. The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source. The FTIP is developed to incrementally implement the programs and projects in the RTP. TCMs that are committed to in the applicable SIP are derived from the first two years of the prevailing FTIP.

Section II. Regional Transportation Strategy and TCMs

Introduction

The 2012-2035 RTP/SCS is a long-range regional transportation plan that provides a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. Transportation projects in the SCAG region must be included in the RTP/SCS in order to receive federal funding. The 2012-2035 RTP/SCS is comprised of the following elements: (1) a policy element that presents an overview of the challenges facing the region; the RTP/SCS goals, policies and performance outcomes; (2) the SCS, which includes land use policies and forecasted future growth and land use for the region; (3) an action element that describes the transportation investments and programs necessary to implement the Plan and performance measures to determine how the Plan performs; and (4) the financial element that summarizes the cost of Plan implementation constrained by a realistic projection of available revenues and provides recommendations for the allocation of funds.

The 2012-2035 RTP/SCS represents the culmination of more than two years of work involving dozens of public agencies, 191 cities, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations, and was founded on a broad-based public outreach effort. The implementation of one of the most comprehensive and coordinated public participation plans ever undertaken by SCAG is documented in the 2012-2035 RTP/SCS, Public Participation and Consultation Appendix¹.

The 2012-2035 RTP/SCS was formally adopted by the SCAG Regional Council on April 4, 2012 and submitted for approval to the federal agencies. The 2012-2035 RTP/SCS constitutes the transportation control strategy portion of the 2012 AQMP. A full, illustrative list of the 2012-2035 RTP/SCS projects can be found in the Project List Appendix of the 2012-2035 RTP/SCS. (See <http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx>)

Key Planning Challenges

The challenges facing the region's future are daunting:

Mobility Challenges: The region's roadways are the most congested in the nation, resulting in over three million hours wasted each year sitting in traffic. Traffic relief is critical, even more so in the region's current economic situation. By failing to adequately address congestion in the Region, we have foregone jobs - every 10 percent decrease in congestion can bring an employment increase of about 132,000 jobs.

Air Quality Challenges: While Southern California is a leader in reducing emissions and ambient levels of air pollutants are improving, the SCAG region continues to have the worst air quality in the nation, and air pollution causes thousands of premature deaths every year, as well as other serious adverse health effects. The South Coast Air Basin has the worst air quality of the four air basins contained in the SCAG region.

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

Funding Need: Of all the challenges facing the transportation system today, there is perhaps none more critical than funding. With the projected growth in population, employment, and demand for travel, the costs of our multimodal transportation needs surpass projected revenues available from our historic transportation funding source - the gas tax. State and federal gas taxes have not changed in nearly 20 years. Yet, highway construction costs have grown by over 80 percent. The region must consider ways to stabilize existing revenue sources and supplement them with reasonably available new sources.

Regional Goals and Policies: To Realize a Sustainable Future

To guide development of the projects, programs, and strategies, SCAG's Regional Council adopted goals and objectives that help carry out the 2012-2035 RTP/SCS vision which encompasses three principles: mobility, economy, and sustainability. The regional goals reflect the wide-ranging challenges facing transportation planners and decision-makers in achieving the RTP/SCS vision. The goals demonstrate the need to balance many priorities in the most cost-effective manner. SCAG's Regional Council adopted the following goals as part of the 2012-2035 RTP/SCS.

- Align the plan investments and policies with improving regional economic development and competitiveness
- Maximize mobility and accessibility for all people and goods in the region
- Ensure travel safety and reliability for all people and goods in the region
- Preserve and ensure a sustainable regional transportation system
- Maximize the productivity of our transportation system
- Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)
- Actively encourage and create incentives for energy efficiency, where possible
- Encourage land use and growth patterns that facilitate transit and non-motorized transportation
- Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies

The six 2012-2035 RTP/SCS guiding policies below help focus future investments on the best-performing projects and strategies that seek to preserve, maintain, and optimize the performance of the existing system.

- 1) Transportation investments shall be based on SCAG's adopted regional Performance Indicators
- 2) Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region
- 3) RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives
- 4) Transportation demand management (TDM) and non-motorized transportation will be focus areas, subject to Policy 1

- 5) HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1
- 6) Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan

Transportation Investments

The RTP/SCS contains a host of improvements to the regional multimodal transportation system. These improvements include closures of critical gaps in the network that hinder access to certain parts of the region, as well as the strategic expansion of our transportation system where there is room to grow in order to provide the region with the mobility it needs.

Active Transportation Component: \$6.7 billion will be invested in various active transportation strategies to increase bikeways in the SCAG region from 4,315 miles to 10,122 miles, bring significant amount of sidewalks into compliance with the Americans with Disabilities Act (ADA), safety improvements, and various other strategies.

Transportation Demand Management (TDM) Component: \$4.5 billion will be invested in various TDM strategies to incentivize drivers to reduce solo driving: (1) Increase carpooling and vanpooling; (2) Increase the use of transit, bicycling, and walking; (3) Redistribute vehicle trips from peak periods to non-peak periods by shifting work times/days/locations; (4) Encourage greater use of telecommuting; and (5) Other “first mile/last mile” strategies to allow travelers to easily connect to and from transit service at their origin and destination. These strategies include the development of mobility hubs around major transit stations, the integration of bicycling and transit through folding-bikes-on-buses programs, triple bike racks on buses, and dedicated racks on light and heavy rail vehicles.

Transportation System Management (TSM) Component: \$7.6 billion will be invested in various TSM strategies to enhanced incident management, advanced ramp metering, traffic signal synchronization, advanced traveler information, improved data collection, universal transit fare cards (Smart Cards), and Transit Automatic Vehicle Location (AVL) to increase traffic flow and reduce congestion.

Transit Component: A total of \$55.0 billion will be invested in (1) bus rapid transit (BRT) - new BRT routes, extensions, and/or service enhancements in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties; (2) light rail transit - new light rail and commuter rail routes/extensions in Los Angeles and San Bernardino Counties; (3) heavy rail transit – heavy rail extension in Los Angeles County; and (4) bus - new and expanded bus service in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

Passenger and High-Speed Rail Component: A total of \$51.8 billion will be invested in (1) commuter rail - Metrolink extensions in Riverside County and Metrolink system-wide improvements to provide higher speeds; and (2) high speed rail - improvements to the Los Angeles to San Diego (LOSSAN) Rail Corridor with an ultimate goal of providing San Diego-Los Angeles express service in under two hours, and Phase I of the California High-Speed Train (HST) project that would provide high-speed service from the Kern County line to Anaheim via

L.A. Union Station with stops in Palmdale, San Fernando Valley, L.A. Union Station, Norwalk and Anaheim.

Goods Movement (includes Grade Separations) Component: \$48.4 billion will be invested in various goods movement strategies including Port access improvements, freight rail enhancements, grade separations, truck mobility improvements including an East-West Freight Corridor, intermodal facilities, and support of emission-reduction strategies such as the deployment of commercially available lower-emission trucks and locomotives in the near term while taking critical steps (including technology demonstration projects) toward the phased implementation of a zero- and near-zero emission freight system.

Aviation and Airport Ground Access Component: As included in their respective modal investments, substantial investment will be made in various airport ground access improvements including rail extensions and improvements to provide easier access to airports, and new express bus service from remote terminals to airports.

Highways Component: \$64.2 billion will be invested in (1) toll facilities - closure of critical gaps in the highway network to provide access to all parts of the region (\$27.3 billion); (2) High-Occupancy Vehicle (HOV)/High-Occupancy Toll (HOT) - closure of gaps in the HOV lane network and the addition of freeway-to-freeway direct HOV connectors to complete Southern California's HOV network and a connected network of Express/HOT lanes (\$20.9 billion); and (3) mixed flow – interchange improvements to and closures of critical gaps in the highway network to provide access to all parts of the region (\$16.0 billion).

Arterials Component: \$22.1 billion will be invested in various arterial improvements including spot widening, signal prioritization, driveway consolidations and relocations, grade separations at high-volume intersections, new bicycle lanes, and other design features such as lighting, landscaping, and modified roadway, parking, and sidewalk widths.

Operations and Maintenance Component: \$216.9 billion will be invested in the operations and maintenance of transit (\$139.3 billion), highways (\$56.7 billion), and arterials (\$20.9 billion) to preserve our multimodal system in a good state of repair.

Financial Plan

The 2012–2035 RTP/SCS financial plan identifies how much money is available to support the region's transportation investments. The plan includes a core revenue forecast of existing local, state, and federal sources along with funding sources that are reasonably available over the time horizon of the RTP/SCS. These new sources include adjustments to state and federal gas tax rates based on historical trends and recommendations from two national commissions (National Surface Transportation Policy and Revenue Study Commission and National Surface Transportation Infrastructure Financing Commission) created by Congress, further leveraging of existing local sales tax measures, value capture strategies, potential national freight program/freight fees, as well as passenger and commercial vehicle tolls for specific facilities. Reasonably available revenues also include innovative financing strategies, such as private equity participation. In accordance with federal guidelines, the plan includes strategies for ensuring the availability of these sources.

Sustainable Communities Strategy

Under SB 375, the primary goal of the SCS is to provide a vision for future growth in Southern California that will decrease per capita greenhouse gas emissions from automobiles and light trucks. This leads to strategies that can help reduce per capita vehicle miles traveled over the next 25 years. The strategies contained in the 2012–2035 RTP/SCS will produce benefits for the region far beyond simply reducing GHG emissions. Because it is the latest refinement of an evolving regional blueprint that SCAG began in 2000, the 2012–2035 RTP/SCS will help the region contend with many ongoing issues across a wide range of concerns, including better placemaking, lower cost to taxpayers and families, benefits to public health and environment, greater responsiveness to changing demographics and housing markets, and improved access and mobility.

The 2012–2035 RTP/SCS was built primarily from local General Plans and input from local governments using the Local Sustainability Planning Tool, from the subregional COGs and from the County Transportation Commissions. A review of local plans and subregional strategies points to the common ground that is inherent in SCAG’s 2008 Advisory Land Use Policies. The advisory land use policies are a foundation for the overall regional land use development pattern:

- Identify regional strategic areas for infill and investment – Identify strategic opportunity areas for infill development of aging and underutilized areas and increased investment in order to accommodate future growth.
- Structure the plan on a three-tiered system of centers development – Identify strategic centers based on a three-tiered system of existing, planned, and potential, relative to transportation infrastructure.
- Develop “complete communities” – Create mixed-use districts, or “complete communities,” in strategic growth areas through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other.
- Develop nodes on a corridor – Intensify nodes along corridors with people-scaled, mixed-use developments.
- Plan for additional housing and jobs near transit – Support and improve transit use and ridership by creating pedestrian-friendly environments and more compact development patterns in close proximity to transit.
- Plan for a changing demand in types of housing – Address shifts in the labor force that will likely induce a demand shift in the housing market for additional development types such as multifamily and infill housing in central locations, which will appeal to the needs and lifestyles of these large populations.
- Continue to protect stable, existing single-family areas – Continue to protect stable, existing single-family neighborhoods as future growth and a more diverse housing stock are in infill locations near transit stations.
- Ensure adequate access to open space and preservation of habitat – Ensure access to open space and habitat preservation despite competing quality-of-life demands driven by growth, housing and employment needs, and traditional development patterns.

- Incorporate local input and feedback on future growth – Continue public outreach efforts and incorporate local input through public workshops, scenario planning, and stakeholder outreach.

These policies have evolved over time and serve as the basis for SCAG’s Compass Blueprint, a regional voluntary program that offers innovative planning tools, creative strategies, and collaborative partnerships to all local governments within the region. Since its inception, Compass Blueprint has supported local demonstration projects that seek to improve mobility for all residents, foster livability in all communities, enable prosperity for all people, and promote sustainability for future generations.

The SCS strives to integrate the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint demonstration projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. The RTP/SCS fully integrates the two subregional SCSs prepared by the Gateway Cities and Orange County Council of Governments.

In addition to Compass Blueprint, cities and counties within the SCAG region continue to implement their own local land use and transportation projects that support the goals of the 2012–2035 RTP/SCS.

To achieve the goals of the 2012–2035 RTP/SCS, public agencies at all levels of government may implement a wide range of strategies that focus on four key areas:

- A Land Use growth pattern that accommodates the region’s future employment and housing needs and protects sensitive habitat and natural resource areas;
- A Transportation Network that consists of public transit, highways, local streets, bikeways, and walkways;
- Transportation Demand Management (TDM) measures that reduce peak-period demand on the transportation network; and
- Transportation System Management (TSM) measures that maximize the efficiency of the transportation network.

In addition, SCAG is a strategic partner in a regional effort to accelerate fleet conversion to zero- and near-zero emission transportation technologies. SCAG’s policy with regard to alternative fuels is technology neutral and does not favor any one technology over any other. To accommodate the anticipated increase in alternative fueled vehicles, a significant expansion of infrastructure is needed throughout the region, among other preparedness steps.

SB 375 provides incentives in the form of CEQA streamlining to encourage community design that supports reduction in per capita GHG emissions. Generally, two types of projects are eligible for streamlined CEQA review once a compliant RTP/SCS has been adopted: (1) residential/mixed-use projects (consistent with the SCS) or (2) a Transit Priority Project (TPP).

Regional Transportation Emissions

Based on the data generated from SCAG’s Regional Travel Demand Model (e.g., traffic volumes, vehicle speeds, transit ridership, etc.), an estimate of emissions associated with on-road mobile sources can be generated using CARB’s emission factor model (EMFAC). Through this process, future emissions from on-road mobile sources can be compared for the regional transportation system assuming implementation of the RTP/SCS versus a baseline case without RTP/SCS implementation. It is generally understood that potential future improvements in air quality deriving from the RTP/SCS will likely be much smaller, since motor vehicle emissions have and will continue to be substantially reduced through technology (i.e., emission standards for new engines and in-use standards for existing fleets). Table 1 below compares VOC (ROG), NOx, and PM2.5 emissions between implementation of the 2012-2035 RTP/SCS and the baseline without the regional transportation strategy for 2014 and 2035.

Table 1 Regional Transportation Emissions (annual average) (tons per day) *

	VOC (ROG)		NOx		PM _{2.5} **	
	2014	2035	2014	2035	2014	2035
2012 RTP/SCS	137.5	70.9	285.9	119.6	15.2	14.2
2012 RTP Baseline	137.6	72.8	285.5	124.8	15.2	15.6
RTP/SCS Reduction	-0.1	-1.9	-0.4	-5.2	0.0	-1.4

Note: * Calculated with EMFAC2007; ** Does not include fugitive dust calculations

Transportation Control Measures

TCMs are measures that are specifically identified and committed to in the applicable implementation plan that are either one of the types listed in CAA section 108, or any other measures for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs. TCMs in this plan include the following three main categories of transportation improvement projects and programs:

- High occupancy vehicle (HOV) measures,
- Transit and systems management measures, and

- Information-based transportation strategies.

