



REGULAR MEETING No. 576

REGIONAL COUNCIL

Main Office

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www.scag.ca.gov

Officers

President
Cheryl Viegas-Walker, El Centro

First Vice President
Michele Martinez, Santa Ana

Second Vice President
Margaret Finlay, Duarte

Immediate Past President
Carl Morehouse, San Buenaventura

Executive/Administration Committee Chair

Cheryl Viegas-Walker, El Centro

Policy Committee Chairs

Community, Economic and
Human Development
Bill Jahn, Big Bear Lake

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino
Associated Governments

Thursday, February 4, 2016
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 Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov. In addition, regular meetings of the Regional Council may be viewed live or on-demand at <http://www.scag.ca.gov/NewsAndMedia/Pages/SCAGTV.aspx>

Agendas & Minutes for the Regional Council are also available at:
<http://www.scag.ca.gov/committees/Pages/default.aspx>

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Regional Council *Members – February 2016*

Members

Representing

President	1. Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
1st Vice President	2. Hon. Michele Martinez	<i>Santa Ana</i>	District 16
2nd Vice President	3. Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Imm. Past President	4. Hon. Carl E. Morehouse	<i>San Buenaventura</i>	District 47
	5. Hon. Jack Terrazas		Imperial County
	6. Hon. Mark Ridley-Thomas		Los Angeles County
	7. Hon. Michael D. Antonovich		Los Angeles County
	8. Hon. Jim Katapodis		OCTA
	9. Hon. Michelle Steel		Orange County
	10. Hon. Curt Hagman		San Bernardino County
	11. Hon. Linda Parks		Ventura County
	12. Hon. Chuck Washington		Riverside County
	13. Hon. Jan Harnik	<i>Palm Desert</i>	RCTC
	14. Hon. Alan Wapner	<i>Ontario</i>	SANBAG
	15. Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
	16. Hon. Gregory Pettis	<i>Cathedral City</i>	District 2
	17. Hon. Jim Hyatt	<i>Calimesa</i>	District 3
	18. Hon. Clint Lorimore	<i>Eastvale</i>	District 4
	19. Hon. Randon Lane	<i>Murrieta</i>	District 5
	20. Hon. Frank Navarro	<i>Colton</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. Ray Marquez	<i>Chino Hills</i>	District 10
	25. Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
	26. Hon. Mike Munzing	<i>Aliso Viejo</i>	District 12
	27. Hon. Barbara Kogerman	<i>Laguna Hills</i>	District 13
	28. Hon. Steven Choi	<i>Irvine</i>	District 14
	29. Hon. Steve Nagel	<i>Fountain Valley</i>	District 15
	30. Hon. John Nielsen	<i>Tustin</i>	District 17
	31. Hon. Steve Hwangbo	<i>La Palma</i>	District 18



Regional Council

Members – February 2016

Members

Representing

32. Hon. Kris Murray	<i>Anaheim</i>	District 19
33. Hon. Tri Ta	<i>Westminster</i>	District 20
34. Hon. Art Brown	<i>Buena Park</i>	District 21
35. Hon. Marty Simonoff	<i>Brea</i>	District 22
36. Hon. Victor Manalo	<i>Artesia</i>	District 23
37. Hon. Gene Daniels	<i>Paramount</i>	District 24
38. Hon. Sean Ashton	<i>Downey</i>	District 25
39. Hon. José Luis Solache	<i>Lynwood</i>	District 26
40. Hon. Ali Saleh	<i>Bell</i>	District 27
41. Hon. Dan Medina	<i>Gardena</i>	District 28
42. Hon. Rex Richardson	<i>Long Beach</i>	District 29
43. Hon. Lena Gonzalez	<i>Long Beach</i>	District 30
44. Hon. Andrew Sarega	<i>La Mirada</i>	District 31
45. Hon. Margaret Clark	<i>Rosemead</i>	District 32
46. Hon. Gene Murabito	<i>Glendora</i>	District 33
47. Hon. Barbara Messina	<i>Alhambra</i>	District 34
48. Hon. Jonathan Curtis	<i>La Cañada/Flintridge</i>	District 36
49. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
50. Hon. Sam Pedroza	<i>Claremont</i>	District 38
51. Hon. James Gazeley	<i>Lomita</i>	District 39
52. Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
53. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
54. Hon. Jess Talamantes	<i>Burbank</i>	District 42
55. Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
56. Hon. John Sibert	<i>Malibu</i>	District 44
57. Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
58. Hon. Glen Becerra	<i>Simi Valley</i>	District 46
59. Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
60. Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
61. Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
62. Hon. David Ryu	<i>Los Angeles</i>	District 51



Regional Council *Members – February 2016*

Members

Representing

63. Hon. Paul Koretz	<i>Los Angeles</i>	District 52
64. Hon. Nury Martinez	<i>Los Angeles</i>	District 53
65. Hon. Felipe Fuentes	<i>Los Angeles</i>	District 54
66. Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
67. Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
68. Hon. Herb J. Wesson, Jr.	<i>Los Angeles</i>	District 57
69. Hon. Mike Bonin	<i>Los Angeles</i>	District 58
70. Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
71. Hon. Mitch O'Farrell	<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. Hon. Karen Spiegel	<i>Corona</i>	District 63
75. Hon. Erik Peterson	<i>Huntington Beach</i>	District 64
76. Hon. Ryan McEachron	<i>Victorville</i>	District 65
77. Hon. Michael Wilson	<i>Indio</i>	District 66
78. Hon. Antonio Lopez	<i>San Fernando</i>	District 67
79. Hon. Rusty Bailey	<i>Riverside</i>	District 68
80. Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69
81. Hon. Ross Chun	<i>Aliso Viejo</i>	TCA
82. Hon. Mary "Maxine" Resvaloso	<i>Torres-Martinez Desert Cahuilla Indians</i>	Tribal Government Representative
83. Mr. Randall Lewis	<i>Lewis Group of Companies</i>	Business Representative
84. Hon. Eric Garcetti	<i>Los Angeles</i>	(At-Large)

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REGIONAL COUNCIL AGENDA FEBRUARY 4, 2016

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. Cheryl Viegas-Walker, 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. 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

EXECUTIVE DIRECTOR'S REPORT

(Hasan Ikhata, Executive, Director)

- 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Update

PRESIDENT'S REPORT

- Regional Conference and General Assembly, May 5 – 6, 2016
- January 7, 2016 EAC Special Meeting Action Items – Update
- January 7 – 8, 2016 EAC Retreat – Recap
- SCAG Scholarship Program Committee – Update
- New Members
- Committee Appointments
- Business Update
- Air Resources Board (ARB) – Update

CONSENT CALENDAR

Page No.

Approval Items

1. Transcription of the December 3, 2015 Regional Council Meeting

Attachment

1



REGIONAL COUNCIL AGENDA FEBRUARY 4, 2016

<u>CONSENT CALENDAR - <i>continued</i></u>	<u>Page No.</u>
2. <u>Contracts \$200,000 or Greater: Contract No. 15-031-C1, Regional Active Transportation Database</u>	Attachment 97
3. <u>AB 620 (Hernández) – Metro ExpressLanes Toll Exemption – OPPOSE</u>	Attachment 108
4. <u>Conformity Re-determination for 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2015 Federal Transportation Improvement Program (FTIP) for 2012 Annual PM_{2.5} National Ambient Air Quality Standard (NAAQS)</u>	Attachment 117

Receive & File

5. <u>Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program Update</u>	Attachment 125
6. <u>CEQA Exemptions of Qualified Projects and Areas Under SB 743</u>	Attachment 127
7. <u>Purchase Orders \$5,000 but less than \$200,000; Contracts \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000</u>	Attachment 135
8. <u>Fiscal Year (FY) 2014-15 External Financial Audit</u>	Attachment 140
9. <u>2016 Regional Council and Policy Committees Meeting Schedule</u>	Attachment 141
10. <u>February State and Federal Legislative Update</u>	To be distributed at the meeting
11. <u>CFO Monthly Report</u>	Attachment 142

ACTION/DISCUSSION ITEMS

12. <u>2016 Legislative Priorities</u> <i>(Darin Chidsey, Director, Strategy, Policy and Public Affairs)</i>	Attachment 154
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Recommended Action: Approve

13. <u>SCAG Logo Re-Design</u> <i>(Darin Chidsey, Director, Strategy, Policy and Public Affairs)</i>	Attachment 157
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Recommended Action: For Discussion Only – No Action Required

REGIONAL COUNCIL AGENDA FEBRUARY 4, 2016

ACTION/DISCUSSION ITEMS - continued

Page No.

14. Support of the City of Claremont in Georgetown University Energy Competition Attachment 163
(*Huasha Liu, Director, Land Use and Environmental Planning*)

Recommended Action: Recommend that the Regional Council adopt Resolution No. 16-576-1 supporting City of Claremont and its efforts to win the \$5 million Georgetown University Energy Prize (GUEP).