The 2012-2035 RTP/SCS includes TCM type projects throughout the entire Plan horizon (i.e., 2035) and are all part of the regional transportation strategy for the 2012 South Coast PM2.5 AQMP. Those TCM type projects which have funding programmed for right of way or construction in the first two years of the prevailing FTIP are considered committed for air quality planning purposes in the applicable SIP. Attachment A of this Appendix illustrates the currently committed TCMs that are derived from the TCM projects of the 2011 FTIP, as amended.

TCM Emissions Reduction Benefits To estimate the emission benefits of TCMs, the socio-economic data variables of the 2012-2035 RTP/SCS were held constant while the transportation network was modified to account for the TCMs in the Plan (both TCM-type projects and committed TCMs). In other words, the TCM emissions reduction benefits are the difference between the 2012-2035 RTP/SCS which includes TCMs and the AQMP baseline which is defined as RTP minus TCMs. It should be noted that this analysis is done for illustrative purposes as the regional transportation strategy is appropriately viewed on a systems-level basis, and not by its components since each of the individual transportation improvements and strategies affect each other and the system.

Compared to previous AQMPs/SIPs, potential future improvements in air quality deriving from TCMs is consistently diminishing for two reasons. On one hand, motor vehicle emissions have and will continue to be substantially reduced through technology. On the other hand, most of the TCM projects in the South Coast Air Basin were adopted into the SIP to meet the one-hour ozone standard by 2010 and have already been implemented. Thus, the emission reductions associated with these projects are now included in the baseline emissions and no longer show up in the TCM benefit values. Table 2 shows the results of the TCM modeling analysis for years 2014, 2019, and 2023.

Table 2 TCM Emissions (annual average) (tons per day) *

	VOC (ROG)			NOx			PM _{2.5} **		
	2014	2019	2023	2014	2019	2023	2014	2019	2023
2012 RTP/SCS	137.5	110.7	93.7	285.9	194.1	157.7	15.2	14.8	13.5
RTP/SCS without TCM	137.8	111.1	94.4	286.6	195.5	159.2	15.3	15.1	13.9
TCM Reduction	-0.3	-0.4	-0.7	-0.7	-1.4	-1.5	-0.1	-0.3	-0.4

Note: * Calculated with EMFAC2007; ** Does not include fugitive dust calculations

Section III. Reasonably Available Control Measure Analysis

Introduction

Clean Air Act Section 172(c)(1) requires SIPs to provide for the implementation of all reasonably available control measures (RACM) as expeditiously as practicable. Guidance on interpreting RACM requirements in the context of the 1990 Amendments was set forth in the General Preamble (57 FR 13498, 13560) in 1992. In the General Preamble, U.S. Environmental Protection Agency (EPA) interpreted section 172(c)(1) as imposing a duty on States to consider all available control measures and to adopt and implement measures that are reasonably available for implementation in a specific nonattainment area. It also retained an earlier interpretation of RACM that it would not be reasonable to require the implementation of measures that do not advance the date for attainment.

With regard to TCMs, EPA revised earlier guidance by indicating that it is inappropriate to presume that all Section 108(f)(1)(A) measures of the CAA are available in all nonattainment areas. Instead, States should consider Section 108(f)(1)(A) measures as potential options that are not exhaustive, but indicative of the types of measures that should be considered. In addition, any measure identified as reasonably available during the public comment period should also be considered for implementation. EPA indicated that States could reject measures as not reasonably available for reasons related to local conditions. States are required to justify why available measures were not considered RACM and not adopted in the SIP.

To meet the RACM requirements articulated in the EPA guidance described above, this RACM analysis was performed using several steps. First is a description of the process by which SCAG and related transportation agencies in the South Coast Air Basin identify, review, and make enforceable commitments to implement TCMs. Second is the assembly and review of a list of control measures recently implemented in other ozone nonattainment areas. This effort involved a review of measures implemented in California nonattainment areas as well as those located in Arizona, Colorado, Georgia, New York, Texas, and Washington D.C., and the organization of those measures in the 16 categories specified in CAA Section 108(f). The third step is to determine RACM measures by contrasting the list of candidate measures with measures implemented to date in the South Coast Air Basin, as well as any new commitments in the current AQMP. The fourth step is to provide a reasoned justification for any of the available measures that have yet to be implemented. These justifications must address criteria described in the above-cited guidance.

SCAG RACM/TCM Development Process

While the SCAG Region has an extensive, systematic TCM development program continually updated through the FTIP process, areas are obligated during SIP preparation to evaluate TCMs and determine whether they qualify as RACM.

The RACM process relies predominantly on the continuous updating and addition process for TCMs in the South Coast Air Basin. The TCM process was established for the South Coast Air Basin by replacing a process that developed TCMs each time a SIP was produced with a

continuous ongoing TCM process. This process continues to govern the selection and implementation of TCMs today. TCMs are continuously identified and reviewed throughout the transportation planning process. SCAG's ongoing public outreach effort, including an involved interagency input process via the TCWG, helps ensure that the process to identify and review TCMs is robust, inclusive, and comprehensive. Development of TCMs arises from multiple processes and multiple sources, which include CTCs, subregional agencies, task forces, committees, and the public. These funding and scheduling incentives ensure that TCMs are developed, sponsored, and clearly identified throughout the process.

Assembly and Review of Candidate RACM

EPA and related court decisions have maintained that TCMs considered RACM must be measures that 1) advance the attainment date, typically by at least one year and 2) are technologically and economically feasible. Measures must pass both the advance attainment and technical/economic feasibility tests to be deemed RACM.

U.S. EPA guidance documents provide help in identifying the type of measures to be considered. CAA Section 108(f)(1)(A) provides a list of sixteen categories of TCMs that are potential options that should be considered indicative types of control measures:

- i. Programs for improved use of public transit;*
- ii. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;*
- iii. Employer-based transportation management plans, including incentives;*
- iv. Trip-reduction ordinances;*
- v. Traffic flow improvement programs that achieve emission reductions;*
- vi. Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;*
- vii. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;*
- viii. Programs for the provision of all forms of high-occupancy, shared-ride services, such as the pooled use of vans;*
- ix. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;*
- x. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;*
- xi. Programs to control extended idling of vehicles;*
- xii. Programs to reduce motor vehicle emissions, consistent with Title II of the Clean Air Act, which are caused by extreme cold start conditions;*
- xiii. Employer-sponsored programs to permit flexible work schedules;*
- xiv. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and*

ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;

- xv. Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest; and*
- xvi. Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.*

EPA guidance has emphasized that these sixteen measures are an illustrative, but not exhaustive list. Instead, TCMs need to be evaluated on an area-by-area basis to determine which are reasonably available. In addition to the measures listed above, the 1992 General Preamble of the CAA cite other sources to include TCMs that were a) suggested during public comments (e.g. at workshops, public hearings, in written comments, etc.); b) adopted in other nonattainment areas of the country; and c) specifically identified by the EPA (i.e. EPA TCM database, support documents for rulemaking, etc.).²

To develop a list of candidate RACM, SCAG performed a comprehensive review of available TCMs in California, as well as in other states. SCAG reexamined the candidate RACM identified during the comprehensive RACM analysis performed for the 2007 AQMP. Additionally, SCAG coordinated with other MPOs and air quality districts to identify measures that are being implemented in the following other nonattainment areas:

- **Maricopa County, Arizona:** Maricopa Association of Governments. Eight-Hour Ozone Resignation Request and Maintenance Plan for the Maricopa Nonattainment Area, February, 2009.
- **Bay Area, California:** Bay Area Air Quality Management District. Revised San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard, October 24, 2001.
- **Sacramento, California:** Sacramento Metropolitan Air Quality Management District. Sacramento Regional 8-Hour Ozone Attainment and RFP Plan, December 19, 2008. EPA approval pending.
- **San Joaquin Valley, California:** San Joaquin Valley Air Pollution Control District. 2007 Ozone Plan, April 30, 2007.
- **Denver Metropolitan Area, Colorado:** North Front Range Metropolitan Organization. Denver Metro Area and North Front Range Ozone Action Plan, December 12, 2008.
- **Atlanta Metropolitan Area, Georgia:** Georgia Department of Natural Resources, Environmental Protection Division. Proposed Georgia's State Implementation Plan for the Atlanta 8-Hour Ozone Nonattainment Area, March 26, 2009. EPA approval pending.
- **New York Metropolitan Area, New York:** New York State Department of Environmental Conservation Ozone (8-Hour NAAQS) Attainment Demonstration for NY Metro Area, August 9, 2007.
- **Dallas-Fort Worth Area, Texas:** Texas Commission on Environmental Quality. Revisions to the State of Texas Air Quality Implementation Plan for the Control of Ozone

² Seitz, John S. (December 2, 1999). Memo from John Seitz: Guidance on the Reasonably Available Control Measures (RACM) Requirement and Attainment Demonstration Submissions for Ozone Nonattainment Areas. Available at: <http://www.epa.gov/ttn/oarpg/t1/memoranda/revracm.pdf>.

Air Pollution, Dallas-Forth Worth 8-Hour Ozone Nonattainment Area, December 7, 2011. EPA approval pending.

- **Houston-Galveston Area, Texas:** Texas Commission on Environmental Quality. Revisions to the State of Texas Air Quality Implementation Plan for the Control of Ozone Air Pollution, Houston-Galveston-Brazoria 1997 8-Hour Ozone Nonattainment Area, March 10, 2010. EPA approval pending.
- **Washington D.C.:** Metropolitan Washington Council of Governments (MWCOG). Plan to Improve Air Quality in the Metropolitan Washington, DC-MD-VA Region: State Implementation Plan (SIP) for 8-Hour Ozone Standard, May 23, 2007.

Additionally, TCMs were discussed and reviewed at numerous TCWG meetings as part of the 2011 FTIP, 2012-2035 RTP/SCS, and 2012 AQMP. Further, SCAG has an extensive and robust public participation process for the development of the RTP/FTIP through ongoing public meetings, and technical, advisory, and policy committees. These groups generally meet on a monthly basis and provide explicit opportunities for the public to participate and contribute.

In summary, SCAG performed the RACM analysis based on information reviewed from the following sources:

- CAA Section 108(f)(1)(A)
- 2007 South Coast AQMP RACM Analysis
- Other nonattainment areas in California
- Other nonattainment areas outside California
- RTP/FTIP Updates
- Interagency Consultation (TCWG)

The candidate measures were reviewed to determine which can be considered RACM. As discussed above, the RACM TCM requirement consists of two core criteria that must be satisfied: 1) TCMs must advance attainment of the air quality standards; and 2) TCMs must be both technically and economically feasible. EPA has not provided specific definitions on these core criteria, but has preferred to allow flexibility in each region's determination.

In practice, agencies have based their determination of the first criteria on whether a measure or group of measures would help an area achieve attainment one year earlier than in the absence of the measure or group of measures. In other words, TCM implementation must significantly reduce emissions to facilitate attainment of the NAAQS one year earlier than without the TCMs. Considering the magnitude of the emissions reductions necessary to demonstrate attainment in the South Coast Air Basin, the implementation of TCMs is not expected to meet this criterion. Technical feasibility has been determined in terms of local factors, such as environmental impacts, availability of control measures, and ability to achieve the emission reductions. Project cost-effectiveness has been considered a determining factor to determine economic feasibility.

Determining RACM Measures

For this step of the RACM analysis, SCAG compared the list measures implemented within the South Coast Air Basin with those implemented in other areas. SCAG then organized measures, including candidate measures and those measures currently implemented in the region, according to the sixteen categories specified in Section 108(f)(1)(A) of the CAA. No formal requirement exists on how to organize TCMs. However, SCAG utilized this organization scheme as a way to highlight those measures that fall within the sixteen CAA categories, which are formally recognized as "TCMs" and subject to CAA and federal conformity requirements. SCAG found a small number of candidate measures that were not currently implemented in the region and not included in the 2007 AQMP RACM analysis. In addition, a new category titled "Other Measures and Programs" was added to the list of measures. This category includes TCMs that do not fall in any of the sixteen Section 108(f) categories. New measures that were in addition to those reviewed as part of the 2007 RACM analysis were highlighted in bold font as shown in Attachment B.

For this RACM analysis, SCAG also reviewed statewide and South Coast AQMD measures that have been adopted since the last RACM analysis. Although these measures are out of the realm of SCAG's funding authority, they are discussed below for completeness. Statewide mobile source measures are also covered in California RACM analysis completed for the latest ozone SIP revision for the South Coast Air Basin. Table 3 shows on-road TCMs and mobile source measures that were adopted by the ARB and are currently being implemented in the SCAG region.

Table 3 Adopted California Transportation Control Measures

RACM	Implementing Nonattainment Area	Implemented in SCAG?
California Diesel Fuel Regulation	ARB	Yes
On-Road Heavy-Duty Diesel Vehicles Regulation	ARB	Yes
California Reformulated Gasoline	ARB	Yes
Low Emission Vehicle Standards (LEV II)	ARB	Yes
Transportation Refrigeration Unit ATCM	ARB	Yes
School Bus Idling ATCM	ARB	Yes
Fleet Rule for Transit Agencies	ARB	Yes
Drayage Truck Regulation	ARB	Yes
Hybrid Truck and Bus Voucher Incentive Program	ARB	Yes
Clean Vehicle Rebate Project	ARB	Yes
Solid Waste Collection Vehicle Rule	ARB	Yes
Heavy-Duty Vehicle Inspection Program	ARB/BAR	Yes
Periodic Smoke Inspection Program	ARB/BAR	Yes
School Bus Retrofit Program	ARB/SCAQMD	Yes
Goods Movement Program/Proposition 1B	ARB/CTC/SCAQMD	Yes

Reasoned Justification

The fourth step is to provide a reasoned justification for any of the available measures that have yet to be implemented or will not be implemented. In 1999, EPA issued a memorandum entitled “Guidance on the Reasonably Available Control Measures Requirement and Attainment Demonstration Submissions for Ozone Nonattainment Areas.”³ In this memorandum, EPA states that in order to determine whether a state has adopted all RACM necessary for attainment and as expeditiously as practicable, the state must explain why the selected implementation schedule is the earliest schedule based on the circumstances of the area. This indicated that States could reject measures as not reasonably available for reasons related to local conditions. In such cases, States are obligated to provide justification as to why potentially reasonable measures have not been adopted. Valid reasons for rejecting a measure include that it would not advance the attainment date, it is economically infeasible, or it is technologically infeasible.