COMMITTEE REPORTS

Audit Committee Report

(*Hon. Margaret E. Finlay, Chair*)

Executive/Administration Committee (EAC) Report

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

Transportation Committee (TC) Report

(*Hon. Alan Wapner, Chair*)

Community, Economic and Human Development (CEHD) Committee Report

(*Hon. Bill Jahn, Chair*)

Energy and Environment Committee (EEC)

(*Hon. Deborah Robertson, Chair*)

Legislative/Communications and Membership Committee (LCMC) Report

(*Hon. Pam O'Connor, Chair*)

FUTURE AGENDA ITEM/S

ADJOURNMENT

The next regular meeting of the Regional Council is scheduled for Thursday, March 3, 2016 at the SCAG Los Angeles Office.

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NO. 575
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE MEETING
THURSDAY, DECEMBER 3, 2015

THE FOLLOWING IS A TRANSCRIPTION OF THE DECEMBER 3, 2015 REGIONAL COUNCIL MEETING. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: www.scag.ca.gov/scagtv/index.htm

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. Cheryl Viegas-Walker, President	<i>El Centro</i>	District 1
Hon. Michele Martinez, 1 st Vice President	<i>Santa Ana</i>	District 16
Hon. Margaret E. Finlay, 2 nd Vice President	<i>Duarte</i>	District 35
Hon. Carl Morehouse, Immediate Past President	<i>San Buenaventura</i>	District 47
Hon. Michelle Steel		Orange County
Hon. Linda Parks		Ventura County
Hon. Alan Wapner	<i>Ontario</i>	SANBAG
Hon. Jan Harnik		RCTC
Hon. Greg Pettis	<i>Cathedral City</i>	District 2
Hon. Jim Hyatt	<i>Calimesa</i>	District 3
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Randon Lane	<i>Murrieta</i>	District 5
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
Hon. Mike Munzing	<i>Aliso Viejo</i>	District 12
Hon. Steven Choi	<i>Irvine</i>	District 14
Hon. Steve Nagel	<i>Fountain Valley</i>	District 15
Hon. Kris Murray	<i>Anaheim</i>	District 19
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Gene Daniels	<i>Paramount</i>	District 24
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Dan Medina	<i>Gardena</i>	District 28
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Barbara Messina	<i>Alhambra</i>	District 34
Hon. Jonathan Curtis	<i>La Cañada/Flintridge</i>	District 36
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
Hon. Jess Talamantes	<i>Burbank</i>	District 42

Members Present – continued

Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
Hon. John Sibert	<i>Malibu</i>	District 44
Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Karen Spiegel	<i>Corona</i>	District 63
Hon. Ryan McEachron	<i>Victorville</i>	District 65
Hon. Michael Wilson	<i>Indio</i>	District 66
Hon. Rusty Bailey	<i>Riverside</i>	District 68
Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69
Hon. Ross Chun	<i>Aliso Viejo</i>	TCA
Mr. Randall Lewis	<i>Lewis Group of Companies</i>	Business Rep.

Members Not Present

Hon. Jack Terrazas		Imperial County
Hon. Mark Ridley-Thomas		Los Angeles County
Hon. Michael D. Antonovich		Los Angeles County
Hon. Chuck Washington		Riverside County
Hon. Curt Hagman		San Bernardino
Hon. Jim Katapodis		OCTC
Hon. Keith Millhouse		VCTC
Hon. Paul Eaton	<i>Montclair</i>	District 9
Hon. Barbara Kogerman	<i>Laguna Hills</i>	District 13
Hon. John Nielsen	<i>Tustin</i>	District 17
Hon. Steve Hwangbo	<i>La Palma</i>	District 18
Hon. Tri Ta	<i>Westminster</i>	District 20
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Victor Manalo	<i>Artesia</i>	District 23
Hon. Sean Ashton	<i>Downey</i>	District 25
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Rex Richardson	<i>Long Beach</i>	District 29
Hon. Lena Gonzalez	<i>Los Angeles</i>	District 30
Hon. Andrew Sarega	<i>La Mirada</i>	District 31
Hon. Gene Murabito	<i>Glendora</i>	District 33
Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
Hon. Sam Pedroza	<i>Claremont</i>	District 38
Hon. Pam O’Connor	<i>Santa Monica</i>	District 41
Hon. Glen Becerra	<i>Simi Valley</i>	District 46
Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50



Members Not Present - continued

Hon. David Ryu	<i>Los Angeles</i>	District 51
Hon. Paul Koretz	<i>Los Angeles</i>	District 52
Hon. Nury Martinez	<i>Los Angeles</i>	District 53
Hon. Felipe Fuentes	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Herb Wesson, Jr.	<i>Los Angeles</i>	District 57
Hon. Mike Bonin	<i>Los Angeles</i>	District 58
Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
Hon. Mitch O’Farrell	<i>Los Angeles</i>	District 60
Hon. José Huizar	<i>Los Angeles</i>	District 61
Hon. Erik Peterson	<i>Huntington Beach</i>	District 64
Hon. Antonio Lopez	<i>San Fernando</i>	District 67
Hon. Mary “Maxine” Resvaloso	<i>Torres-Martinez, Desert Cahuilla Indians</i>	Tribal Government
Hon. Eric Garcetti	<i>Los Angeles</i>	(Member-at-Large)

Staff Present

- Hasan Ikhata, Executive Director
- Debbie Dillon, Deputy Executive Director, Administration
- Basil Panas, Chief Financial Officer
- Joe Silvey, General Counsel
- Joann Africa, Chief Counsel
- Huasha Liu, Director, Land Use and Environmental Planning
- Darin Chidsey, Director, Strategy, Policy and Public Affairs
- Naresh Amatya, Acting Director, Transportation Planning
- Tess Rey-Chaput, Office of Regional Council Support

[The following pages are a transcription of the audio-recorded proceedings of the Southern California Association of Governments Regional Council meeting of December 3, 2015, at the SCAG Los Angeles Office.]



1 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2 REGIONAL COUNCIL MEETING

3 LOS ANGELES, CALIFORNIA

4 DECEMBER 3, 2015

5 - - -

6 [Dialogue begins at 0:02:55 on audio recording]

7 PRESIDENT VIEGAS-WALKER: Members == members of
8 the regional council, we are six members short of a
9 quorum. Could you please be sure you've plugged in your
10 cards so that we know that you're here. We'd like to
11 get the meeting started, please.

12 [Break in proceedings from 0:03:10 to 0:04:30]

13 PRESIDENT VIEGAS-WALKER: Folks, we need two more
14 for a quorum, please. If you are a member of the
15 regional council, please make sure you have your voting
16 device and that you have inserted your card so that we
17 -- okay. We have a quorum.

18 PRESIDENT VIEGAS-WALKER: Good morning,
19 everyone. At this point in time, I'd like to call the
20 meeting to order. We will rise for the Pledge of
21 Allegiance to be followed by a moment of silence in
22 honor of those who were affected by the tragedies of
23 yesterday. Ready. Begin. (Pledge of Allegiance recited; moment of
24 silence)

25 PRESIDENT VIEGAS-WALKER: Please be seated.
26 As you know, this is a very significant and important day for us. This is

1 the opportunity for the regional council to vote to release for public
2 comment our RTP/SCS.

3 We have a number of members of the public that
4 have asked to speak to this item. In the interest of
5 time, I'm going to ask staff to call your name. If
6 you're going to speak to this item, please remember that
7 there will be a three-minute time limit. We request
8 that you keep your comments succinct and to the point,
9 because you will be cut off after the three minutes.

10 We truly want to hear what you have to say,
11 but kind of, like, separate the fluff from the point
12 that you're trying to make and -- and make sure that you
13 deliver that.

14 We'd also ask that in the interest of time, if
15 you are coming up to simply pile on and agree with the
16 person that has -- appeared before you and has
17 essentially made your point, if you could, just say, I
18 concur with the point made. And we can get through this
19 very quickly.

20 We do have -- how many cards?

21 TESS REY-CHAPUT: We have 15 speakers, President.

22 PRESIDENT VIEGAS-WALKER: We have 15 people
23 that -- that would like to speak. It is our desire to
24 get through the public comment portion as expediently as
25 possible.

26 So with that, I'd like to turn it over to Tess.

1 Tess, if you could, please announce the -- well, wait. I'm sorry.
2 Public comments related to agenda items 11, 12 and 13 will be entertained
3 after that item has been presented. So do we have anyone other than 11, 12
4 and 13? Very good. At this time, because all of the public comment cards
5 relate to items 11, 12 and 13, those public comments will be received at the
6 point in time after the agenda item has been presented, but before a vote is
7 taken. At this time, we will ask if there's any need to review or prioritize
8 the agenda. Very good. The only other item I would note is that, at
9 the conclusion of this meeting, which we hope will be done by 12:30, we
10 will break and we will have lunch. So that's our incentive to get through
11 the meeting. At this point in time, I'd like to call on our executive
12 direct, Hasan Ikhata, for his executive director's report.

13 MR. IKHRATA: Thank you, Madam President. Good morning to all of
14 you. Thank you for being here. Couple of items that are important.
15 One is on December 1st, the Joint House and Senate Conference Committee came
16 to a new five-year transportation bill; the first time in 10 years, after
17 20-some continuing resolutions. This is great news and nobody --
18 (Applause)

19 HASAN IKHRATA: Yep, absolutely. Nobody expected that to happen
20 in this political atmosphere, but it did. Here are a couple of points that -
21 worthy of mentioning. Oftentime, probably, I'm sure you hear this.

22 You say: What do you do at SCAG? What is it you do for me? So here's
23 something you can say. This bill contains 10 and a half billion dollars
24 specifically for goods movement. This money did not exist anytime before.

25 This money was brought here because of your leadership, because of the
26 work of this agency, because of the relationships, because of the trip to

1 Washington by your leadership several times, and trips to Chicago and
2 partnering with other major metros in the country. This is done because of
3 hard work and this agency is the driving force behind it. Ten and a half
4 billion dollars, six of which will be grants, four and a half will be
5 competitive, and I think this region will do well. And I want to
6 congratulate your retired chief deputy executive director, Sharon Neely
7 (phonetic), Darin Chidsey (phonetic) and his staff; the staff of our
8 stakeholders. I wanna thank -- you are serve on the -- nationally, a lot of
9 partners supported us on this nationally. So great news. We did have a lot
10 of details in the bill. It's 1300 pages, I'm not gonna go through them
11 today, but I can tell you a lot of the (unintelligible) measures that allow
12 Riverside to move on the 91, which hopefully we can allow San Bernardino to
13 move with the HOT lanes on the 10 and the 15; the CMAC (phonetic) funding
14 will continue to be here. Very significant bill, very good news for
15 Southern California and very good news for you as leaders of SCAG.

16 On January 7th -- so your next big, lovely scheduled meeting -- will not
17 be here at SCAG; will be at the L.A. Hotel, because that will be our annual
18 economic conference. The 6th, the night before, there will be a reception.
19 You are all invited to it and I hope to see you there. This is a reception
20 when you, as leaders of SCAG, will mingle with our sponsors for the general
21 assembly and thank them. I hope you join us. You're all invited.

22 Today at the sign-in sheet, we will be asking you: Are you gonna be
23 attending January 7th at the L.A. Hotel? And we're also gonna be asking:
24 Are you gonna attend the reception the night before? Please check

25 both if you are, or one day if you're only attending one day, so we can
26 take care of you and make sure you have a room in the hotel. So again,

1 January 6th is the reception, January 7th is the meeting. And not that that
2 has anything to do with this, but January 6th is your president's birthday.

3 (Multiple speakers; laughter)

4 MR. IKHRATA: And so she is gonna be taking notes who was there
5 to celebrate her birthday on the night before. It is my pleasure today to
6 introduce two excellent new staff to you. I wanna see Javiera Cartagena.
7 Is she here, come -- come here? Come -- down here. So let me tell you, I
8 could go for a long time talking about Javiera, but I want you to know that
9 Javiera was recognized in Orange County Metro Magazine as one of 40 under
10 40. What more do you need to know? So, Javiera, please come and say a few
11 words and introduce yourself.

12 JAVIERA CARTAGENA: Thank you. It's a true privilege to be
13 here. My name is Javiera Cartagena. I come from the state assembly and,
14 prior to that, Congresswoman Loretta Sanchez's office. I look forward to
15 working with all of you. I will be taking over the Los Angeles region as a
16 regional affairs officer. And thank you so much. It's a privilege.

17 (Applause)

18 MR. IKHRATA: Thank you. Even so she will be for the Los Angeles
19 area, she loves all the other counties equally.

20 (Laughter)

21 MR. IKHRATA: Erika (phonetic), the next manager of budgets and
22 grants is Erika Bustamante (phonetic). And Erika has an extensive
23 experience. I'm gonna let her introduce herself. Erika?

24 ERIKA BUSTAMANTE: Good morning. Again, Erika Bustamante, new
25 budget and grants manager. And it is true, a privilege to be part of the
26 SCAG family. I have worked in local government for 18 years now, 12 with

1 the City of Inglewood and the last seven or so with the City of Santa
2 Monica. Looking forward to continuing to work and collaborate with all of
3 you and all the talented staff at SCAG. Thank you.

4 (Applause)

5 MR. IKHRATA: Again, I'm gonna remind you, for the Sixth Annual
6 Economic Summit on the 7th, please be there. And also, as -- as we do in
7 other events, oftentimes your colleagues on the council or your mayors
8 or your council colleagues don't get involved in SCAG business.
9 This is a time when you wanna invite them, proudly, to attend one of these
10 events, either the general assembly or the economic conference. Just let
11 us know that you are doing that and we will be glad to accommodate them.
12 Madam President, that concludes my report.

13 PRESIDENT VIEGAS-WALKER: Thank you very much, Hasan. Any
14 questions? If you're an elected official, I want you to raise your hand. If
15 you're an elected official who hears more from your community when you do
16 something wrong than you do something right, leave you hand up.

17 (Laughter)

18 PRESIDENT VIEGAS-WALKER: Okay. So I think -- I think that in
19 light of the action that's been taken with regard to the transportation bill
20 in Washington D.C., let's all please contact your congressional
21 representatives and let them know that we appreciate them taking action,
22 historic action, to move the transportation bill forward. At this point in
23 time, I'd also like to announce a bit of a change. We know that with regard
24 to the RC meetings in the past, the minutes have not been -- they're a
25 summary of what we say and capture the significant points and the debate and
26 ultimately the vote that we take on different items.

1 We know that with regard to the RTP/SCS, members of this body,
2 the regional council, have expressed some pretty strong positions that they
3 hold that are important to them that they want noted on the record, and for
4 that reason, and being mindful of that request of our regional council
5 members, it will be our practice that instead of a summary, we will have
6 verbatim minutes taken. So to the extent you need to be able to go
7 back to your community and say, I am representing you, I have captured the
8 comments and concerns that are importance to us, on the one hand, but I've
9 also acted regionally with regard to this RTP/SCS, because it's in
10 the best interest of the whole. So I wanna make that point. I also want to
11 announce that at the January EAC meeting -- there will be a very short EAC
12 meeting prior to the economic summit, it will be at that time that the EAC
13 will take action to nominate - nominate the nominating committee, or to take
14 action to appoint the nominating committee. We will also be appointing
15 members to the bylaws and resolution committee. If you're interested
16 in serving on either the nominating committee, which is the -- the group of
17 -- of regional council members responsible for selecting and putting forward
18 into nomination the regional council officers -- so if you're interested in
19 serving on that == I would ask, if you're gonna put your name in as an
20 officer, please don't ask to serve on the committee because that just -- you
21 know, I have to say no.

22 (Laughter)

23 PRESIDENT VIEGAS-WALKER: But if you're interested in either of
24 those, please let myself or Tess know. The other thing, again, I wanna -- we
25 want to remind you, with regard to the electronic voting, make sure that
26 your card is inserted into your voting machine and we will pause after each

1 action taken. We will scroll through the names. Please verify that your
2 vote has been accurately recorded. We do not want to have a do-over. I know
3 that our legal counsel has advised that it just looks messy if you vote one
4 way electronically and then, when your name pops up, say, Oh, I didn't mean
5 to do that. So if you could just take an extra second to make sure it's
6 pretty -- one, two or three -- even I can do it; so one for yes, no is two
7 and then three if you're going to abstain. The last item with regard to my
8 president's report, we have a new -- we have an appointment from CEHD to TC,
9 James -- Gazely (phonetic)?

10 HON. JIM GAZELEY: (Inaudible)

11 PRESIDENT VIEGAS-WALKER: There we go, yes -- so you're --
12 you're moving over to TC.

13 HON. JIM GAZELEY: Yes.

14 PRESIDENT VIEGAS-WALKER: Awesome. Well, we'll give you a hand anyway.
15 (Applause)

16 PRESIDENT VIEGAS-WALKER: Typically, we reserve that for new
17 members, but, you know, you're jumpin' in in TC. That's awesome.

18 Okay. Are there any questions at this point? Pause? Okay. We are gonna
19 move on to the consent calendar, which is approval of items, one, two,
20 three, and the receive and file items, four through ten.

21 (The following lines page 11 line 24 through page 12 line 19 were not
22 transcribed from the audio but were notes requested to be inserted to this
23 portion of the transcript.)

24 CONSENT CALENDAR

25 Approval Items

26 1. Minutes of the November 5, 2015 Regional Council Meeting

- 1 2. Contract Amendment that exceeds \$75,000, as well as
- 2 exceeds 30% of the contract's original value: Contract No.
- 3 13-018-C2, Organizational Development Services
- 4 3. SCAG Memberships
- 5 Receive & File
- 6 4. Purchase Orders \$5,000 but less than \$200,000; Contracts
- 7 \$25,000 but less than \$200,000; and Amendments \$5,000 but less
- 8 than \$75,000
- 9 5. Notice of Funding Availability (NOFA) for the
- 10 Housing-Related Parks Program from the California Department
- 11 of Housing and Community Development (HCD)
- 12 6. Summary Report on SCAG Delegation Activities in South Korea,
- 13 October 2015
- 14 7. 2016 Meeting Schedule of the Regional Council and Policy
- 15 Committees
- 16 8. Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable
- 17 Housing & Sustainable Communities (AHSC) Program Update
- 18 9. CFO Monthly Report
- 19 10. December 2015 State and Federal Legislative Update

20 HON. BILL JAHN: Move the item, Madam President.

21 HON. CARL E. MOREHOUSE: Second.

22 PRESIDENT VIEGAS-WALKER: Is that a motion by Mr. Morehouse and

23 a --

24 HON. CARL E. MOREHOUSE: No.

25 PRESIDENT VIEGAS-WALKER: -- second by -- I'm

26 sorry.