The complete listing of all candidate measures evaluated for RACM determination is included in Attachment B. A “Measure Number” is assigned for each strategy for ease of discussion (not rank in priority). The “Description” column provides a brief description of the relevant measure in discussion. “Has It Been Implemented?” confirms whether the measure is currently implemented in the SCAG region. The final column “Reasoned Justification for Not Implementing” provides a reasoned justification for those measures that were not considered RACM. SCAG appropriately considered a number of factors that included technical and economic feasibility, enforceability, geographic applicability, and ability to provide emission reductions. Of the TCMs that were deemed candidate measures, none were found to meet the criteria for RACM implementation.

Conclusion

CAA Section 172(c)(1) requires SIPs to provide for the implementation of all RACM as “expeditiously as practicable.” EPA and related court decisions have maintained that TCMs considered RACM must be measures that 1) advance the attainment date, typically by at least one year and 2) are technologically and economically feasible. Measures must pass both the advance attainment and technical/economic feasibility tests to be deemed RACM.

Based on a comprehensive review of TCM projects in other nonattainment areas or otherwise identified, it is determined that the TCMs being implemented in the South Coast Air Basin are inclusive of all RACM. None of the candidate measures reviewed herein and determined to be infeasible meets the criteria for RACM implementation.

SCAG and the local transportation agencies have in place a comprehensive, formal process for identifying, evaluating, and selecting TCMs. The regular RTP, FTIP, and AQMP/SIP public update processes ensure that TCM identification and implementation is a routine consideration that helps SCAG and the AQMD demonstrate attainment of applicable NAAQS.

³ Seitz, John S. (December 2, 1999). *Memo from John Seitz: Guidance on the Reasonably Available Control Measures (RACM) Requirement and Attainment Demonstration Submissions for Ozone Nonattainment Areas*. Available at: <http://www.epa.gov/ttn/oarpg/t1/memoranda/revracm.pdf>

Attachment A: Committed Transportation Control Measures (TCMs)

Los Angeles County			
Lead Agency	Project ID	Project Description	Completion Date
BALDWIN PARK	LAFA141	BALDWIN PARK METROLINK TRANSPORTATION CENTER. FUNDED THRU STIP AUGMENTATION CONSTRUCTION A TRANSPORTATION CENTER AND PARKING STRUCTURE AT THE BALDWIN PARK METROLINK STATION.	11/1/2014
FOOTHILL TRANSIT ZONE	LA0B311	PARK AND RIDE FACILITY TRANSIT ORIENTED NEIGHBORHOOD PROGRAM SAFETEA-LU # 341 (E-2006-BUSP-092) (E-2006-BUSP-173)	12/31/2013
GLENDALE	LA0G406	FAIRMONT AVE. PARK-N-RIDE FACILITY (83 PARKING SPACES) TO SERVE COMMUTERS USING SR-134, I-5. THE LOCATION OF THE PARK-N-RIDE IS FAIRMONT AVENUE AND SAN FERNANDO RD.	12/30/2013
LOS ANGELES COUNTY	LAF1514	EMERALD NECKLACE BIKE TRAIL PROJECT. DESIGN AND CONSTRUCT 1.1 MILES OF CLASS I BIKE PATH TO CONNECT DUARTE ROAD TO THE SAN GABRIEL RIVER BICYCLE TRAIL.	6/30/2013
LOS ANGELES COUNTY MTA	LA0G270	EXPANSION AND IMPROVEMENT TO EXISTING TRANSIT CENTER IN THE CITY OF PALMDALE. E2009-BUSP-137.	9/30/2013
LOS ANGELES COUNTY MTA	LA0F021	EXPOSITION LIGHT RAIL TRANSIT SYSTEM PHASE II – FROM CULVER CITY TO SANTA MONICA	12/31/2017
LOS ANGELES COUNTY MTA	LA29202W	MID -CITY TRANSIT CORRIDOR: WILSHIRE BLVD. FROM VERMONT TO SANTA MONICA DOWNTOWN- MID-CITY WILSHIRE BRT INCL. DIV. EXPANSION AND BUS ONLY LANE	12/31/2014
LOS ANGELES COUNTY MTA	LA0G194	ACQUIRE FOUR (4) ALTERNATE FUEL BUSES FOR THE CITY OF ARTESIA TO BE USED FOR NEW FIXED ROUTE SERVICE EARMARK ID #E2008-BUSP-0694	10/31/2012
LOS ANGELES COUNTY MTA	LA0C10	MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION	12/31/2012
LOS ANGELES COUNTY MTA	LA0G431	MULTI-MODAL TRANSIT CENTER AT CSUN TO INCLUDE PASSENGER LOADING AREAS AND BUS SHELTERS	10/1/2012
LOS ANGELES COUNTY MTA	LA974165	MACARTHUR PARK STATION IMPROVEMENTS INCLUDE DESIGN AND CONSTRUCTION OF A PLAZA TO ACCOMMODATE PUBLIC ACCESS (PEDESTRIAN ENTRANCES, WALKWAYS, BICYCLE FACILITIES) PPNO# 3417	12/30/2011
LOS ANGELES, CITY OF	LA0G155	LACRD – TRANSIT SIGNAL PRIORITY IN THE CITY OF LOS ANGELES.	02/28/2012

Attachment A: Committed Transportation Control Measures (TCMs)

Los Angeles County			
Lead Agency	Project ID	Project Description	Completion Date
PASADENA	LAE3790	THE PASADENA ITS INTEGRATES 3 COMPONENTS; TRAFFIC SIGNAL COMMUNICATION AND CONTRL, TRANSIT VEHICLE ARRIVAL INFO AND PUBLIC PARKING AVAILABILITY INFO. SAFETEA-LU PRJ #3790 AND #399	6/30/2013
PICO RIVERA (PREVIOUSLY LEAD AGENCY WAS SGVCOG)	LA0C57	ACE/GATEWAY CITIES-CONSTRUCT GRADE SEP. AT PASSONS BLVD IN PICO RIVERA (& MODIFY PROFILE OF SERAPIS AV.)(PART OF ALAMEDA CORR EAST PROJ.)SAFETEA-LU HPP # 1666 (TCRP #54.3)	12/31/2012
ROLLING HILLS ESTATE	LAF1529	PALOS VERDES DRIVE NORTH BIKE LANES. CONSTRUCTION OF CLASS II BIKE LANE AND RELATED IMPROVEMENTS ON PALOS VERDES DRIVE NORTH	12/31/2013
SANTA CLARITA	LAF1424	MCBEAN REGIONAL TRANSIT CENTER PARK AND RIDE. PURCHASE LAND, DESIGN, AND CONSTRUCT A REGIONAL PARK-AND-RIDE LOT ADJACENT TO THE MCBEAN REGIONAL TRANSIT CENTER IN THE CITY OF SANTA CLARITA.	10/1/2013
WHITTIER	LA0G257	WHITTIER GREENWAY TRAILHEAD PARK. EXTENSION OF WHITTIER GREENWAY TRAIL FROM MILLS AVENUE TO 300 FEET EAST OF MILLS AVENUE ON CITY OWNED RIGHT-OF-WAY IN CONJUNCTION WITH THE CONSTRUCTION OF NEW TRAILHEAD PARK WITH A PARK AND RIDE PARKING LOT FOR NEARBY PUBLIC TRANSIT STOP. NEW 20 SPACE PARKING LOT WOULD BE CONSTRUCTED OF "GREEN" PERMEABLE PAVEMENT IN COMPLIANCE WITH NPDES REQUIREMENTS. INCLUDES THE INSTALLATION OF PARK AMENITIES, DRINKING FOUNTAIN FOR THE CONVENIENCE OF PEDESTRIAN AND BICYCLE PATRONS OF THE WHITTIER GREENWAY TRAIL. CONSTRUCTION OF NEW SIDEWALKS ALONG MILLS AVENUE TO PROVIDE WHITTIER GREENWAY TRAIL CROSSING CONNECTION AT THE SIGNALIZED INTERSECTION OF MILLS AVENUE AT LAMBERT ROAD.	9/30/2014
ARTESIA	LAF1607	SOUTH STREET PEDESTRIAN, BIKEWAY AND TRANSIT IMPROVEMENT. IMPROVE PEDESTRIAN ENVIRONMENT AND TRANSIT STOP LOCATIONS WITH LANDSCAPED MEDIANS, TRANSIT SHELTERS, BENCHES, SIDEWALK ENHANCEMENTS AND LIGHTING. CLOSE EXISTING BIKE LANE GAP.	10/1/2014
AVALON	LAF1501	COUNTY CLUB DRIVE BIKEWAY IMPROVEMENT PROJECT. CONSTRUCTION OF A 4-FOOT WIDE CLASS II BIKE LANE IN BOTH DIRECTIONS ALONG A ONE MILE SECTION OF COUNTRY CLUB DRIVE.	10/1/2013
AZUSA	LAF3434	AZUSA INTERMODAL TRANSIT CENTER. CONSTRUCT REGIONAL AZUSA INTERMODAL TRANSIT CENTER TO ACCOMMODATE EXISTING AND FUTURE PARKING DEMAND AND SUPPORT EFFECTIVE TRANSIT USE.	6/30/2015

Attachment A: Committed Transportation Control Measures (TCMs)

Los Angeles County			
Lead Agency	Project ID	Project Description	Completion Date
BALDWIN PARK	LAE0076	CONSTRUCT ADD'L VEHICLE PARKING (200 TO 400 SPACES), BICYCLE PARKING LOT AND PEDESTRIAN REST AREA AT THE TRANSIT CENTER	12/31/2014
BALDWIN PARK	LAF1654	BALDWIN PARK METROLINK PEDESTRIAN OVERCROSSING. CONSTRUCT A PEDESTRIAN OVERCROSSING OVER BOGART AVE AND THE METROLINK LINE TO LINK THE STATION WITH VITAL BUS TRANSFER POINTS AND TO PROVIDE ACCESS TO PARKING OVERFLOW AREAS.	10/1/2015
BURBANK	LAF1502	SAN FERNANDO BIKEWAY. IMPLEMENT A CLASS I BIKEWAY ALONG SAN FERNANDO BLVD, VICTORY PLACE AND BURBANK WESTERN CHANNEL TO COMPLETE THE BURBANK LEG OF A 12 MILE BIKEWAY.	6/30/2014
CALTRANS	LA000358	ROUTE 5: – FROM ROUTE 134 TO ROUTE 170 HOV LANES (8 TO 10 LANES) (CFP 346)(2001 CFP 8355). (EA# 12180, 12181,12182,12183,12184, 13350 PPNO 0142F,151E,3985,3986,3987) SAFETEA LU # 570. CONSTRUCT MODIFIED IC @ I-5 EMPIRE AVE, AUX LNS NB & SB BETWEEN BURB	12/31/2014
CALTRANS	LA000548	ROUTE 10: FROM PUENTE TO CITRUS HOV LANES FROM 8 TO 10 LANES (C-ISTEA 77720) (EA# 117080, PPNO# 0309N)	2/12/2016
CALTRANS	LA0B875	ROUTE 10: HOV LANES FROM CITRUS TO ROUTE 57/210 – (EA# 11934, PPNO# 0310B)	3/15/2016
CALTRANS	LA0D73	ROUTE 5: LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO RTE 605 JUNCTION. WIDEN FOR HOV & MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW (EA 2159A0, PPNO 2808). TCRP#42.2&42.1	12/1/2016
CALTRANS	LA000357	ROUTE 5: FROM ROUTE 170 TO ROUTE 118 ONE HOV LANE IN EACH DIRECTION (10 TO 12 LANES) INCLUDING THE RECONSTRUCTION OF THE I-5/SR-170 MIXED FLOW CONNECTOR AND THE CONSTRUCTION OF THE I-5/SR-170 HOV TO HOV CONNECTOR (CFP 345) (2001 CFP 8339; CFP2197).	12/31/2013
CALTRANS	LA01342	ROUTE 10: RT 10 FROM RT 605 TO PUENTE AVE HOV LANES (8+0 TO 8+2) (EA# 117070, PPNO 0306H) PPNO 3333 3382 AB 3090 REP (TCRP #40)	10/28/2013
CALTRANS	LA996134	ROUTE 5: RTE. 5/14 INTERCHANGE & HOV LNS ON RTE 14 – CONSTRUCT 2 ELEVATED LANES – HOV CONNECTOR (DIRECT CONNECTORS) (EA# 16800)(2001 CFP 8343) (PPNO 0168M)	5/24/2013
CLAREMONT	LAF1510	CLAREMONT PORTION OF THE CITRUS REGIONAL BIKEWAY. THIS PROJECT PROPOSES THE IMPLEMENTATION OF THE CLAREMONT PORTION OF THE CITRUS REGIONAL BIKEWAY UTILIZING BONITA AVENUE AND FIRST STREET AS PRIMARY CLASS II BIKE ROUTES.	10/1/2012

Attachment A: Committed Transportation Control Measures (TCMs)

Los Angeles County			
Lead Agency	Project ID	Project Description	Completion Date
EL MONTE	LAF1504	EL MONTE: TRANSIT CYCLE FRIENDLY. EL MONTE PROPOSES TO IMPLEMENT THE 1ST PHASE OF THE EL MONTE BIKE-TRANSIT HUB COMPONENT (METRO BICYCLE TRANSPORTATION STRATEGIC PLAN) A COUNTYWIDE EFFORT TO IMPROVE BIKE FACILITIES	10/1/2013
LONG BEACH	LAE1296	LONG BEACH INTELLIGENT TRANSPORTATION SYSTEM	9/30/2012
LONG BEACH	LAF1530	BICYCLE SYSTEM GAP CLOSURES & IMPROVED LA RIVER BIKE PATH. PROJECT WILL CONSTRUCT PRIORITY CLASS I & III BICYCLE SYSTEM GAP CLOSURES IN LONG BEACH AND IMPROVE CONNECTION TO LA RIVER.	10/1/2014
LOS ANGELES COUNTY MTA	LA0D198	CRENSHAW TRANSIT CORRIDOR	12/31/2018
LOS ANGELES COUNTY MTA	LA0G010	REGIONAL CONNECTOR – LIGHT RAIL IN TUNNEL ALLOWING THROUGH MOVEMENTS OF TRAINS, BLUE, GOLD, EXPO LINES. FROM ALAMEDA / 1ST STREET TO 7TH STREET/METRO CENTER	12/31/2019
LOS ANGELES COUNTY MTA	LA0G154	LACRD – EL MONTE TRANSIT CENTER IMPROVEMENTS AND EL MONTE BUSWAY IMPROVEMENTS, INCLUDING BIKE LOCKERS, TICKET VENDING MACHINES AT EL MONTE BUSWAY STATIONS AND UP TO 10 BUS BAYS.	12/31/2012
LOS ANGELES COUNTY MTA	LA0G447	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SEGMENT 1 – WILSHIRE/WESTERN TO FAIRFAX	12/31/2019
LOS ANGELES COUNTY MTA	LA0C8114	LA CITY RIDESHARE SERVICES; PROVIDE COMMUTE INFO, EMPLOYER ASSISTANCE AND INCENTIVE PROGRAMS THROUGH CORE & EMPLOYER RIDESHARE SERVICES & MTA INCENTIVE PROGRAMS. PPNO 9003	12/30/2016
LOS ANGELES COUNTY MTA	LA963542	ACQUISITION REVENUE VEHICLES – 2,513 CLEAN FUEL BUSES: LEASED VEH, FY02 (370) FY03 (30 HC) + FY04 (70 HC) + (200 ARTICS); FY05-FY10 TOTAL OF 1000 BUSES.	6/30/2014
LOS ANGELES COUNTY MTA	LAE0036	WILSHIRE/ VERMONT PEDESTRIAN PLAZA IMPROVEMENTS AND INTERMODAL PEDESTRIAN LINKAGES	2012
LOS ANGELES COUNTY MTA	LAE0195	DESIGN AND CONSTRUCT IMPROVED PEDESTRIAN LINKAGES BETWEEN LOS ANGELES PIERCE COLLEGE AND MTA’S RAPID BUS TRANSIT STOPS TO INCLUDE PASSENGER AMENITIES, 2007 CFP # F1658	10/1/2014