1 HON. CARL E. MOREHOUSE: Motion was by Jahn and second by me.

2 PRESIDENT VIEGAS-WALKER: Jahn by -- second by Morehouse. Okay.
3 I'm -- I'm sorry. If I -- I can't --

4 HON. MICHELLE STEEL: (Unintelligible). We ask (unintelligible)
5 item number (unintelligible).

6 PRESIDENT VIEGAS-WALKER: Yes. So you're asking to pull item
7 number two.

8 HON. MICHELLE STEEL: Yes.

9 PRESIDENT VIEGAS-WALKER: Okay. So what we will be balloting on
10 will be approval of items one, three, receive and file four through ten.
11 Okay. Pause again.

12 Miss Steel? Anything else? Two and three. Okay. So we are --

13 HON. BILL JAHN: Yeah. Madam, I'll amend my motion.

14 PRESIDENT VIEGAS-WALKER: So the amended motion is item one,
15 four through ten.

16 HON. BILL JAHN: That's correct.

17 PRESIDENT VIEGAS-WALKER: Okay. We'll ballot.

18 Okay. Marty -- there we go. We will go ahead and close the polling.

19 We have 36 in favor, none against, no abstentions -- oh, I'm sorry -- one
20 abstention.

21 (The following lines page 13 line 24 through page 14 line 8 were not
22 transcribed from the audio but were notes requested to be inserted to this
23 portion of the transcript.)

24 A MOTION was made (Jahn) to approve Agenda Item No.1; Receive

25 and File Agenda Item Nos. 4 through 10. Motion was SECONDED

26 (Morehouse) and passed by the following votes:

1 FOR: Bailey, Buscaino, Chun, Clark, Curtis,
2 Daniels, Finlay, Gazeley, Giba, Harnik, Hofbauer, Hyatt, Jahn,
3 Lorimore, Marquez, M. Martinez, McCallon, McEachron, Messina,
4 Mitchell, Morehouse, Munzing, Murray, Navarro, Parks, Pettis,
5 Ramirez, Saleh, Sibert, Simonoff, Spiegel, Steel, Talamantes,
6 Viegas-Walker, Wapner and Wilson (36).

7 AGAINST: None (0).

8 ABSTAIN: Choi (1).

9 Okay. Miss Steel, do you have a microphone? Or could you step
10 to the microphone, please. Let's -- let's take first --

11 HON. GREGORY PETTIS: Well, I'll make a motion to
12 approve item number two.

13 HON. JAN HARNIK : (Inaudible)

14 PRESIDENT VIEGAS-WALKER: I have a motion by Mr. Pettis and a
15 second -- was that you Jan? - second by Jan.

16 UNIDENTIFIED MALE: (Unintelligible) discussion.

17 PRESIDENT VIEGAS-WALKER: Discussion.

18 HON. MICHELLE STEEL: I'm okay with that. I have little
19 concerns. But you know what? I'm just ready to vote, so that's gonna be
20 fine.

21 PRESIDENT VIEGAS-WALKER: Okay. I'm -- I'm sorry. Are you okay
22 with both two and three? Or are --

23 HON. MICHELLE STEEL: We can vote it together. Yes.

24 HON. GREGORY PETTIS: I amend my motion, then, for both.

25 UNIDENTIFIED FEMALE: And I second.

26 PRESIDENT VIEGAS-WALKER: Okay. We now have a motion on the

1 floor to approve items two and three. Please ballot. Tess, thank you so much
2 for this. Okay. There we go. Close the poll. We have 33 in favor, three
3 against. Watch as we scroll through.

4 (The following lines 6 through 17 were not transcribed from the audio but
5 were notes requested to be inserted to this portion of the transcript.)

6 Pulled Agenda Item Nos. 2 and 3

7 A MOTION was made (Pettis) to approve Agenda Item Nos.2
8 and 3. Motion was SECONDED (Harnik) and passed by the
9 following votes:

10 FOR: Bailey, Buscaino, Chun, Clark, Curtis,
11 Daniels, Finlay, Gazeley, Giba, Harnik, Hofbauer, Hyatt, Jahn,
12 Lorimore, Marquez, M. Martinez, McCallon, McEachron, Messina,
13 Mitchell, Morehouse, Munzing, Murray, Navarro, Parks, Pettis,
14 Ramirez, Saleh, Sibert, Talamantes, Viegas-Walker, Wapner and
15 Wilson (33).

16 AGAINST: Choi, Simonoff and Steel (3).

17 ABSTAIN: None (0).

18 PRESIDENT VIEGAS-WALKER: Very good. Thank you.

19 HON. KAREN SPIEGEL: (Unintelligible)

20 JOE SILVEY: All right. So we'll check your machine, and if you
21 would tell us what your vote is and we'll add it to the record. That's
22 affirmative. Okay. You have that?

23 HON. KAREN SPIEGEL: Yes.

24 JOE SILVEY: Okay. Thank you.

25 (The following lines page 16 lines 2 through 3 were not transcribed from the
26 audio but were notes requested to be inserted to this portion of the

1 transcript.)

2 HON. KAREN SPIEGEL REPORTED THAT HER ELECTRONIC VOTING MACHINE HAD FAILED TO

3 REPORT HER VOTE WHICH SHE WANTED TO HAVE RECORDED AS "FOR."

4 PRESIDENT VIEGAS-WALKER: Karen, thank you very much. I -- I -- I feel like

5 I've been climbing a really, really tall mountain for a really long time,

6 and we've now kinda hit that peak where it's all come together. If we think

7 about how much public outreach has gone into getting us to this point with

8 regard to the RTP/SCS, from the public meetings held in all of our

9 jurisdictions, the staff's hard work in responding to all of our member

10 requests for information, clarification; all of our work in getting out to

11 our constituents to explain what we're doing here with regard to the

12 RTP/SCS. Your participation as members of the regional council and also the

13 policy committee meetings, your input, the analysis of staff, we're now at -

14 - at a very - I consider this to be a very historic day, when we release our

15 RTP/SCS to the public for comment. So as we move forward, I do want to thank

16 each and every one of you for your time, effort, commitment. Cause I think

17 that what we have in front of us is a plan that while maybe not perfect,

18 certainly serves the interest of this region. Did somebody say "Just vote

19 yes"? Is that where I'm getting to? I have to give my pep talk. I mean,

20 we're here until 12:30, for heaven's sake, but -- anyway, I do -- I do

21 sincerely want to thank all of the members of this regional council and the

22 policy committee members and, in particular, SCAG staff, who I think

23 deserves a huge round of applause for the hard work to get us to this point.

24 (Applause)

25 PRESIDENT VIEGAS-WALKER: What I'm going to do at this time is

26 ask for comments from each of the policy committee Chairs and then -- we'll

1 call first on Bill Jahn, Deborah Robertson -- is Deborah here? I think
2 Deborah's on her way -- Alan -- Carmen? Very good. And then Hasan will
3 wrap up before we move forward with the item. So at this time, Bill, the
4 floor is yours. (unintelligible)

5 HON. BILL JAHN: Thank you, Madam President. The community economic
6 and human development community [sic] have -- have oversight over the growth
7 forecast, land use strategies, and bottom-up local review and input process.
8 I'm proud of the joint efforts, the guidance and directions the CEHD
9 committee members have provided to staff on the above planning areas in the
10 last three years. The development of the growth -- of the policy
11 growth forecast and extensive local review and input process have been the
12 most inclusive, collaborative and balanced process SCAG staff has ever
13 undertaken. The result is a solid RTP/SCS based on policy -- on policy
14 growth forecast and shared vision of land uses across all local
15 jurisdictions in the SCAG region. In addition, following the principles
16 adopted by CEHD, the draft policy growth forecast will be adopted at
17 jurisdictional levels and the land-use strategies associated with the growth
18 forecast respect the local control and are consistent with the density
19 ranges of local jurisdictions' general plans. The draft RTP/SCS and growth
20 forecast will lead the region to an approved sustainability and maximize the
21 -- the efficiency of our transportations investments. In summary, as Chair
22 of CEHD, I strongly support the action today to release the draft RTP/SCS
23 for public review and comments and I urge all my regional council colleagues
24 to support the approved action. And that concludes my comments, Madam
25 President. Thank you.

26 PRESIDENT VIEGAS-WALKER: Thank you, Bill. We'll turn to the

1 Vice-Chair of the EEC committee, Carmen Ramirez, for a report.

2 HON. CARMEN RAMIREZ: Thank you, Chair Viegas-Walker. I'm --
3 I'm -- these are Deborah's talking points. She chaired the process through.
4 I wasn't able to go to the last meeting, unfortunately, but I concur with
5 this, so -- and hopefully -- you know, she has traffic issues, sometimes,
6 getting here from Rialto. The energy and environment committee of which
7 Deborah's the Chair has oversight over the issues of public health,
8 environmental justice and the PEIR for the 2016 RTP/SCS. I am very pleased
9 with the level of review, guidance and input our committee has offered on
10 these issues during extensive briefings and meetings we have held with staff
11 and stakeholders. This has been a very inclusive and collaborative process
12 over the past year and the result is a stronger and more integrated RTP/SCS.
13 I'll just add here, there's been some very vigorous debate, respectful
14 discussion, so I think that really added to this being valid. For example,
15 in the area of public health, we provided input on staff's approach for
16 implementing the recommendations of the public health subcommittee, as
17 well as reviewed and approved the guiding principles for the analysis and
18 reporting of the public health benefits of the plan. And in the area of
19 environmental justice -- near and dear to my heart, actually -- the EEC
20 provided feedback and comments to staff which were used to review public
21 outreach efforts and the methodology used for the environmental justice
22 analysis. And for the P -- PEIR, we reviewed the draft PEIR outline and
23 contents and approaches to the major draft PEIR components, including
24 performance and standards-based approach to the mitigation measures
25 component which the EEC took action to support at the October 8th committee
26 meeting. So in conclusion, as Chair of the EEC, Deborah enthusiastically

1 supports the action today to release the RTP/SCS and encourage -- encourages
2 all of our colleagues to do the same. And I concur. Thank you very much.

3 PRESIDENT VIEGAS-WALKER: Thank you, Carmen. I think that one of
4 the things I wanted to emphasize, that really spoke to me during those
5 comments, was the fact that we have had a lot -- a lot, a lot -- of
6 respectful debate. And I think that the courtesy that each of you has shown
7 to one another is remarkable and I just think that that serves as -- as an
8 example of what can be done when people come together with the best
9 interests at heart. And I just wanna thank you for -- for that.
10 At this time, I'd like to call on Alan Wapner as the Chair of the
11 transportation committee.

12 HON. ALAN WAPNER: Thank you, Madam President. The energy
13 level in the room is extremely high, positive and negative, but there's a
14 lot of energy going on. That's really good. I -- I -- one -- one thing I
15 wanna mention and -- and preface my statements with, is I just wanna
16 remind my colleagues that what we are voting on today --and it's really
17 important you understand the action that's before you -- is not approval of
18 the Regional Transportation Plan, it's only the approval to release it for
19 public review. Now, take in mind that the document you see before you is
20 not gonna be the same document that we're gonna be asked to vote on when it
21 comes back to us in March or April, whenever that is. That will -- the
22 next document will reflect the comments that are made during the review
23 process. So I just -- not that we're not interested in what you have to say
24 -- obviously, we are -- but to get involved in substantive policy
25 discussion on items that very well may come back in a different form isn't
26 really gonna serve any purpose. Now, I'm little more optimistic than our

1 president. She says lunch at 12:30. I'd rather have brunch at 10:30,
2 but --

3 (Laughter)

4 HON. ALAN WAPNER: -- we will do -- we will do what it takes to
5 be done. Having said that, I first wanna talk about what the joint policy
6 committee recommendations were at our meeting of November the 5th, just to
7 remind everybody. The joint policy committee, on November 5th, did approve
8 releasing -- remember, this is how we're doin' this -- releasing the draft
9 2016 RTP/SCS for the required public review and comment. Now, for those of
10 you -- and again, I wanna echo what the president said. You know, this has
11 gone through an extremely lengthy process, there's been so much testimony
12 and data input, and for our staff to have been able to really consolidate it
13 all into a very comprehensive document, is just incredible. So I wanna
14 personally thank staff for being able to do that. I just wanna bring to your
15 attention some of the highlights of the RTP/SCS in case you have haven't
16 had an opportunity to review the entire document, and I'm only going to go
17 into the transportation portion of it, cause that's what came under the
18 purview of TC. The important thing that -- that we stressed -- and it was
19 the same as it was for the last RTP and the RTP before that -- is what we
20 call fix it first or preservation is the most important priority.
21 That we need to bring and maintain and provide money for preservation,
22 operations and maintenance of the existing infrastructure before we talk
23 about building a new infrastructure. And, in fact, as you recall, the total
24 cost of our RTP is right around a half-trillion dollars. And more than
25 half of that budget is committed to preservation, 275 billion dollars is
26 committed to preservation, not only of infrastructure but transit, rail and

1 other portions of transportation. Secondly, we are committed to expanding
2 the regional transit system to give people more alternatives to driving
3 alone. Now, we heard from certain members of our -- of our delegation that
4 they're being -- they're being forced to give up their car. No, that's not
5 what we're doing. We're providing alternatives to those that might wanna
6 use something other than their car. So there is 56 billion dollars that's
7 being committed to capital transit projects. But, more importantly, 157
8 billion for operations and maintenance of transit. We're looking for
9 significant expansion of Metro subway and light rail transit systems in L.A.
10 County, BRT routes throughout the region, streetcar services in Orange
11 County and new Metrolink extensions. We're also looking at expanding transit
12 signal priority, implementing first/last mile strategies to extend the
13 effective reach of transit. Next, rail. Rail got to be a little more
14 controversial. There's an investment of 38.6 billion dollars for capital
15 and 15.7 billion dollars for operation and maintenance of rail.
16 High-speed rail. As you recall, we signed a memorandum of understanding
17 with all the transit agencies throughout Southern California and with the
18 high-speed rail authority. We did that because, under our purview, is all
19 parts of the high-speed rail project that fall within the SCAG region. And
20 we felt that before we start building new infrastructure, whether it be
21 high-speed rail or other, within our region, we need to improve and
22 maintain the existing infrastructure. So the MOU calls for an -- an
23 agreement for us signing off and agreeing to include the high-speed rail
24 portion within the SCAG region, a billion dollars to be committed to local
25 rail improvements in Southern California, and a billion dollars to be
26 committed to local rail improvements in Northern California. And that

1 money's committed both to Metrolink as well as to the Lossan corridor.
2 So, in return for that -- let's see. In return for that, we continue to
3 support phase one of the high-speed rail and the constraint plan consistent
4 with the MOU and the 2012 RTP. Highways and arterials. And you notice I'm
5 using the term "highways." Please, we're not using the word "freeways"
6 anymore because a lot of people misconstrue that. Freeways were intended to
7 be free of traffic control, not free of cost. We know it costs money to
8 maintain and preserve our infrastructure, so I'm trying to get everyone used
9 to using the word "highway" instead of "freeway." But we do call for 54,
10 almost 55, billion dollars for capital and double that, 102 billion, for
11 operation and maintenance to improve the efficiency of our existing highway
12 and arterial system. That includes achieving maximum productivity by adding
13 capacity, primarily by closing gaps in the system and approving access.
14 We also support a regional network of HOT, or express lanes, throughout the
15 region. So it's really important that all the sub-regions work together in
16 developing the express lanes, we have consistency in technology and in
17 policies. Next, we're managing demands on the transportation system by using
18 smarter strategies. 6.9 billion dollars for TDM strategies including
19 ridesharing, telecommuting, et cetera. We're optimizing the performance of
20 the existing transportation system. 9.2 billion for TSM improvements,
21 including advance ramp metering, incident management, bottleneck removal to
22 improve flow. We're strengthening the regional transportation network for
23 goods movement. Seventy-five billion dollars investment in goods movement.
24 And some of those strategies include the -- the truck corridor that we been
25 talking about, the east-west -- actually north-south from the harbor along
26 the 110 to the 60, east to the 15 and then northbound again, for truck-only

1 lanes that will free up the free-flow lanes for passenger traffic.