Attachment A: Committed Transportation Control Measures (TCMs)

Los Angeles County			
Lead Agency	Project ID	Project Description	Completion Date
LOS ANGELES, CITY OF	LA0C8164	EXPOSITION BLVD RIGHT-OF-WAY BIKE PATH-WESTSIDE EXTENSION. DESIGN AND CONSTRUCTION OF 2.5 MILES OF CLASS 1 BIKEWAY, LIGHTING, LANDSCAPING & INTERSECTION IMPROVEMENTS. (PPNO# 3184)	2/2/2012
LOS ANGELES, CITY OF	LAF1704	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	6/27/2014
LOS ANGELES, CITY OF	LA002738	BIKEWAY/PEDESTRIAN BRIDGE OVER LA RIVER AT TAYLOR YARD CLASS I (CFP 738, 2077) (PPNO# 3156)	7/31/2015
LOS ANGELES, CITY OF	LA0B7330	SAN FERNANDO RD ROW BIKE PATH PHSE II – CONSTRUCT 2.75 MILES CLAS I FRM FIRST ST TO BRANFORD ST,ON MTA-OWND ROW PARLEL TO SAN FERNANDO RD. LINK CYCLSTS TO NUMEROUS BUS LNE. PPNO 2868.	1/30/2014
LOS ANGELES, CITY OF	LAF1450	ENCINO PARK-AND-RIDE FACILITY RENOVATION. RENOVATION OF THE ENCINO PARK-AND-RIDE FACILITY IN ORDER TO ADDRESS PHYSICAL AND STRUCTURAL DEFICIENCIES AND ADD CAPACITY TO THIS HEAVILY UTILIZED FACILITY. INCLUDES 50 NEW PARKING SPACES AND BIKE LOCKERS.	10/1/2013
LOS ANGELES, CITY OF	LAF1520	IMPERIAL HIGHWAY BIKE LANES. THIS PROJECT INVOLVES THE MODIFICATION OF THE MEDIAN ISLAND AND THE WIDENING OF IMPERIAL HIGHWAY ALONG 1000 FT EAST OF PERSHING DRIVE TO ACCOMMODATE BIKE LANES.	6/1/2014
LOS ANGELES, CITY OF	LAF1524	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.	10/1/2015
LOS ANGELES, CITY OF	LAF1615	EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGE. IMPROVE LINKAGES WITHIN 1/4 MILE OF METRO’S GOLD LINE LRT.	6/29/2012
LOS ANGELES, CITY OF	LAF1657	LOS ANGELES VALLEY COLLEGE (LAVC) BUS STATION EXTENSION. PROJECT WILL EXTEND THE ORANGE LINE STATION AT THE LA VALLEY COLLEGE BY PROVIDING A DIRECT PEDESTRIAN CONNECTION FROM THE STATION TO A NEW PEDESTRIAN ENTRANCE TO LAVC.	10/1/2013
LOS ANGELES, CITY OF	LAF1708	HOLLYWOOD INTEGRATED MODAL INFORMATION SYSTEM. INSTALLATION OF ELECTRONIC, DIRECTION AND PARKING AVAILABILITY SIGNS WITH INTERNET CONNECTIVITY TO PROVIDE ADVANCE AND REAL-TIME INFORMATION INTENDED TO INCREASE TRANSIT RIDERSHIP	9/21/2015

Attachment A: Committed Transportation Control Measures (TCMs)

Los Angeles County			
Lead Agency	Project ID	Project Description	Completion Date
LOS ANGELES, CITY OF	LAF3419	SUNSET JUNCTION PHASE 2. CREATE A MULTI-MODAL TRANSIT PLAZA TO INTEGRATE PUBLIC TRANSPORTATION, PEDESTRIAN & BICYCLE IMPROVEMENTS THAT WOULD RESULT IN REGIONAL & LOCAL BENEFITS (CFP3844). TRIANGLE PROPERTY ON SUNSET BLVD BWT MANZANITA AND SANTA MONICA.	6/30/2017
MONROVIA	LAE0039	TRANSIT VILLAGE – PROVIDE A TRANS. FACILITY FOR SATELLITE PARKING FOR SIERRA MADRE VILLA GOLD LINE STA, P-N-R FOR COMMUTERS, A FOOTHILL TRANSIT STORE.	12/31/2012
PORT OF LOS ANGELES	LAF3170	PORT TRUCK TRAFFIC REDUCTION PROGRAM: WEST BASIN RAILYARD. INTERMODAL RAILYARD CONNECTING PORT OF LA WITH ALAMEDA CORRIDOR TO ACCOMMODATE INCREASED LOADING OF TRAINS AT THE PORT, THEREBY REDUCING TRUCK TRIPS TO OFF-DOCK RAILYARDS.	12/1/2014
RANCHO PALOS VERDES	LAF1506	BIKE COMPATIBLE RDWY SAFETY AND LINKAGE ON PALOS VERDES DR. THE PROJECT WILL HAVE A CLASS II BIKE LANE ON BOTH SIDES OF PALOS VERDES DRIVE SOUTH, WITH AN UNPAVED SHOULDER FOR EMERGENCY USE.	10/9/2014
RANCHO PALOS VERDES	LAF1605	PEDESTRIAN SAFE BUS STOP LINKAGE. LINKING 11 BUS STOPS CURRENTLY INACCESSIBLE BECAUSE OF LACK OF SIDEWALKS ON BOTH THE EAST AND WEST SIDE OF HAWTHORNE BLVD. FROM CREST RD. TO PALOS VERDES DR. SOUTH (ABOUT 13,000')	12/9/2013
SAN DIMAS	LAF1503	BIKEWAY IMPROVEMENTS ON FOOTHILL BLVD. AT SAN DIMAS WASH. THE BWY IMPROVEMENTS ON FOOTHILL BLVD. AT SAN DIMAS WASH; WILL CLOSE THE GAP ON A BRIDGE & CONNECT THE EXISTING CLASS II BIKE LANES TO THE EAST & WEST OF SAN DIMAS WASH CROSSING.	12/1/2013
SAN GABRIEL VALLEY COG	LA990359	GRADE SEP XINGS SAFETY IMPR; 35- MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY – EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA & L.A. SUBDIV – ITS 2318 SAFETEA #2178;1436 #1934 PPNO 2318	6/30/2018
SANTA FE SPRINGS	LA0F096	NORWALK SANTA FE SPRINGS TRANSPORTATION CENTER PARKING EXPANSION AND BIKEWAY IMPROVEMENTS. PROVIDE ADDITIONAL 250 PARKING SPACES FOR TRANSIT CENTER PATRONS AND IMPROVE BICYCLES ACCESS TO THE TRANSIT CENTER	6/30/2012
SANTA MONICA	LAE0364	CONSTRUCT INTERMODAL PARK AND RIDE FACILITY AT SANTA MONICA COLLEGE CAMPUS ON SOUTH BUNDY DRIVE NEAR AIRPORT AVENUE	12/31/2013

Attachment A: Committed Transportation Control Measures (TCMs)

Los Angeles County			
Lead Agency	Project ID	Project Description	Completion Date
TORRANCE	LA0G358	SOUTH BAY REGIONAL INTERMODAL TRANSIT CENTER PROJECT. THE LAND IS IN THE PROCESS OF BEING PURCHASED AND ESCROW WILL CLOSE ON DECEMBER 17, 2009. PRESENTLY, THE LOT IS VACANT/OPEN LAND WITH NO EXISTING STRUCTURE UPON IT. THE ADDRESS IS 465 N. CRENSHAW BLVD., TORRANCE, CA 90503.	12/31/2015
WESTLAKE VILLAGE	LA960142	LINDERO CANYON ROAD FROM AGOURA TO JANLOR DR CONSTRUCT BIKE PATH, RESTRIPE STREET, INTERSECTION WIDENING, SIGNAL COORDINATION	1/30/2013

Orange County			
Lead Agency	Project ID	Project Description	Completion Date
ANAHEIM	ORA000100	GENE AUTRY WAY WEST @ I-5 (I-5 HOV TRANSITWAY TO HASTER) ADD OVERCROSSING ON I-5 (S)/MANCHESTER AND EXTEND GENE AUTRY WAY WEST FROM I-5 TO HASTER (3 LANES IN EA DIR.)	11/16/2012
CALTRANS	ORA000193	HOV CONNECTORS FROM SR-22 TO I-405, BETWEEN SEAL BEACH BLVD. (I-405 PM 022.558) AND VALLEY VIEW ST. (SR-22 PM R000.917), WITH A SECOND HOV LANE IN EACH DIRECTION ON I-405 BETWEEN THE TWO DIRECT CONNECTORS.	2/1/2015
CALTRANS	ORA000194	HOV CONNECTORS FROM I-405 TO I-605, BETWEEN KATELLA AVE. (I-605 PM R001.104) AND SEAL BEACH BLVD. (I-405 PM 022.643), WITH A SECOND HOV LANE IN EACH DIRECTION ON I-405 BETWEEN THE TWO DIRECT CONNECTIONS.	7/1/2015
FULLERTON	ORA020113	FULLERTON TRAIN STATION – PARKING STRUCTURE, PHASE I AND II. TOTAL OF 800 SPACES (PPNO 2026)	5/31/2012
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA041501	PURCHASE (71) STANDARD 30FT EXPANSION BUSES – ALTERNATIVE FUEL – (31) IN FY08-09, (9) IN FY09-10, (7) IN FY11-12, (6) IN FY12-13 AND (18) IN FY13-14	6/30/2016
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA110633	RIDESHARE VANPOOL PROGRAM – CAPITAL LEASE COSTS	9/30/2012
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA65002	RIDESHARE SERVICES RIDEGUIDE, DATABASE, CUSTOMER INFO, AND MARKETING (ORANGE COUNTY PORTION).	6/30/2016

Attachment A: Committed Transportation Control Measures (TCMs)

Orange County			
Lead Agency	Project ID	Project Description	Completion Date
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA0826016	PURCHASE (72) PARATRANSIT EXPANSION VANS – (21) IN FY09/10, (51) IN FY10/11.	6/30/2016
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA082618	PURCHASE PARATRANSIT VEHICLES EXPANSION (MISSION VIEJO) (11) IN FY09/10. ON-GOING PROJECT.	6/30/2030
TCA	10254	SJHC, 15 MI TOLL RD BETWEEN I-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, EXISTING 3/M/F EA.DIR.1 ADD’L M/F EA DIR, PLUS CLIMBING & AUX LNS AS REQ, BY 2020 PER SCAG/TCA MOU 4/5/01	12/31/2020
TCA	ORA050	ETC (RTE 241/261/133) (RTE 91 TO I-5/JAMBOREE) EXISTING 2 M/F EA.DIR, 2 ADD’L M/F IN EA. DIR, PLUS CLIMB AND AUX LNS AS REQ, BY 2020 PER SCAG/TCA MOU 4/05/01.	12/31/2020
TCA	ORA051	(FTC-N) (OSO PKWY TO ETC) (13MI) EXISTING 2 MF IN EA. DIR, 2 ADDITIONAL M/F LANES, PLS CLMBNG & AUX LANS AS REQ BY 2020 PER SCAG/TCA MOU 4/05/01.	12/31/2020
TCA	ORA052	(FTC-S) (I-5 TO OSO PKWY) (15MI) 2 MF EA. DIR BY 2013; AND 1 ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUX LANES AS REQ BY 2030 PER SCAG/TCA MOU 4/05/01. #1988	6/15/2030

Riverside County			
Lead Agency	Project ID	Project Description	Completion Date
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV010212	ON SR91 – ADAMS TO 60/215 IC: ADD ONE HOV LN IN EACH DIRECTION, RESTRIPE TO EXTEND 4TH WB MIXED FLOW LANE FROM 60/215 IC TO CENTRAL OFF-RAMP, RESTRIPE TO EXTEND 5TH WB MIXED FLOW LANE FROM 60/215 IC TO 14TH ST OFF-RAMP, AUX LNS (MADISON-CENTRAL), BRIDGE WIDENING & REPLACEMENTS, EB/WB BRAIDED RAMPS, IC MOD/RECONSTRUCT + SOUND/RETAINING WALLS	8/3/2015
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV050555	ON I-215 (N/O EUCALYPTUS AVE TO N/O BOX SPRINGS RD) & SR60 (E/O DAY ST TO SR60/I-215 JCT): RECONSTRUCT JCT TO PROVIDE 2 HOV DIRECT CONNECTOR LNS (SR60 PM: 12.21 TO 13.6) AND MINOR WIDENING TO BOX SPRINGS RD FROM 2 TO 4 THROUGH LANES BETWEEN MORTON RD AND BOX SPRINGS RD/FAIR ISLE DR IC (EA: 449311)	4/29/2013

Attachment A: Committed Transportation Control Measures (TCMs)

Riverside County			
Lead Agency	Project ID	Project Description	Completion Date
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV051201	IN CORONA – CONTINUE THE IMPLEMENTATION OF A 60 SPACE PARK-AND-RIDE LOT (VIA ANNUAL LEASE AGREEMENT) AT LIVING TRUTH CHRISTIAN FELLOWSHIP AT 1114 W. ONTARIO AVE.	6/30/2013
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV070303	ON SR60 IN NW RIV CO: CONTINUE THE IMPLEMENTATION OF THE EXPANDED SR60 FREEWAY SERVICE PATROL (FSP) (BEAT #7 PATROL , 2 TRUCKS) BETWEEN MILIKEN AVE & MAIN ST (SR60 HOV LN CHANGE TCM SUBSTITUTION PROJECT)	ON GOING TCM PROGRAM IN RIVERSIDE COUNTY
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV070304	ON I-215 IN SW RIV CO: CONTINUE THE IMPLEMENTATION OF I-215 FREEWAY SERVICE PATROL (FSP) (BEAT #19, 2 TRUCKS) BETWEEN SR74/4TH ST AND ALESSANDRO BLVD (SR60 HOV LANE CHANGE TCM SUBSTITUTION PROJECT)	ON-GOING TCM PROGRAM IN RIVERSIDE COUNTY
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV070307	ON SR60 IN MORENO VALLEY: CONTINUE THE IMPLEMENTATION OF SR60 FREEWAY SERVICE PATROL (FSP) (BEAT #8, 2 TRUCKS) BETWEEN DAY ST AND REDLANDS BLVD (SR60 HOV LANE CHANGE TCM SUBSTITUTION PROJECT)	ON-GOING TCM PROGRAM IN RIVERSIDE COUNTY
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV520109	RECONSTRUCT & UPGRADE SAN JACINTO BRANCH LINE FOR RAIL PASSENGER SERVICE (RIVERSIDE TO PERRIS) (PERRIS VALLEY LINE) (FY 07 5307) (UZA: RIV-SAN)	2014
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV520111	REGIONAL RIDESHARE – CONTINUING PROGRAM.	ON-GOING TCM PROGRAM IN RIVERSIDE COUNTY
RIVERSIDE TRANSIT AGENCY	RIV041030	IN THE CITY OF HEMET – CONSTRUCT NEW HEMET TRANSIT CENTER (WITH APPROXIMATELY 4 BUS BAYS) AT 700 SCARAMELLA CR., HEMET, CA (5309C FY 04 + 05 EARMARKS).	6/30/2013
RIVERSIDE TRANSIT AGENCY	RIV050553	IN TEMECULA – CONSTRUCT NEW TEMECULA TRANSIT CENTER AT 27199 JEFFERSON AVE. (SW OF JEFFERSON AVE & SE OF CHERRY ST) (04, 05, 06, 07, E-2006-091, E-2007-0131, & 2008-BUSP-0131, SAFETEA-LU).	12/30/2014
RIVERSIDE TRANSIT AGENCY	RIV090609	IN WESTERN RIVERSIDE COUNTY FOR RTA: INSTALL ADVANCE TRAVELER INFORMATION SYSTEMS (ATIS) ON VARIOUS FIXED ROUTE VEHICLES AND INSTALLATION OF ELECTRONIC MESSAGE SIGNS AT APPROX. 60 BUS STOPS (FY 'S 05, 07, 08, 09, AND 10 – 5309).	12/30/2012

Attachment A: Committed Transportation Control Measures (TCMs)

Riverside County			
Lead Agency	Project ID	Project Description	Completion Date
TEMECULA	RIV62029	AT HWY 79 SO AND LA PAZ ST: ACQUIRE LAND, DESIGN AND CONSTRUCT PARK-AND-RIDE LOT – 250 SPACES (FY 05 HR4818 EARMARK)	12/31/2015

San Bernardino County			
Lead Agency	Project ID	Project Description	Completion Date
OMNITRANS	981118	BUS SYSTEM – PASSENGER FACILITIES: DESIGN AND BUILDING OF ONTARIO TRANSCENTER	5/31/2012
RIALTO	200450	RIALTO METROLINK STATION – INCREASE PARKING SPACES FROM 225-775	12/1/2012
SANBAG	200074	LUMP SUM – TRANSPORTATION ENHANCEMENT ACTIVITIES PROJECTS FOR SAN BERNARDINO COUNTY-BIKE/PED PROJECTS (PROJECTS CONSISTENT W/40CFR PART 93.126,127,128, EXEMPT TABLE 2 & 3).	12/1/2015
SANBAG	20040827	RIDESHARE PROGRAM FOR SOUTHCOAST AIR DISTRICT	12/1/2015
VARIOUS AGENCIES	713	I-215 CORRIDOR NORTH – IN SAN BERNARDINO, ON I-215 FROM RTE 10 TO RTE 210 – ADD 2 HOV & 2 MIXED FLOW LNS (1 IN EA. DIR.) AND OPERATIONAL IMP INCLUDING AUX LANES AND BRAIDED RAMP	9/1/2013

Note: Projects may include TCM and non-TCM portions. Committed TCMs include only that portion of the projects that meets the definition of TCMs.

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 1. Programs for Improved Public Transit					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
1.1	Regional Express Bus Program	Purchase of buses to operate regional express bus services.	Yes		CTCs (MTA, OCTA), Transit Operators
1.2	Transit access to airports	Operation of transit to airport to serve air passengers.	Yes		Transit Operators, CTCs (MTA, SCRRRA)
1.3	Accelerate Bus Retrofit Program	Accelerate application of retrofit of diesel-powered buses to achieve earlier compliance with state regulations.	Yes		CTCs (MTA, OCTA), Transit Operators
1.4	Mass transit alternatives	Major change to the scope and service levels.	Yes		SCAG, CTCs
1.5	Expansion of public transportation systems	Expand and enhance existing public transit services.	Yes		CTCs
1.6	Transit service improvements in combination with park-and-ride lots and parking Management	Local jurisdictions and transit agency improve the public transit system and add new park-and-ride facilities and spaces on an as needed basis.	Yes		CTCs (MTA, SCRRRA)

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 1. Programs for Improved Public Transit					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
1.7	Free transit during special events	Require free transit during selected special events to reduce event-related congestion and associated emission increases.	No <i>(The Mobile Source Air Pollution Reduction Review Committee has been co-funding free event center shuttle service demonstration projects)</i>	The Legislature significantly reduced authority of AQMD to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.8). Transit agencies should decide individually whether this measure is economically feasible for them.	
1.8	Require that government employees use transit for home to work trips, expand transit, and encourage large businesses to promote transit use	Require all government employees use transit a specified number of times per week, or expand transit, and encourage business to promote transit use.	Yes		CTCs
1.9	Increase parking at transit centers or stops	Encourage transit convenience by providing additional parking at transit centers.	Yes		CTCs
1.10	Expand regional transit connection ticket distribution	Provides interchangeability of transit ticket.	Yes		CTCs, Metrolink

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 2. Restriction of Certain Roads or Lanes to, or Construction of Such Roads or Lanes for Use By, Passenger Buses or High Occupancy Vehicles					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
2.1	Update High Occupancy Vehicle (HOV) Lane Master Plan	Analysis of increased enforcement, increasing occupancy requirements, conversion of existing HOV lanes to bus only lanes and/or designation of any new carpool lanes as bus-only lanes; utilization of freeway shoulders for peak-period express bus use; commercial vehicle buy-in to HOV lanes; and appropriateness of HOV lanes for corridors that have considered congestion pricing or value pricing.	Yes		SCAG, Caltrans, CTCs
2.2	Fixed lanes for buses and carpools on arterials	Provide fixed lanes for buses and carpools on arterial streets where appropriate.	Yes		CTCs (MTA, OCTA), LA City
2.3	Expand number of freeway miles available, allow use by alternative fuel vehicles, changes to HOV lane requirements and hours	Various measures evaluated in many ozone nonattainment areas. Specifics vary according to freeway system, use patterns and local characteristics.	Yes		ARB, Caltrans

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 3. Employer-Based Transportation Management Plans, Including Incentives					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
3.1*	Commute solutions	The federal law that complements parking cash-out is called the <i>Commuter Choice Program</i> . It provides for benefits that employers can offer to employees to commute to work by methods other than driving alone.	Yes		Employer, AQMD
3.2*	Parking cash-out	State law requires certain employers who provide subsidized parking for their employees to offer a cash allowance in lieu of a parking space.	Yes		Employer, AQMD
3.3*	Employer Rideshare Program Incentives	Employer rideshare incentives and introduction of strategies designed to reduce single occupant vehicle trips. Examples include: public awareness campaigns, Transportation Management Associations among employers, alternative work hours, and financial incentives.	Yes		Employer, AQMD
3.4*	Implement Parking Charge Incentive Program	Evaluate feasibility of an incentive program for cities and employers that convert free public parking spaces to paid spaces. Review existing parking policies as they relate to new development approvals.	Yes		Cities, Counties, Employer
3.5*	Preferential parking for carpools and vanpools	This measure encourages public and private employers to provide preferential parking spaces for carpools and vanpools to decrease the number of single occupant automobile work trips. The preferential treatment could include covered parking spaces or close-in spaces.	Yes		Employer, AQMD

* This measure relates to AQMD Rule 2202, *On-Road Motor Vehicle Mitigation Options*. Administered by AQMD, Rule 2202 provides a menu of options for employers in choosing how they will comply. Individual employers implement the mitigation option(s) that they have chosen.

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 3. Employer-Based Transportation Management Plans, Including Incentives					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
3.6*	Employee parking fees	Encourage public and private employers to charge employees for parking.	Yes		Employer, AQMD
3.7	Merchant transportation incentives	Implement “non-work” trip reduction ordinances requiring merchants to offer customers mode shift travel incentives such as free bus passes and requiring owners/managers/developers of large retail establishments to provide facilities for non-motorized modes.	No	Require state legislation.	
3.8*	Purchase vans for vanpools	Purchase a specified number of vans for use in employee commute travel.	Yes		Employer, AQMD
3.9*	Encourage merchants and employers to subsidize the cost of transit for employees	Provide outreach and possible financial incentives to encourage local employers to provide transit passes or subsidies to encourage less individual vehicle travel.	Yes		Employer, AQMD
3.10*	Compressed work weeks	Work 80 hours in 9 days, or 40 hours in 4 days, or 36 hours in 3 days in lieu of working 40 hours in 5 days.	Yes		Employer, AQMD
3.11*	Telecommuting	Goal of specified percentage of employees telecommuting at least once per week.	Yes		Employer, AQMD
3.12	Income Tax Credit to Telecommuters	Provide tax relief to employees telecommuting to work.	No	Requires state legislation.	

* This measure relates to AQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. Administered by AQMD, Rule 2202 provides a menu of options for employers in choosing how they will comply. Individual employers implement the mitigation option(s) that they have chosen.

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 4. Trip Reduction Ordinance

In December 1995, Congress changed the Clean Air Act Amendments to make the Employee Commute Option program voluntary (no longer mandatory). California State Law prohibits mandatory employer based trip reduction ordinance programs (SB437). (HSC 40717.9) To account for these restrictions, SCAQMD Rule 2202 provides employers with a menu of options to reduce mobile source emissions generated from employee commutes. Rule 2202 complies with federal and state Clean Air Act requirements, HSC 40458, and HSC 182(d)(1)(B) of the federal Clean Air Act. Nevertheless, some jurisdictions continue to implement Trip Reduction Ordinances. For example, the City of Santa Monica requires new and existing non-residential development projects to adopt Emission Reduction Plans and pay transportation impact fees to reduce traffic congestion and improve air quality in the city.

Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
5.1	Develop Intelligent Transportation Systems	The term “Intelligent Transportation Systems” includes a variety of technological applications intended to produce more efficient use of existing transportation corridors.	Yes		CTCs, Caltrans
5.2	Coordinate traffic signal systems	This measure implements and enhances synchronized traffic signal systems to promote steady traffic flow at moderate speeds.	Yes		CTCs, Counties, and Cities
5.3	Reduce traffic congestion at major intersections	This measure implements a wide range of traffic control techniques designed to facilitate smooth, safe travel through intersections. These techniques include signalization, turn lanes or median dividers. The use of grade separations may also be appropriate for high volume or unusually configured intersections.	Yes		CTCs, Counties, and Cities
5.4	Site-specific transportation control measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations. Another example might be programming left turn signals at certain intersections to lag, rather than lead, the green time for through traffic.	Yes		CTCs, Counties, and Cities

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
5.5	Removal of on-street parking	Require all commercial/industrial development to design and implement off-street parking.	Yes		CTCs, Counties, and Cities
5.6	Reversible lanes	Implement reversible lanes on arterial streets to improve traffic flow where appropriate.	Yes		CTCs, Counties, and Cities
5.7	One-way streets	Redesignate streets (or portions of in downtown areas) as one-way to improve traffic flow.	Yes		CTCs, Counties, and Cities
5.8	On-Street parking restrictions	Restrict on-street parking where appropriate.	Yes		CTCs, Counties, and Cities
5.9	Bus pullouts in curbs for passenger loading	Provide bus pullouts in curbs, or queue jumper lanes for passenger loading and unloading.	Yes		CTCs, Counties, and Cities
5.10	Additional freeway service patrol	Operation of additional lane miles of new roving tow truck patrols to clear incidents and reduce delay on freeways during peak periods.	Yes		CTCs, CHP
5.11	Fewer stop signs, remove unwarranted and "political" stop signs and signals	Improve flow-through traffic by removing stop signs and signals. Potential downside in safety issues.	Yes		CTCs, Counties, and Cities
5.12	Ban left turns	Banning all left turns would stop the creation of bottlenecks although slightly increase travel distances.	No	No clear demonstration of air quality emissions benefits.	
5.13	Changeable lane assignments	Increase number of one-way lanes going in congested flow direction during peak traffic hours.	Yes		Caltrans, CTCs, Counties, and Cities
5.14	Adaptive traffic signals and signal timing	Self explanatory.	Yes		Counties, Counties, and Cites

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
5.15	Freeway bottleneck improvements (add lanes, construct shoulders, etc.)	Identify key freeway bottlenecks and take accelerated action to mitigate them.	Yes		Caltrans, SCAG
5.16	Minimize impact of construction on traveling public. Have contractors pay when lanes are closed as an incentive to keep lanes open.	Prohibit lane closures during peak hours, limit work to weekends and/or nights.	Yes		Caltrans
5.17	Internet provided road and route information	Reduce travel on highly congested roadways by providing accessible information on congestion and travel.	Yes		CTCs, Caltrans, Counties, Cities
5.18	Regional route marking systems to encourage underutilized capacity	Encourage travel on local roads and arterials by better route marking to show alternatives.	Yes		Caltrans, Counties, Cities
5.19	Congestion management field team to clear incidents	Self explanatory.	Yes		CTCs, CHP
5.20	Use dynamic message signs to direct/smooth speeds during incidents	Self explanatory.	Yes		Caltrans
5.21	Get real-time traffic information to trucking centers and rental car agencies	Reduce travel in congested areas by providing information directly to high volume travelers.	Yes		CTCs, Caltrans