2 And this is gonna be a tolled way so that the freight movement will pay
3 their own share of the cost to move freight more efficiently through the
4 region. And the other requirement is that any trucks using these lanes are
5 gonna be zero emission trucks. So we're investing 75 billion dollars on
6 that. And that connects -- I'm sorry. I said the 110. It's the 710, the 60
7 and the 15. Next, aviation. We have always supported regionalization of
8 aviation and encouraging folks to use that airport closest to their home.
9 We're projecting a demand total of 136.2 million annual passengers in the
10 SCAG region by 2040. This is quite a decrease from the last projection.
11 The next step that we took is we divided up that load among all the airports
12 in Southern California and instead of arranging or -- or allocating a
13 specific number to each airport, we gave a range to each airport, because,
14 while the science is pretty accurate, it isn't accurate enough for us to
15 predict exactly how many passengers will use each airport. When we did the
16 environmental review, we used the higher end of the range for each airport
17 in order to be more conservative. So if you add up the total passengers
18 that we mitigated through environmental constraints, you'll notice it is
19 actually more than the projection of 136 million annual passengers, because
20 it takes the high end of all the ranges. This process of aviation, I wanna
21 thank the ATAC, the aviation technical advisory committee; it came through
22 their input, it came through input from all the airports in the host cities
23 of those airports as well as the county transportation commissions and local
24 jurisdictions. Now, the other thing I wanna make sure everybody understands
25 is that we have always talks about regionalization of aviation and we have
26 failed miserably. From the date that we announced regionalization, LAX has

1 picked up more market share than less. So it's gonna be important that from
2 here forward, we come up with definitive steps of how we achieve
3 regionalization of aviation. So that'll be something to work on for the
4 next RTP. Active transportation. We're gonna promote more walking, biking,
5 other forms of active transportation and continue our progress in developing
6 a regional bike network, assume our local active transportation plans will
7 be implemented and dedicate resources to maintaining and repairing
8 dilapidated sidewalks throughout the region. Finally, the RTP includes
9 leveraging of technology. This is talking about technology within the
10 vehicles themselves, zero emission vehicles; establishing more electric
11 charging stations so we have a network of that for both electric plug-ins
12 and hybrid electric vehicles; and also looking at the -- the input of
13 autonomous vehicles and other emerging technology. So that's pretty much the
14 highlights of the RTP. Now, the discussion that came about during the
15 November 5th meeting of the joint meeting that we had of the policy
16 committees, both from members of the committee as well as public comment,
17 one was high-speed rail -- and again, there's folks that do not agree with
18 the high-speed rail plan. So once again, I wanna remind you, that what
19 we're voting on is the inclusion of the portion that falls within the SCAG
20 region in return for the high-speed rail commitment to the expenditure of a
21 billion dollars on local rail improvements which is extremely important to
22 us here in Southern California. And the draft plan includes only support for
23 phase one of the high-speed rail project. And I already talked about the
24 MOU being approved. Mileage based user fee is another item of controversy.
25 Now, this is the concern that we have -- and we've talked about this -- is
26 that the existing system of funding, one, is dysfunctional, it's not

1 providing enough funding; two, it's not equitable. I drive a plug-in
2 electric vehicle. I don't pay a single penny towards the operation and
3 maintenance of the streets that I'm wearing and tearing every single days.
4 There's many others, and that number's increasing daily, of folks that are
5 using either natural gas or electric. So it's important that folks pay for
6 what they use. So user fees is one strategy that we're looking at to help
7 fill the funding gap. There's a huge funding gap. We're also looking at
8 other strategies, potentially increasing federal and state excise taxes,
9 indexing the gas tax. There's all kinds of strategies that we're looking
10 for. But the main thing is this: Is that if you don't agree with any of
11 these strategies, that's fine, but you need to come up with some option or
12 alternative to fill the funding gap. Because, remember, if we submit a half-
13 trillion-dollar plan to the federal government - and remember, this is an
14 environmental document -- so if we're saying it's gonna cost a half-trillion
15 dollars to mitigate all the environmental impacts and mobility in Southern
16 California, we also have to come up with the funding mechanism to do that.
17 So if you pull out any element that we have projected -- and remember, we're
18 only looking at items that may come about in the next 25 years -- then we
19 have to substitute it with something else. So take that in mind; if you
20 voice opposition to any of these strategies, please come up with an
21 alternative that we can insert in the RTP. Regional aviation. There's still
22 some folks that are opposed to the growth of LAX, primarily those
23 communities surrounding LAX. And once again, we cannot add any more
24 capacity to any airport that violates any legal settlement, any geographic
25 constraint, any political constraint. All those will have to be resolved
26 and environmental impacts that may occur because of the increase will have

1 to be resolved. So remember that when we're setting these ranges for each
2 airport, they're all subject to environmental mitigation and -- and other
3 constraints that may take place. And finally, there's concern for specific
4 project inclusion. The RTP isn't for specific projects, other than those
5 put forth by the sub-regions. And again, just to let you know, every
6 project that is on your sub-region list was accepted and, we're assuming,
7 meets environmental (unintelligible) impact and mitigation as well as
8 financial constraints. So if, for some reason, your county submits
9 something and you're found to not meet those requirements by the federal
10 government, everybody in the region is gonna be extreme very angry at your
11 sub-region because you're compromising the integrity of the entire
12 document. To remind you one more time, the RTP is looked at as a single
13 document. If any portion of it fails, either in environmental mitigation or
14 financial constraint, the entire R -- the entire RTP is returned to SCAG to
15 rework and we lose environmental conformity in June of this year -- is that
16 correct? -- which means that nothing in Southern California can be built
17 until the RTP is accepted. So that's why it's extremely important that we
18 keep all of that in mind as we go through this process. We have a very tight
19 timeline that -- that we're working. And remember, this is a flexible
20 document. It would not be unusual for us to file any amendments to the
21 RTP over the next four years prior to the implementation of the next RTP.
22 So if there's specific items that may or may not come to fruition, then we
23 can certainly work it again. But the important thing is to keep it on a
24 timeline. With that all in mind, Madam President, that ends my report. And
25 again, we do have the recommendation of the joint policy committee to
26 approve the RTP for circulation.

1 PRESIDENT VIEGAS-WALKER: Thank you very much, Alan. At this
2 time, I'd like to call on our executive director, Hasan.

3 MR. IKHRATA: Thank you, Madam President. The -- not much to add to
4 what the Chairs of the policy committees and what Alan told you. Couple of
5 things I -- I... You know, ofentime, we at SCAG wonder, you know, what --
6 what does this all mean? And at the end of the day, it means what Alan
7 just said, is you, at the local level, continue to move your priorities;
8 you, at the local level, will continue investing in the economy, creating
9 economic opportunities. So I ask you, as leaders of Southern California
10 today, to look at this document as a blueprint that is very much dynamic,
11 that's gonna be changed as we move forward. And both the regional --
12 Regional Transportation Plan and the environmental impact report and the
13 portion of the AQRP, the air quality management plan that you're gonna be
14 working on today, they went through two years of work with you through the
15 committees or the staff of the stakeholders. And I wanna tell you that the
16 document is thousands of pages with a technical appendices, and I'm almost
17 certain every single one of you is gonna find something you don't like, and
18 I can bet money on that. But I'm also certain we are putting in the front of
19 you a document that moves us forward as a region, moves us forward as a
20 state, as a nation; a document that invests in the future, create the
21 economic opportunities -- because remember, we talk about poverty -- and we
22 had the big summit last year -- one in four children in the SCAG region live
23 in poverty? And I told you before, and I will continue saying it, the best
24 way to combat poverty is to create economic opportunities. And the best way
25 to create economic opportunities is to invest in the future of this region.
26 So this is what this plan is about. And I wanna take this -- this

1 opportunity and actually let you know that I didn't do the work; your staff
2 did, the staff that are here, anxiously waiting for your decision today.
3 This is hard work, this is the high-caliber professionalism that they
4 instill. So if there is anything you don't like in the plan, please point to
5 me, blame me for it. If there is anything you like, thank the staff for it.
6 So I thank you for the opportunity to put this in front of you; I look
7 forward to your discussion and I look forward to your direction in this
8 matter. Thank you, Madam President.

9 PRESIDENT VIEGAS-WALKER: Thank you, Hasan. At -- I'm -- I'm
10 sorry. Margaret? Yes?

11 HON. MARGARET CLARK: (Inaudible)

12 PRESIDENT VIEGAS-WALKER: Certainly.

13 HON. MARGARET CLARK: I need clarification on the issue that we
14 can give input later, but then what Alan said -- maybe you can clarify -- if
15 we don't pass it by April or June or something, we're gonna -- there's no
16 project's gonna be built. So it's kind of a conundrum there.

17 MR. IKHRATA: Okay. What Alan's citing is actually the law. Our
18 region has to show compliance with the Clean Air Act requirement, which is
19 an emission test. And every four years, we have to show the federal
20 government that we are complying with the Clean Air Act by saying we're
21 meeting certain emission requirements. That compliance runs out June 4th of
22 this -- of 2016. So by June 4th of 2016, we will hopefully have this plan
23 approved so we can extend our period another four years. What happened if we
24 don't? Obviously, the world is not gonna end if we don't. But a lot of
25 things could happen. Alan mentioned the clock will start for what they call
26 sanctions to non-safety projects. Now, none of the projects -- after the

1 12-month period, none of the projects in Southern California,
2 transportation (unintelligible), can move forward, regardless of the funding
3 source; even if they're totally locally funded, by federal law, they cannot
4 move forward. So that's what Alan is referring to. We have to show that
5 we're complying with the Clean Air Act by June 4th. We're putting this
6 document in front of you in April for approval, because the federal
7 government ask for 60-day review period. So that's what's set in for June.
8 So, yes, if we don't have an approved document by April to send it to the
9 fed to approve it by June, we will be a non-conforming clock, which is 12
10 months later, means non-safety project cannot move forward, any non-safety
11 projects.

12 HON. MARGARET CLARK: So our comments, when would they be --

13 MR. IKHRATA: Oh, the comments, they're 60 days. We actually
14 extended the comments at the request of some of our members -- I think Kris
15 requested that. There are 60 days for you to make comments in the document
16 and the EIR for the document. So between today, the 4th [sic] -- December
17 4th to -- what's the date?