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
5.22	55 mph speed limit during ozone season	Self explanatory	No	Reductions in freeway speeds are governed by California Vehicle Code 22354, which authorizes Caltrans to lower speeds after doing an engineering and traffic survey, which shows that the legislatively- set maximum speed of 65 mph, is more than is reasonable or safe. No consideration of emissions is contemplated under this statute. This measure is not feasible until the statute is changed.	
5.23	Require 40 mph speed limit on all facilities	Depends on area's emission factors.	No	The California Vehicle Code Sections 22357 and 22358 mandates a methodology for setting speed limits for local areas. This measure is not feasible until the statute is changed.	
5.24	Require lower speeds during peak periods	Self explanatory.	No	The California Vehicle Code Sections 22357 and 22358 mandates methodology for setting speed limits for local areas. This measure is not feasible until the statute is changed.	
5.25	On-street parking restrictions	Restrict on-street parking where appropriate.	Yes		State, Counties, and Cities

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 6. Fringe and Transportation Corridor Parking Facilities Serving Multiple Occupancy Vehicle Programs or Transit Service					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
6.1	Park-and-ride lots	Develop, design, and implement new park-and-ride facilities in locations where they are needed.	Yes		CTCs, Transit Operators, SCRRRA
6.2	Park-and-ride lots serving perimeter counties	Specific to a locality.	Yes		CTCs, Transit Operators, SCRRRA

Section 108 (f) 7. Programs to Limit or Restrict Vehicle Use in Downtown Areas or Other Areas of Emission Concentration Particularly During Periods of Peak Use					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
7.1	Off-peak goods movement	Restrict truck deliveries by time or place in order to minimize traffic congestion during peak periods.	Yes		PierPass A non-profit organization of marine terminal operators at the Ports of Los Angeles and Long Beach.
7.2	Truck restrictions during peak periods	Restrict truck travel during peak periods in order to minimize traffic congestion.	Yes		See Measure 7.1
7.3	Involve school districts to encourage walking/bicycling to school	Decrease vehicle emissions due to school trips by reducing these trips through education and out-reach programs.	Yes		School Districts

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 7. Programs to Limit or Restrict Vehicle Use in Downtown Areas or Other Areas of Emission Concentration Particularly During Periods of Peak Use					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
7.4	Adjust school hours so they do not coincide with peak traffic periods and ozone seasons	Measure to reduce travel during peak periods and ozone-contributing periods in the early morning.	No	School hours are dictated by many variables, including overcrowding and year-round schooling. This measure is not feasible.	
7.5	Area-wide tax for parking	Reduce driving by limiting parking through pricing measures.	Yes		Counties, Cities
7.6	Increase parking fees	Reduce driving by limiting parking through pricing measures.	No	Attorney General ruled AQMD lacks authority to implement this measure.	
7.7	Graduated pricing starting with highest in Central Business District	Charge the most for parking in the central business or other high volume areas in a city to discourage vehicle travel in these areas.	Yes		Market Driven
7.8	Buy parking lots and convert to other land use	Limit parking by converting available parking to other land uses to discourage driving.	Yes		Counties and Cities
7.9	Limit the number of parking spaces at commercial airlines to support mass transit	Reduce airport travel by limits on parking at airports.	No	Regulatory agencies do not have the legal authority to make local land use decisions. It is at the discretion of the regional or local airport authority to make local land use decisions pertaining to airports. Additionally, It is necessary to have significant mass transit available at airports before this measure can be implemented.	

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 7. Programs to Limit or Restrict Vehicle Use in Downtown Areas or Other Areas of Emission Concentration Particularly During Periods of Peak Use					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
7.10	No Central Business District (CBD) vehicles unless LEV or alt fuel or electric	Define high-use area and ticket any vehicles present unless they are low emitting, alternative fueled or electric.	No	The Legislature significantly reduced authority to implement indirect source control measures through revisions to the Health & Safety Code (40717.6, 40717.8, and 40717.9).	
7.11	Auto restricted zones	No vehicles allowed in certain areas where high emissions, congestion or contribution to ozone problems.	Yes		Counties and Cities
7.12	Incentives to increase density around transit centers	Lower travel by increasing residential and commercial density in areas near transit.	Yes		Counties and Cities
7.13	Land use/air quality guidelines	Guidelines for development that contributes to air quality goals.	Yes		ARB, AQMD, SCAG
7.14	Cash incentives to foster jobs/housing balance	Specific to locality – encouraged by California Clean Air Plan.	No	No dedicated source of funding for this measure.	
7.15	Trip reduction oriented development	Land use decisions that encourage trip reductions.	Yes		Counties, Cities, CTCs
7.16	Transit oriented development	Land use decisions that encourage walkable communities and multi-modal transit systems.	Yes		Counties, Cities, CTCs
7.17	Sustainable development	Land use decisions that create equitable standards of living to satisfy the basic needs of all peoples, all while taking the steps to avoid further environmental degradation.	Yes		Counties, Cities, CTCs

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 8. Programs For the Provision of All Forms of High-Occupancy, Shared-Ride Services					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
8.1*	Financial Incentives, Including Zero-Bus Fares	Provide financial incentives or other benefits, such as free or subsidized bus passes and cash payments for not driving, in lieu of parking spaces for employees who do not drive to the workplace.	Yes		AQMD, Employer
8.2	Internet ride matching services	Provide match-lists, route info, hours and contact information over the internet to assist individuals in joining or developing carpools.	Yes		CTCs, SCAG
8.3*	Preferential parking for carpoolers	Provide free, covered, near-building or similar incentives to carpoolers.	Yes		AQMD, Employer
8.4*	Credits and incentives for carpoolers	Self-explanatory – form depends on locality.	Yes		AQMD, Employer
8.5*	Employers provide vehicles to carpoolers for running errands or emergencies	Having vehicles available for workday errands makes it easier to go to work without one.	Yes		AQMD, Employer
8.6	Subscription services	Free van services to provide transportation for the elderly, handicapped or other individuals who have no access to transportation.	Yes		County, Employer
8.7	School car pools	Self explanatory and voluntary	No	Not economically feasible and insufficient resources available for implementation.	
8.8*	Guaranteed ride home	Self explanatory.	Yes		AQMD, Employer

* This measure relates to AQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. Administered by AQMD, Rule 2202 provides a menu of options for employers in choosing how they will comply. Individual employers implement the mitigation option(s) that they have chosen.

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 8. Programs For the Provision of All Forms of High-Occupancy, Shared-Ride Services					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
8.9	Transit Voucher Program	Transit vouchers for elderly and low income commuters.	Yes		CTCs, SCAG

Section 108 (f) 9. Programs to Limit Portions of Road Surfaces or Certain Sections of the Metropolitan Area to the Use of Non-Motorized Vehicles or Pedestrian Use, Both as to Time and Place					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
9.1	Establish Auto-Free Zones and pedestrian malls	Establish auto free zones and pedestrian malls where appropriate.	Yes		Counties and Cities
9.2	Encouragement of pedestrian travel	This measure involves encouraging the use of pedestrian travel as an alternative to automobile travel. Pedestrian travel is quite feasible for short shopping, business, or school trips.	Yes		CTCs, Counties, Cities, SCAG
9.3	Bicycle/Pedestrian Program	Fund high priority projects in countywide plans consistent with funding availability.	Yes		CTCs, Counties, and Cities
9.4	Close certain roads for use by non-motorized traffic	During special events, weekends, or certain times of the day, close some roads to all but non-motorized traffic.	Yes		Counties, and Cities

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 9. Programs to Limit Portions of Road Surfaces or Certain Sections of the Metropolitan Area to the Use of Non-Motorized Vehicles or Pedestrian Use, Both as to Time and Place					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
9.5	Encouragement of bicycle travel	Promotion of bicycle travel to reduce automobile use and improve air quality. Bikeway system planning, routes for inter-city bike trips to help bicyclists avoid other, less safe facilities. Another area for potential actions is the development and distribution of educational materials, regarding bicycle use and safety.	Yes		SCAG, CTCs, Counties, and Cities
9.6	Free bikes	Provide free bikes in the manner of Boulder, CO. Simple utilitarian bikes that can be used throughout the metro area and dropped off at destination for use by anyone desiring use.	No	Evidence suggests that bicycle theft is a problem in other programs and renders the measure technically and economically infeasible.	
9.7*	Cash rebates for bikes	Provide financial incentives to purchase bicycles and thereby encourage use.	Yes		Employer
9.8	Close streets for special events for use by bikes and pedestrians	Self Explanatory.	Yes		Counties and Cities
9.9	Use condemned dirt roads for bike trails	Self Explanatory.	No	Not applicable because there are no condemned dirt roads in the region.	

* This measure relates to AQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. Administered by AQMD, Rule 2202 provides a menu of options for employers in choosing how they will comply. Individual employers implement the mitigation option(s) that they have chosen.

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 10. Programs for Secure Bicycle Storage Facilities and Other Facilities, Including Bicycle Lanes, for the Convenience and Protection of Bicyclists, in Both Public and Private Areas					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
10.1*	Bike racks at work sites	Self Explanatory.	Yes		AQMD, Employer
10.2	Bike racks on buses	Bike racks would be placed on a to-be-determined number of buses to increase bicycle travel.	Yes		CTCs, Transit Operators, SCRRA
10.3	Regional bike parking	Bike Transit Centers	Yes		CTCs
10.4	Development of bicycle travel facilities	Encourages a variety of capital improvements to increase bicycle use. Off-street bikeways where high-speed roadways preclude safe bicycling. Clearly mark travel facilities with signs and provide adequate maintenance.	Yes		CTCs, Transit Operators, SCRRA
10.5	Expedite bicycle projects from RTP	Create bicycle and pedestrian master plan and build out at an accelerated rate to achieve benefits in time for attainment deadline.	Yes		SCAG, CTCs, Counties, Cities
10.6	Provide bike/pedestrian facilities safety patrols	Self Explanatory.	Yes		Counties and Cities
10.7	Inclusion of bicycle lanes on thoroughfare projects	Self Explanatory.	Yes		State, Counties, and Cities
10.8	Bicycle lanes on arterial and frontage roads	Self Explanatory.	Yes		State, Counties, and Cities
10.9	Bicycle route lighting	Self Explanatory.	Yes		State, Counties, Cities

* This measure relates to AQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. Administered by AQMD, Rule 2202 provides a menu of options for employers in choosing how they will comply. Individual employers implement the mitigation option(s) that they have chosen.

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 11. Programs to Control Extended Idling of Vehicles					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
11.1	Limit excessive car dealership vehicle starts	Require car dealers to limit the starting of vehicles for sale on their lot(s) to once every two weeks. Presently, a number of new and used car dealers start their vehicles daily to avoid battery failure and assure smooth start-ups for customer test drives.	No	This measure was investigated by the AQMD and it was determined that in contrast to colder climates where vehicles are started on a daily basis, vehicles in the South Coast started much less frequently. For this reason it was determined not to be technically feasible.	
11.2	Encourage limitations on vehicle idling	Encourage limitations to limit extended idling operations.	Yes		ARB
11.3	Turn off engines while stalled in traffic	Public outreach or police-enforced program.	No	This measure raises safety and congestion concerns. No clear demonstration of air quality emissions benefits.	
11.4	Outlaw idling in parking lots	Self-explanatory and police enforced program.	No	Enforcement of idle restrictions is a low priority for police relative to their other missions. The cost effectiveness of this measure has not been demonstrated. It is not economically feasible.	
11.5	Reduce idling at drive-throughs; ban drive-throughs	Mandate no idling or do not allow drive-through windows during ozone season.	No	No clear demonstration of air quality emissions benefits. This measure is not economically feasible.	

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 11. Programs to Control Extended Idling of Vehicles					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
11.6	Promote use of pony engines	Use special battery engines to keep air conditioning and other truck systems working while truck not in use.	Yes		ARB
11.7	Idle restrictions at airport curbsides	Self-explanatory and police enforced.	Yes		Airport authority
11.8	Truck Stop Electrification	Provide electric charging stations for at truck stops to power heating/AC units and other on-board equipment.	Yes		ARB

Section 108 (f) 12. Program to Reduce Motor Vehicle Emissions Consistent with Title II, Which Are Caused by Extreme Cold Start Conditions	
Not applicable. The definition of an "extreme cold start" specifies temperatures below 20 degrees Fahrenheit.	Not applicable in the South Coast - No extreme cold start conditions

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 13. Employer-sponsored programs to permit flexible work schedules					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
13.1*	Alternative work schedules	Enables workers to choose their own working hours within certain constraints. Flextime provides the opportunity for employees to use public transit, ridesharing, and other Nonmotorized transportation. A related strategy, staggered work hours, is designed to reduce congestion in the vicinity of the workplace. Alternative workweeks have been implemented extensively by large private and public employers.	Yes		AQMD, Employer
13.2*	Modifications of work schedules	Implement alternate work schedules that flex the scheduled shift time for employees. Encourage the use of flexible or staggered work hours to promote off-peak driving and accommodate the use of transit and carpooling.	Yes		AQMD, Employer
13.3*	Telecommunications-Telecommuting/Teleconferencing	Encourage the use of telecommuting-telecommuting/teleconferencing in place of motor vehicle use where appropriate.	Yes		AQMD, Employer

* This measure relates to AQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. Administered by AQMD, Rule 2202 provides a menu of options for employers in choosing how they will comply. Individual employers implement the mitigation option(s) that they have chosen.

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 14. Programs and Ordinances to facilitate Non-automotive travel, provision to and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
14.1	Areawide public awareness programs	This measure focuses on conducting ongoing public awareness programs throughout the year to provide the public with information on air pollution and encourage changes in driving behavior and transportation mode use.	Yes		AQMD
14.2	Special event controls	This measure would require new and existing owners/operators of the special event centers to reduce mobile source emissions generated by their events. A list of optional strategies would be available that reduce mobile source emissions. The definition of "special event center" could be developed through the rule development process.	Yes		Counties, Cities, Special Event Operators
14.3	Land Use/development alternatives	This measure includes encouraging land use patterns, which support public transit and other alternative modes of transportation. In general, this measure would also encourage land use patterns designed to reduce travel distances between related land uses	Yes		ARB, SCAG, AQMD, Counties, Cities
14.4	Voluntary No-Drive Day programs	Conduct voluntary No-Drive Day programs during the ozone season through media and employer based public awareness activities.	Yes		CTCs
14.5**	New Development Air Quality Impact Evaluation	Evaluate air quality impacts of new development and recommend or require mitigation for significant adverse impacts.	Yes		AQMD, Counties, Cities, CEQA Lead Agencies

** AQMD and SCAG recommend mitigation as commenting agencies on new development projects; cities and counties require mitigation under their discretionary authority as lead agency.

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 14. Programs and Ordinances to facilitate Non-automotive travel, provision to and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
14.6	Transportation for Livable Communities (TLC)/Housing Incentive program	Program provides planning grants, technical assistance, and capital grants to help cities and Nonprofit agencies define and implement transportation projects that support community plans including increased housing near transit.	Yes		SCAG, State
14.7	Incentives to increase density around transit centers	Lower travel by increasing residential and commercial density in areas near transit.	Yes		Counties, Cities, CTCs
14.8	Incentives for cities with good development practices	Provide financial or other incentive to local cities that practice air quality-sensitive development.	Yes		Counties, Cities
14.9	Increase state gas tax	Self Explanatory.	No	Need state legislation.	
14.10	Pay-As-You-Drive Insurance	Self Explanatory.	No	Need state legislation. No clear demonstration of air quality emission benefits so does not advance attainment date..	

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 15. Programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other Non-motorized means of transportation when commercially feasible and in the public interest					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
15.1*	Encouragement of pedestrian travel	Promote public awareness and use of walking as an alternative to the motor vehicle.	Yes		AQMD, SCAG, CTCs, Employer
15.2	Pedestrian and bicycle overpasses where safety dictates	Ongoing implementation as development occurs.	Yes		Counties, Cities

Section 108 (f) 16. Program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
16.1	Counties assess ten dollar license plate fee to fund repair/replacement program for high-emitters	Self explanatory.	Yes		ARB, BAR**
16.2	Buy vehicles older than 1975	Self explanatory.	Yes		ARB, AQMD***
16.3	Demolish impounded vehicles that are high emitters	Self explanatory.	No	Not economically feasible.	

* This measure relates to AQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. Administered by AQMD, Rule 2202 provides a menu of options for employers in choosing how they will comply. Individual employers implement the mitigation option(s) that they have chosen.

** Similar program administered with different funding source as part of smog check.

*** Voluntary car scrapping programs to generate credits.

Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 16. Program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
16.4	Do whatever is necessary to allow cities to remove the engines of high emitting vehicles (pre-1980) that are abandoned and to be auctioned	Self explanatory.	No	Not economically feasible.	
16.5	Accelerated retirement program	Identify high emitting vehicle age groups and develop a program to remove them from use.	Yes		ARB, AQMD

Comments	Responses
<p><u>National Resources Defense Council (NRDC) Comment Letter dated September 5, 2012, page 5 of 6 (Comment KK-9):</u></p> <p>NRDC remains concerned that the 2012 AQMP does not effectively incorporate a range of Transportation Control Measures (“TCM”) commensurate with the air quality challenges this region faces. Accordingly, we suggest that the agencies cooperating on this air plan reevaluate the potential for additional TCMs that can enhance mobility while helping tackle[r][sic] the region’s persistent air quality challenges.</p> <p>A. Elements of SCAG’s RTP Should Be Included in the AQMP as TCMs.</p> <p>SCAG’s excellent work to adopt its RTP/SCS in April, 2012 resulted in a plan with many useful elements, some of which should be adopted into this plan as TCMs. We recommend:</p> <ol style="list-style-type: none"> 1. Active Transportation Component, \$6.7B (AQMP, at IV-C-7); 2. Transit Component (id.); and 3. Passenger and High Speed Rail Component. 	<p>The U.S. Environmental Protection Agency’s (EPA) Transportation Conformity Regulations define transportation control measures (TCMs) as those projects and programs that reduce emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Note, SCAG facilitates interagency consultation regarding TCM related issues through SCAG’s Transportation Conformity Working Group but SCAG does not have the discretion to expand this regulatory definition.</p> <p>The Clean Air Act requires TCMs to be included in SIPs only for “serious” and above ozone non-attainment areas. In the SCAG region, only the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin are serious or above nonattainment areas and thus include TCMs in their ozone SIPs. To add new TCM categories that are not in the applicable ozone SIPs, an ozone revision would be required. Nevertheless, TCM type projects are planned for and implemented throughout the six-county SCAG region irrespective of whether or not they are included in an applicable SIP. Specifically, the 2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (2012-2035 RTP/SCS) constitutes the transportation strategy and control measures portion of the 2012 AQMP (Appendix IV-C), inclusive of all TCMs and TCM type projects therein.</p> <p>As discussed in the Appendix IV-C and also specified in the 2007 South Coast Ozone SIP, TCM type projects and programs in this plan include the following three main categories of transportation improvement projects and programs:</p> <ol style="list-style-type: none"> (1) High occupancy vehicle (HOV) measures, (2) Transit and systems management measures (including capacity-expanding active transportation projects such as new bike lane projects), and (3) Information-based transportation strategies. <p>While all TCM type projects in the 2012-2035 RTP/SCS are included in the transportation strategy and control measures portion of the AQMP, only those TCM type projects which have funding programmed for right-of-way or</p>

Comments	Responses
	<p>construction in the first two years of the prevailing Federal Transportation Improvement Program (FTIP) developed by SCAG are considered committed for air quality planning purposes in the applicable SIP. As TCM type projects become committed TCMs through the biennial FTIP process, they are automatically rolled into the SIP as committed TCMs (the “TCM Rollover Process” as described in SCAG’s FTIP Guidelines and 2007 Ozone SIP). To add any new TCM projects that are not in the adopted 2012-2035 RTP/SCS, an RTP/FTIP amendment/update would be required.</p>
<p><u>National Resources Defense Council (NRDC) Comment Letter dated September 5, 2012, pages 5 & 6 of 6 (Comment KK-10):</u></p> <p>[Footnote ¹] The current list of TCMs includes some bike projects, but it remains unclear what is the criteria for inclusion of these projects as TCMs. Overall, NRDC supports including a much more robust set of active transportation projects as TCMs</p> <p>B. Expanding parking should not be included as a TCM without evidence that it will lead to real, cost-effective reductions in emissions</p> <p>Several projects propose to add hundreds of new parking spaces, either at park and rides or at transit facilities. Expanding parking at transit stations, unless priced appropriately to offset the cost of the spaces, increases costs for all transit system users, including the many who do not drive, and takes valuable land in the vicinity of transit stations off the market for what could be viable commercial or residential development. Please provide background documentation to suggest that such parking expansions lead to real, cost-effective, equitable reductions in vehicle use and emissions.</p>	<p>Comments noted. SCAG’s FTIP Guidelines include a Transportation Control Measures chapter with detailed information on the TCM development process including definitions and project categories of TCMs, addition of new TCMs, and the TCM “Rollover” Process.</p> <p>In the SCAG region, new TCMs are identified by the FTIP process. Projects that meet the TCM criteria become committed TCMs and part of the applicable SIP after the following occurs: 1) funds are committed for right-of-way or construction in the first two years (the fiscally constrained portion) of the FTIP; 2) the FTIP is approved by the Regional Council; 3) state and federal approval of the FTIP; and 4) concurrence with regard to TCMs by US EPA and California Air Resources Board (ARB).</p> <p>Park-n-ride lot expansion projects are TCMs because park-n-ride lots are intermodal transfer facilities that can increase usage of public transit services.</p>

Comments	Responses
<p><u>National Resources Defense Council (NRDC) Comment Letter dated September 5, 2012, page 6 of 6 (Comment KK-11):</u></p> <p>C. Expansion of mixed-flow lanes should not be included as TCMs.</p> <p>Several projects propose to widen roads by adding mixed-flow lanes. Section 108(f)(1)(a) lists high occupancy vehicle (HOV) lanes as appropriate TCMs, but it is less clear that construction of new mixed-flow facilities will yield permanent reductions in vehicle use and emissions. More likely, such expansions – if intended to reduction bottlenecks – may have temporary emissions benefits, and in short order lead to new, induced trips, and potentially induced land development to take advantage of new capacity. The literature on induced demand is extensive and the Regional Transportation Plan guidelines adopted by the California Transportation Commission acknowledge this now broadly accepted planning phenomenon. We strongly recommend that SCAG, AQMD and its member CTCs reconsider whether capacity expansion projects belong on a list of Transportation Control Measures, or whether there are other projects that will more effectively achieve the worthy goals of reducing vehicle use and emissions.</p>	<p>As discussed in Appendix IV-C, TCMs are projects and programs that reduce emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. TCMs in this plan include the following three main categories of transportation improvement projects and programs:</p> <ul style="list-style-type: none"> • High occupancy vehicle (HOV) measures, • Transit and systems management measures, and • Information-based transportation strategies. <p>To facilitate TCM tracking, TCMs are listed by project ID and project description as specifically set forth in the FTIP since TCM project inclusion in the FTIP is the means to track timely implementation. To avoid confusion that may arise from the project descriptions listed in Appendix IV-C, Attachment A, a footnote will be included that clarifies that the TCM is only that portion of the project that meets the definition of the TCM. For example, for a project that adds both mixed flow lanes and HOV lanes, only the HOV portion of the project is considered a TCM.</p>
<p><u>National Resources Defense Council (NRDC) Comment Letter dated September 5, 2012, page 6 of 6 (Comment KK-12):</u></p> <p>D. NRDC also Recommends Additional Efforts.</p>	<p>SCAG’s 2012-2035 RTP/SCS identifies opportunities to increase funding for active transportation. SCAG will continue to work with the County Transportation Commissions in the region to develop new policy strategies that can generate funding for transportation projects that support the goals identified in the 2012-2035 RTP/SCS. Further, at its July 5, 2012, SCAG’s Regional</p>

Attachment 3. SCAG Responses to Comments on Draft 2012 AQMP Appendix IV-C

Comments	Responses
<p>Page IV-C-8 references the \$22.1 billion the RTP will invest in arterials. For such a significant investment of resources, we believe an additional goal of the program should be, to create a network of slow-speed streets that are safer for bicyclists and pedestrians. New bike lanes are critical, but even with lanes many riders, particularly women and children, will not ride when the bike lane is on a high-speed street. Low speed streets make these clean, healthy, non-polluting modes of transportation accessible to more SCAG residents and SCAG should work with its member cities and CTCs to identify the best streets for these networks.</p>	<p>Council approved the development of an Active Transportation subcommittee, among 5 other subcommittees responsible for developing policy recommendations to implement the 2012-2035 RTP/SCS. This subcommittee will specifically be responsible for recommending to the SCAG’s Transportation Committee (TC) policies which implement the 2012-2035 RTP/SCS as it relates to Active Transportation. Policy recommendations approved by the TC will be forwarded to SCAG’s Regional Council for final review and approval. These anticipated, new SCAG policies may assist local jurisdictions and the County Transportation Commissions in initiating additional efforts and funding in support of active transportation.</p>
<p><u>National Resources Defense Council (NRDC) Comment Letter dated September 5, 2012, page 6 of 6 (Comment KK-13):</u></p> <p>On page IV-C-7, we recommend that SCAG supplement its adopted list of TSM strategies with improved data sharing. A plethora of transit-user apps has sprung up since the 2007 AQMP. High quality, real-time, easily-accessible transit vehicle departure and arrival information can help to leverage significant new transit investments with higher ridership. Releasing data is a low-cost way to leverage outside talent to improve usability of transit, biking, and walking.</p>	<p>The 2012-2035 RTP/SCS was intended to reflect the most feasible, practical and effective TSM Strategies, including Transit Automatic Vehicle Location (AVL), universal transit fare media, next vehicle arrival display etc. SCAG will consider updating the TSM Strategies list in the future to reflect the most current technology applications to transit services in the future RTP/SCS updates as necessary and appropriate.</p>

Comments	Responses
<p><u>Southern California Edison (SCE) Comment Letter dated August 31, 2012, page 4 (Comment Y-7):</u></p> <p>With regard to Appendix IV-C, Regional Transportation Strategy and Transportation Control Measures (TCMs), many of the strategies and TCMs improve efficiency of the existing system and would have no impact on SCE operations. However, the measures in Appendix IV-C call for more than \$150 billion in capital improvements (funded and unfunded) to the local transit, commuter, and high-speed rail and goods-movement systems (pages 7-8), many of which include a “zero or near-zero” emissions component. As noted above, this expansion of electric transportation would have an impact on the electric system and the need for new transmission, distribution and generation, and is yet another example of the need to address New Source Review reform. Another issue that is not clear from TCM Emissions Table 1 & 2 is whether the District has accounted for emissions from the construction and operation of energy infrastructure to feed the increase in electric, natural gas, and other alternative fuels. While page 10 of the appendix recognizes the need for improved infrastructure planning and investment to support alternative-fueled vehicles, it does not discuss if any TCMs will be updated or amended to account for and support the development of the required infrastructure.</p> <p>SCAG is a strategic partner in a regional effort to accelerate fleet conversion to near-zero and zero-emission transportation technologies. A significant expansion of alternative-fuel infrastructure is also needed throughout the region to accommodate the anticipated increase in alternative-fueled vehicles. SCE is working with SCAG</p>	<p>Comment noted. By definition in the Clean Air Act, TCMs are projects and programs that reduce emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Per the U.S. EPA’s Transportation Conformity Regulations, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs.</p> <p>For the next South Coast Ozone SIP, SCAG will consider holding interagency consultation via SCAG’s Transportation Conformity Working Group to discuss whether monetary or non-monetary incentives to encourage infrastructure for zero and near-zero emission transportation could be considered as TCMs.</p>

Attachment 3. SCAG Responses to Comments on Draft 2012 AQMP Appendix IV-C

Comments	Responses
<p>and the District to develop a framework for the necessary infrastructure changes.</p> <p>SCE encourages the District to support development of infrastructure for alternative-fueled vehicles as part of future TCMs in the 2015 AQMP. Example locations include destination locations or locations such as park-and-ride lots where vehicles park for long period. Future TCMs could also include monetary or non-monetary incentives to encourage infrastructure for zero and near-zero emission transportation. Similarly SCE urges consideration of publicly car-share services to serve as a critical component to completing the “last mile” of trips taken by transit.</p>	

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DATE: January 3, 2013

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

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

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SUBJECT: Summary Report from Subcommittees

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

The Active Transportation, Goods Movement, High-Speed Rail and Transit, Public Health, Transportation Finance, and Sustainability Subcommittees have been meeting since September 2012. Presentations by SCAG staff, industry professionals, and other stakeholders have provided background information on issues facing the region relevant to each Subcommittee to facilitate information exchange and policy development around the respective emphasis areas, and help identify regional priorities and facilitate the implementation of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In an effort to keep all Regional Council and Policy Committee members informed, a monthly report will be provided summarizing the work and progress of the Subcommittees.