18 UNIDENTIFIED FEMALE: February 1st.

19 MR. IKHRATA: -- February 1st, the period when you can make
20 comments, ask for changes, et cetera, et cetera.

21 HON. MARGARET CLARK : So then it comes to our --

22 MR. IKHRATA: It then comes --

23 HON. MARGARET CLARK: -- committees and our --

24 MR. IKHRATA: -- back to the policy committees --

25 HON. MARGARET CLARK: Yeah.

26 MR. IKHRATA: -- in March --

1 HON. MARGARET CLARK: March.

2 MR. IKHRATA: -- and then to the regional council in April --

3 HON. MARGARET CLARK: Okay. All right. Thank you.

4 MR. IKHRATA: -- for approval.

5 HON. MARGARET CLARK: Okay. Thank you.

6 MR. IKHRATA: And like Alan said today, you're just putting out
7 for it to start that 60-day period of review.

8 HON. MARGARET CLARK: Okay. Thank you.

9 PRESIDENT VIEGAS-WALKER: Thank you for that clarification,
10 Hasan. At this point in time we're gonna move forward with the public
11 comment portion. We have 22 comment cards with regard to this item. Again,
12 I will ask the speakers to be brief and to the point. We are going to ask
13 our secretary to call out the names of the first three speakers. We will
14 ask that you line up and be prepared to make your point and move on.
15 Tess?

16 TESS REY-CHAPUT: The first one is Daniel Cedeño (phonetic),
17 followed by Dr. Tom Williams (phonetic) and Mark Baza (phonetic) of ICTC.

18 UNIDENTIFIED MALE: (Unintelligible)

19 PRESIDENT VIEGAS-WALKER: Yes?

20 UNIDENTIFIED MALE: (Unintelligible)

21 PRESIDENT VIEGAS-WALKER: There's a three-minute time limit.

22 DANIEL CEDEÑO: Good morning. My name is Daniel Cedeño, I'm
23 here on behalf of State Senator Carol Liu (phonetic). I'm just here to give
24 a statement on behalf of the senator and I'll provide SCAG with the
25 official document, we'll mail it to you guys. would like to thank the SCAG
26 staff for their hard work on the draft of the updated Regional

1 Transportation Plan for 2016. The draft plan presents the multi-county
2 vision of what our region can do to balance the economic, environmental and
3 public health goals with future mobility and housing needs through the year
4 2040. As our region continues to grow, we must grow sustainably, making
5 intelligent decisions about land use and transportation. I
6 appreciate that the draft RTP does not recommend a particular solution for
7 the SR-710 corridor. With the 710 environmental review process still ongoing
8 and no preferred alternative yet named, it would be premature for SCAG to
9 include any one option in the RTP. Because the project significantly
10 impacts a large number of my constituents, I released comments to the draft
11 environmental impact report and environmental impact statement for the 710
12 North study that raise a number of fundamental concerns including
13 construction emissions that are expected to exceed SCAQMD thresholds in 30
14 indentiful (phonetic) instances, inadequate analysis of sensitive receptors,
15 no construction emission calculations for -- for a dual-bore tunnel option,
16 no hotspot analysis, underestimated truck traffic and emission of induced
17 demand and traffic estimates. I also identified a number of inadequacies in
18 the cost and benefits for the 710 North study analysis. In particular, the
19 CBA emits cumulative effects in the sensitivity analysis, uses per-mile
20 tunneling estimates that contradict other metro projects, emits health care
21 costs and inadequately addresses high-cost events, such as earthquakes or
22 unexpected tunneling impacts such as have occurred in Seattle.

23 Our measure R2, which is expected to appear on the 26 -- November 2016
24 ballot will provide funding for a number of projects in the RTP. This
25 measure could be vulnerable to a fate similar to measure J's 2012 defeat if
26 its language incites those who are intent on defeating SR 710 funding at

1 the polls. Therefore, given the longstanding controversy surrounding the 710
2 project and the still ongoing analysis of possible alternatives, I strongly
3 encourage SCAG to approve the RTP with the existing language and to resist
4 any last-minute motions to add 710 references to the document's body or
5 appendix -- appendices that could jeopardize timely completion of the
6 document and unnecessary risk -- and unnecessarily risk federal funding.
7 So that's the senator's written statement. And again, we'll mail you the
8 draft -- the document of that at a later date.

9 PRESIDENT VIEGAS-WALKER: Okay.

10 DANIEL CEDEÑO: Thank you very much.

11 PRESIDENT VIEGAS-WALKER: Next?

12 TOM WILLIAMS: Good morning, Dr. Tom Williams, L.A. 32
13 neighborhood councils, Sierra Club, citizens coalition for a safe community.
14 In a previous life, I was also environmental specialist manager for Parsons
15 Corporation in ports throughout the world, such as Hong Kong, Dubai and L.A.
16 We have a basic problem. SR 710, yeah, we started with that, but what is
17 the cause for SR 710? Approximately 862 53-foot container trucks moving on
18 the I-710 past the 60. Well, you seem to have allocated half to Colton and
19 half to Palmdale. But it's not in the RTP. So we're looking at a 25-year
20 period which the ports say 40 million 20-foot equivalent units times two --
21 because you got the empties. And there are some fundamental flaws in this.
22 Our basic element is: Get on rail. There's no reason why the ports cannot
23 deliver 400-unit trains per day in order to meet that 80 million TEUs going
24 out and coming back. It's a question as to: Do you want em on the road,
25 no matter what their emissions levels, or do you want em on rail?
26 It can be done. But the policies set in the RTP and the environmental

1 impact report will be critical as to the adequacy and completeness of the
2 EIR. By the way, I've done over 300, preparing them, and probably about
3 250 reviewing em, so I know something about that. But the basic element is:
4 Get it on rail. We're getting passengers on rail. Freight should also be
5 there.

6 PRESIDENT VIEGAS-WALKER: Thank you.

7 SPEAKER WILLIAMS: Thank you.

8 PRESIDENT VIEGAS-WALKER: And -- and I know that staff is taking
9 comments. This is kind of a preview of coming attractions of comments that
10 we can anticipate being submitted formally for the RTP/SCS, so this is a
11 great opportunity for us to kind of get ahead of the curve. I'm gonna ask
12 Mark Baza, my favorite transportation exec, to pause for just a moment while
13 we get the next three lined up.

14 TESS REY-CHAPUT: Shirley Medina, Melanie Schlotterbeck
15 (phonetic) and Celia Kutcher (phonetic).

16 PRESIDENT VIEGAS-WALKER: Okay. Mark Baza.

17 MARK BAZA: SCAG President Viegas-Walker and regional council
18 members, thank you so much for your effort to -- to support this effort.
19 You know, staff has done a great job to put together all of our
20 transportation projects from our six counties, all of our cities, the land
21 use effort, the transportation modeling and the conformity modeling that is
22 required for -- to meet our federal requirements, as Hasan talked about;
23 our state requirements to meet the GHG goals for the state. That's a lot of
24 effort. And this is a great team that we -- we like to work with. They --
25 they do a great job to incorporate all of our project. It's -- we are the
26 ones responsible to deliver the projects, this is a planning document that's

1 done every four years. We're gonna be back here four years from now talking
2 about some of the same projects that haven't been delivered yet.
3 But we wanna move forward in this process. We -- we move forward together
4 with our transportation agencies like CalTrans, the transit agencies, of
5 which we are also a transit agency, so we -- we do need to move forward and
6 we support the effort. Just to give some kudos to the staff, this is one of
7 the best staffs in == regional planning staffs in the state. I used to work
8 with one down south in San Die- == in San Deg (phonetic). That's a great
9 team down there, it's a very good team --

10 UNIDENTIFIED MALE: (Unintelligible)

11 (Laughter)

12 MARK BAZA: -- but -- but they are -- they do deal with six
13 counties and 180 cities and county jurisdictions. San Deg has one county.
14 And, so, appreciate the effort. Thank you.

15 PRESIDENT VIEGAS-WALKER: Thank you, Mr. Bazza.

16 SHIRLEY MEDINA: Good morning, Shirley Medina with the Riverside
17 County Transportation Commission, director of planning and programming.

18 I also had the privilege of chairing the technical working group
19 that -- for the update. The technical working group consists of all member
20 stakeholders of the transportation community, including CalTrans, federal
21 highways, ARB, AQMD. We had Safe Routes to School, County Transportation
22 Commission, sub-regional agencies, cities, counties. Anyway, everybody that
23 wanted to be a part of this committee could attend. And we started meeting
24 on January 2013 for the RTP update, and it was supposed to be an every-
25 other-month type of meeting for the first year or so, but it quickly un- --
26 in June 2013, became a monthly commitment. And I don't think I've ever

1 been on a committee or working group that wanted to meet more. And -- and
2 we did, and we even had some special meetings, so I think I counted up about
3 33 meetings that we've had just on the 2016 RTP/SCS. And there have been a
4 lot of comments on the presentations -- presentations by SCAG staff and
5 consultants were excellent. And each meeting was well over two hours.
6 We grilled some of the staff and I think they appreciated it because it
7 provided some constructive criticism and perspectives from each of our
8 agencies, since we all have different roles to play. But again, my main
9 comment is that for such a vast and diverse region, I think SCAG really did
10 a great job. It's a technically sound document and we hope to continue
11 working on this and I think we're gonna continue meeting until it's actually
12 adopted. And -- and then, I think, a couple months' break, then I think the
13 next -- 2020 RTP kickoff will begin. But I won't be the Chair, so I'll def-
14 -- I'll gladly hand over that torch. Thank you.