STRATEGIC PLAN:

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

BACKGROUND:

At its April 5, 2012 meeting, the Regional Council approved the formation of Subcommittees as part of the implementation strategy for the 2012-2035 RTP/SCS. Charters for each Subcommittee were approved by the Regional Council in July 2012, and SCAG President Glen Becerra thereafter appointed to each of the six (6) Subcommittees both Regional Council and Policy Committee members from throughout the six SCAG counties as subcommittee members and representatives from the private sector and stakeholder groups as ex-officio members. The Active Transportation, Goods Movement, High-Speed Rail and Transit, and

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Transportation Finance Subcommittees report to the Transportation Committee (TC). The Public Health Subcommittee reports to the Energy and Environment Committee (EEC). The Sustainability Subcommittee reports to the Community, Economic and Human Development Committee (CEHD). The Subcommittees began meeting in September 2012 with a goal of completing their discussion by February 2013 so that policy recommendations may be presented to TC, EEC and CEHD, and thereafter to the Regional Council as well as to the General Assembly as part of the annual meeting in May 2013.

The following represents a summary of the Subcommittee meetings since November 2012:

1. Active Transportation Subcommittee

1st Meeting, October 3, 2012

The meeting was attended by Subcommittee members as well as representatives from various stakeholder organizations and sister agencies, including OCTA, Caltrans and Metro. Chair Michele Martinez reviewed the goals and objectives of the Subcommittee. The Subcommittee's Meeting Outlook, which includes its six (6) meeting objectives, was discussed and approved. The Subcommittee was provided an overview and requested comments on the Active Transportation Work Plan for the next four (4) years. The final Work Plan will be considered for adoption by the Subcommittee at its final meeting.

Two informational presentations were made. Alan Crawford, City of Long Beach Bicycle Coordinator discussed Long Beach's approach to being "the" bicycle friendly city. Charles Larwood, OCTA, discussed the Strategic Bikeway Program established in the fourth Orange County Supervisor District, which will be replicated throughout the county. These presentations showed the nexus between the SCAG regional bikeway network, county strategic bikeway programs and local implementation.

2nd Meeting, November 5, 2012

The meeting was a Joint Meeting of the three (3) Subcommittees: Active Transportation, Public Health, and Sustainability. Staff introduced policy frameworks that have been developed for each subcommittee. Each highlighted the following policy components: definitions, needs assessment, performance measurement, strategy, and investment. Staff elaborated on the role of Subcommittees in the development of the 2016 RTP/SCS. The meeting featured guest speakers from the Los Angeles Department of Transportation, the City of Anaheim, and the Coachella Valley Association of Governments. Guest speakers presented local projects and programs that promote active transportation, public health, and sustainability principles, and show the interrelated character of all three areas.

3rd Meeting, November 26, 2012

The focus of this meeting was 'first mile/last mile' strategies; including access to transit; Bike Share programs; and complete streets. Guest speakers represented the San Bernardino Associated Governments, "BikeNation" Bike Share Company, and the City of Santa Ana.

The policy framework for Active Transportation was discussed. The Subcommittee reviewed various aspects of active transportation, including the draft FY12-16 Work Plan; innovative strategies in Coachella Valley, Long Beach and Orange County; and first mile/last mile strategies. Staff will be introducing policy examples over the next few meetings for subcommittee review in preparation for the final Subcommittee Report.

2. Goods Movement Subcommittee

1st Meeting, September 24, 2012

This meeting was intended to provide an overview of the goods movement related work accomplished to date by SCAG. Discussion focused on the specific strategies included in the 2012-2035 RTP/SCS, including an initial review of goods movement markets—particularly intra-regional truck movements or truck origins/distributions within the region. Discussion also highlighted SCAG’s recently completed Border Crossing Study including the magnitude and importance of the international land border crossings in Imperial County and data collection work completed for the study which targeted stakeholder surveys and truck intercept surveys. The Subcommittee approved the proposed Subcommittee Work Plan which includes discussion of goods movement economic impacts, strategies in the RTP, a zero and near-zero emissions technology advancement plan, and funding for goods movement projects.

2nd Meeting, October 29, 2012

Presentations and discussion continued to highlight key issues with market segmentation of goods movement. Michael Fischer of Cambridge Systematics provided an overview of goods movement market segmentations and additional information regarding the economics of goods movement. Dr. John Husing, Chief Economist, Inland Empire Economic Partnership, provided a presentation focusing on “International Trade and Economic Development.” Additionally, the meeting emphasized the importance of warehouse distribution activities. BJ Patterson, CEO of Pacific Mountain Logistics, provided a presentation on warehousing operation challenges. He specifically referenced both regulatory and local ordinance concerns. This meeting highlighted the various goods movement markets, and in particular emphasized the workforce/economic development potential associated with industrial development. This initial discussion was intended to better understand the warehousing industry in particular, and consider future analyses and direction to facilitate industrial development and workforce related issues. Key aspects of the presentation and discussion concerning the changing dynamics of warehousing operation and associated economic develop potential was of considerable interest to committee membership and is anticipated to be further highlighted for future direction at a later meeting.

3rd Meeting, December 10, 2012

The meeting focused on the environmental action plan for goods movement put forth in the 2012 RTP/SCS. SCAG staff presented information on this plan that describes rapid development and deployment of zero- and near-zero emissions technologies for goods movement. In addition, the Subcommittee heard from several of our regional partners regarding on-going efforts to advance zero emission technologies. Dr. Matt Miyasato, Assistant Deputy Executive Officer, Technology Advancement Office, South Coast Air Quality Management District (AQMD), discussed attainment challenges and ongoing AQMD technology advancement activities. Heather Tomley Assistant Director of Environmental Planning, Port of Long Beach, gave a presentation on the Ports’ Zero Emissions Road Map. Fred Silver, Vice President, CALSTART, discussed the feasibility of new technologies, funding opportunities and strategies to create conditions for alternative technology markets to develop. Finally, Frank Quon, Executive Officer, Highway Programs, Los Angeles County Metropolitan Transportation Authority (Metro), gave an update on their countywide zero emission freight collaborative. In addition to informing Subcommittee members of ongoing regional efforts to advance zero emission technologies, the presentations provided members with a better awareness of the feasibility of these technologies in the near future. Furthermore, the members learned of the

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important role that they play as elected officials and members of SCAG governing board to show support for market development of these technologies and advocate for regulatory changes and additional funding.

3. High-Speed Rail & Transit Subcommittee

1st Meeting, October 5, 2012

The meeting was attended by Subcommittee members and representatives from SCAG's partner agencies including XPressWest, Caltrans and the California High-Speed Rail Authority. Subcommittee Chair Karen Spiegel reviewed the purpose and objectives of the Subcommittee. The Subcommittee's Work Plan and Deliverables were discussed and they were unanimously approved by the Subcommittee.

Three (3) presentations were made for informational purposes and included: 1) a regional rail update by SCAG Planner Steve Fox, 2) an overview of MAP-21 by SCAG Legislative Analyst Jeff Dunn, with particular emphasis on transit and rail, and 3) an update on Measure J by David Yale, Executive Officer at Metro. There was a good level of discussion by subcommittee members.

2nd Meeting, November 9, 2012

The meeting was attended by Subcommittee members and representatives from SCAG's partner agencies including OCTA, Caltrans and the California High-Speed Rail Authority.

The emphasis of this second meeting was on rail and the speakers provided a comprehensive and coordinated overview of rail projects and planning in our region. Presentations included: 1) an update on the CA High Speed Train project by Michelle Boehm, Southern California Regional Director; 2) an update on the Southern California High Speed Rail Memorandum of Understanding by Don Sepulveda, Executive Officer for Rail at Metro; 3) an update on Metrolink by Gray Crary, Metrolink Chief Strategic Officer; 4) an update on RCTC's rail planning and implementation efforts by Sheldon Peterson, Riverside County Transportation Commission Rail Manager; 5) an update on the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency Strategic Implementation Plan by Linda Bohlinger, HNTB Corporation; 6) an update on the 2013 California State Rail Plan by Linda Culp of the San Diego Association of Governments; and 7) an update on Amtrak's Northeast Corridor Visioning Plan by Jonathan Hutchinson of Amtrak.

3rd Meeting, December 21, 2012

The third Subcommittee meeting focused on transit and transit best practices. Items for discussion included a regional transit update, a presentation on travel behavior and transit mode choice, a presentation on smart fare media, and a discussion on first mile/last mile strategies.

4. Public Health Subcommittee

1st Meeting, October 1, 2012

Discussion focused on preliminary public health framework and performance measures included in the 2012–2035 RTP/SCS, including a review of technical and data limitations. Staff discussed other public health outcomes of interest and the inclusion of other health determinants in the 2016 RTP/SCS, including access to active transportation options, housing affordability, access to open space, and public safety. Staff also presented new scenario planning tools that are under development, which may provide potential public

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health outputs that can be used in the 2016 RTP/SCS. Additionally, staff provided an update on the status of an application for a public health grant offered by the Robert Wood Johnson Foundation and Pew Charitable Trust. The grant proposal concept will assess the broader health impacts of High-Quality Transit Area (HQTA) communities in the SCAG region. The Subcommittee also reviewed and approved the proposed subcommittee Meeting Schedule.

2nd Meeting, November 5, 2012

This meeting was a joint meeting of the following three Subcommittees: Active Transportation, Public Health, and Sustainability. Please see above summary of second meeting of the Active Transportation Subcommittee.

3rd Meeting, November 28, 2012

This meeting focused more closely on specific aspects of the public health policy framework presented at the previous meeting by staff. Representatives from Physicians for Social Responsibility, Los Angeles, the American Lung Association, and the Public Health Institute presented local priorities that help define public health and healthy communities, along with suggestions on how local needs assessment can be applied at the regional level. Neil Maizlish, from the State Department of Public Health, gave a presentation on the Integrated Transport and Health Impact Modeling Tool (ITHIM), which provides integrated health impact assessment of transportation policies and scenarios through changes in physical activity, road traffic injury risk, and urban air pollution. ITHIM is being currently used in a number of studies to estimate the health impact of scenarios, compare the impact of travel patterns in different places, and model the impact of interventions. SCAG staff concluded the meeting by reviewing all components of the policy framework, including Definitions and Needs Assessment and Performance Measurement, Strategy, and Investment.

5. Sustainability Subcommittee

1st Meeting, October 1, 2012

The first meeting was intended to provide an overview of the analytical tools available to prepare development scenarios for the 2016 RTP/SCS. Peter Calthorpe, Principal, Calthorpe and Associates, presented a case study of one such software system called “Urban Footprint.” SCAG staff presented an overview of the 2016 RTP/SCS development process, which will cover the next three and half years. Discussion focused on the availability of tools and processes to local officials, as well continuing the successful relationship established between SCAG and local cities during the development of the 2012-2035 RTP/SCS. Additionally, there was discussion about the difference between large lot and small lot single family homes and their applicability to different urban contexts. Discussion focused on the need to revive tools like redevelopment which will allow local cities to fill the financing gap between desired development and market supported development.

2nd Meeting, November 5, 2012

This meeting was a joint meeting of the following three (3) Subcommittees: Active Transportation, Public Health, and Sustainability. Please see above summary of second meeting of the Active Transportation Subcommittee.

3rd Meeting, December 11, 2012

This meeting focused on the building industry, and its role in sustainable development. Key questions discussed included the cost of infrastructure, the thresholds SCAG should use for large lot versus compact

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lot housing, and the existing barriers to infill development. Speakers featured David Shepherd, Building Industry Association representative; Mott Smith representing the Infill Builders Association; and David Pogue of CB Richard Ellis. The speakers discussed their experience followed by a panel discussion in which they led with the Subcommittee members and staff. SCAG staff also re-introduced the Policy Framework, which included comments from Subcommittee members.

6. Transportation Finance Subcommittee

1st Meeting, October 12, 2012

This meeting focused on an overview of the financial plan context and strategies incorporated into the 2012-2035 RTP/SCS. Staff reviewed key assumptions about inflation, construction costs, and various economic drivers that impact SCAG's financial forecasting. Staff also reviewed the key revenue strategies and discussed potential next steps. Susan Bransen, Deputy Director of the California Transportation Commission (CTC), provided an update on the Statewide Ten-Year Needs Assessment, including a discussion of the projected shortfall and potential funding options being considered for a final report to the CTC. Cosette Stark, Director of Research and Development for the Los Angeles County Metropolitan Transportation Authority, spoke on the Measure J initiative. The Subcommittee discussed various funding options and cost efficiency measures. The Subcommittee reviewed and approved the proposed Work Plan.

2nd Meeting, November 16, 2012

This meeting addressed managing capital project costs and expediting project delivery. Staff provided a brief presentation reviewing project cost considerations including components of material and labor costs, trends and economic implications. Dr. Wallace Walrod, Chief Economic Advisor, Orange County Business Council, presented an initial economic analysis of the benefits of expediting project delivery. Richard Bacigalupo, Federal Relations Manager for the Orange County Transportation Authority (OCTA) provided a presentation on OCTA's initiative, "Breaking Down Barriers," which is intended to accelerate the creation of jobs by expediting the process of planning, funding, and constructing federally-assisted transportation projects. Subcommittee member Denny Zane, provided a presentation on the potential for lowering voter threshold requirement for local transportation measures.

3rd Meeting, December 21, 2012

The third meeting of the Subcommittee focused on system preservation costs, system preservation as a cost containment strategy, and potential revenue options to achieve a state of good repair. Chris Williges, Principal with System Metrics Group, provided an overview of highway system preservation efforts and an update on the status of the State Highway Operation and Protection Program (SHOPP). Margot Yapp, Vice President of Nichol Consulting Engineers, presented an overview of the California Statewide Needs Assessment of local streets and roads system preservation needs and discussed potential revenue options under consideration. Patrick DeChellis, Deputy Director, Los Angeles County Department of Public Works, lead a discussion on system preservation needs and the importance of maintaining our existing assets. Roderick Diaz, a Transportation Planning Manager with the Los Angeles County Metropolitan Transportation Authority (Metro), provided a briefing on Metro's evaluation of transit system preservation needs and efforts to achieve a state of good repair.

FISCAL IMPACT:

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

ATTACHMENT:

None

SOUTHERN CALIFORNIA



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**Regional Council
Executive/Administration Committee
And
Policy Committees**

2013 MEETING SCHEDULE*

Meetings are held on the 1st Thursday of each month

Executive/Administration Committee 9:00 a.m. – 10:00 a.m.
CEHD – EEC – TC 10:00 a.m. – 12:00 p.m.
Regional Council 12:15 p.m. – 2:00 p.m.

January 3, 2013

February 7, 2013

March 7, 2013

April 4, 2013

May 2-3, 2013 General Assembly

June 6, 2013

July - DARK

August 1, 2013

September 12, 2013 (League of CA Cities Annual Conf.
Sept 18-20, 2013)

October 3, 2013

November 7, 2013

December 5, 2013

***Dates subject to change by the Regional Council**