15 PRESIDENT VIEGAS-WALKER: Thank you. Next?

16 MELANIE SCHLOTTERBECK: Good morning. My name is Melanie
17 Schlotterbeck, I represent Friends of Harbors, Beaches and Parks, we're an
18 Orange County-based non-profit focused on conservation, land use and
19 transportation issues. Over the last several months, we have been working
20 to gain support for the SCAG regional policies related to conservation. To
21 date, we have nearly 40 conservation groups involved in this process, so
22 we're excited about the release of the RTP/SCS. Over the last several years,
23 I have personally been involved with SCAG working on the open space working
24 group to come up with the recommendations that are before you, in the
25 natural and farmlands appendix. We're very excited to see those. SCAG has
26 been making great strides to see real progress with these efforts and we're

1 thankful for that. And I've said this before, but I will say it again. I
2 think there's a moment before us where this is not an either/or opportunity
3 as it relates to conservation, land use and transportation; there's an "and"
4 that can be included and I think we've found that moment. You can build
5 sustainable communities next to transit stations and still have conservation
6 fit into the mix. So we're delighted to see this so far; we can offer our
7 support in concept. And I would also like to congratulate staff and the
8 regional council and all the policy committees for their great work to date.
9 Thank you.

10 PRESIDENT VIEGAS-WALKER: Thank you. I'll pause for the next
11 three, please.

12 TESS REY-CHAPUT: After Celia Kutcher (phonetic) will be Beth
13 Steckler (phonetic), Dr. Marina Khubesrian (phonetic) and Robert Perez
14 (phonetic).

15 PRESIDENT VIEGAS-WALKER: Thank you.

16 CELIA KUTCHER: Good morning, everyone. I'm Celia Kutcher, I'm
17 representing the California Native Plant Society. We have seven chapters
18 in the SCAG area. We're glad to see that preserving natural lands is a
19 major initiative in the draft plan that's before you guys today.
20 Preserving natural lands is a strong compliment to the plan's major
21 initiatives for sustainability implementation, especially redirecting
22 growth to in-fill existing urbanized areas. Preserved natural lands will
23 also help reach the environmental quality goals. That's because the most
24 important thing about plants -- and we speak for the plants -- is that they
25 make -- take carbon dioxide out of the air, add water and sunshine and
26 release the oxygen back into the air and put the carbon into their bodies.

1 This process, photosynthesis, is a basic to life as we know it on this
2 planet. And plants do it for free all over the world every day. The more
3 plants, the healthier, the more sustainable, the higher quality is the
4 environment that supports us all. As noted in the natural and farmlands
5 appendix, Southern California has an enormous range of natural biodiversity
6 and is one of the planet's top 25 biodiversity hotspots. Native plants are
7 the basis for that biodiversity, or habitat values, so we're a little bit
8 surprised that CNPS's vegetation program and vegetation manual, which are
9 very important and used by many agencies -- well, most of the agencies --
10 all the agencies -- anyway -- are not -- not listed among the extensive
11 resources in the 2012 plan nor in the notes for this plan. Where they are
12 well used -- the program and the manual are well used by several state and
13 federal agencies. So why doesn't SCAG use them? You can see our website,
14 crps.org, and look at vegetation, you will -- the vegetation program, for
15 all the information about it. We hope that you can find it useful. Thank
16 you.

17 PRESIDENT VIEGAS-WALKER: Appreciate your point. Next, please.

18 BETH STECKLER: Hi, I'm Beth Steckler with Move L.A., and I
19 wanna thank you for the opportunity to address you today and especially for
20 all of your work. You know, I know you started these meetings in 2013, you
21 know, as soon as we finished the last one, it started over again. And this
22 is really, really important work. Without your work about thinking of the
23 future, what we're gonna do about regional aviation, what we're gonna do
24 about increasing transit, you know, we would not have had a -- we would not
25 have a regional approach and we really, really need that. So greatly
26 appreciate your work. For those of you who are not familiar with

1 Move L.A., we're an L.A.-based coalition of business, labor, environmental,
2 faith and community groups, and our mission is to have a strong transpor- --
3 transportation system, expand our transit, and to do that in a way that
4 improves communities in Southern California. We also want Metro to be a
5 fiscally sound agent, so -- so -- agency. So we have many of the same
6 goals that you have here and we understand the complexity of balancing
7 multiple goals. So we really appreciate the work that staff has done in
8 producing this RTP/SCS; very excited that -- that we are still on track to
9 meet our air quality goals and our greenhouse gas reductions goals, that's
10 not necessarily a given. We feel that the transit expansion is very much a
11 part of that and, of course, we're working very much for that, as a lot -- a
12 lot of you are. But I think that the heart of this is really that we're
13 trying to create a better life in Southern California. And some of the --
14 there's some very kind of simple graphics in Hasan's report on plan
15 performance measures. And those are -- you know, it's a simple little
16 graph, but it's really what motivates us. Right? It's really about having
17 more jobs, having cleaner air, having people spend less time in traffic.
18 It's those quality-of-life things that we're really after. The air quality,
19 the greenhouse gas are our -- our measurements, but the strategies that
20 we've developed are really about improving life in Southern California.
21 So you'll get more detailed comments from us, but thank you very much for
22 all of your work.

23 PRESIDENT VIEGAS-WALKER: Thank you. Tess, the...

24 TESS REY-CHAPUT: Mike Aguilera (phonetic), Bill Sadler
25 (phonetic) and Carla Blackmore (phonetic).

26 COUNCILMEMBER MARINA KHUBESRIAN: Good morning, Madam President,

1 honorable members, SCAG staff. I'm Dr. Marina Kobestrian, I have the
2 privilege of serving as South Pasadena's City Council Member, and the Vice-
3 Chair of the connected cities and communities, which includes the Cities of
4 Glendale, La Canada/Flintridge, Pasadena, Sierra Madre and South Pasadena in
5 the organizations The National Resource Defense Council, National Trust for
6 Historic Preservation. We call it the C3 for short, and this was created to
7 develop a community-based transportation plan that addresses the needs of
8 the SR 710 corridor through innovative and sustainable strategies that
9 provide our stakeholders with greater mobility options similar to the goals
10 of the SCAG RTP and SCS. This process has resulted in the beyond the 710
11 initiative. It's a great streets multimodal alternative that would provide
12 increased mobility to the residents of the West San Gabriel Valley and fix
13 the problems that the current highway stub configurations present in the
14 corridor. The recently released SR 710 North draft EIR/EIS clearly indicates
15 that the tunnel alternative would present significant legal, health,
16 engineering and traffic challenges. It would adversely affect several
17 historic neighborhoods and communities and waste precious taxpayer dollars.
18 Establishing a neutral position on this highly controversial project is wise
19 for this regional body at this time, considering that there are numerous
20 flaws in the SR 710 North draft EIR/EIS yet to be addressed.
21 Furthermore, the SR 710 North draft EIR/EIS also indicates that there will
22 be no significant difference in air quality between each of the built
23 alternatives. We believe that the EIR significantly underestimates the air
24 quality impacts of the tunnel alternative. We are extremely grateful for
25 SCAG's willingness to work with us on this highly controversial SR 710
26 North project and are happy to see that SCAG is no longer specifying that

1 the SR 710 North project will be a tunnel and will remain neutral until a
2 locally preferred alternative has been identified. We support the release
3 of this RTP/SCS. Going forward, given that the San Gabriel Valley COG
4 removed the tunnel project from its R2 list of priorities, given that there
5 is not realistic source of full funding for the tunnel, we recommend that
6 SCAG move the SR 710 North project from the constraint plan to the
7 strategic plan and consider partnering with the C3 to develop the beyond 710
8 initiative. I thank you for your time and service and all the hard work.

9 PRESIDENT VIEGAS-WALKER: Thank you. Next, please.

10 MIKE AGUILERA: Good morning, I'm Mike Aguilera out today on
11 behalf of Congressman Adam Schiff regarding now and future possible language
12 regarding SR 710. His statement is: As many of you know, I do not believe
13 that the 710 freeway tunnel alternatives proposed by CalTrans and Metro make
14 sense for regional or taxpayers. For the same costs of the tunnel, we could
15 likely complete all of the alternatives: light rail, bus, surface street
16 improvements, bike and pedestrian walkways, cargo movement and other traffic
17 flow solutions combined. These alternatives are not only more cost
18 effective but far less disruptive to the affected communities and
19 neighborhoods. We can and should approve traffic flow and the quality of
20 life in our community, not trade one for the other. Thank you so much.

21 PRESIDENT VIEGAS-WALKER: Thank you.

22 Appreciate it.

23 BILL SADLER: Good morning, regional
24 council, I'm Bill Sadler, the Safe Routes to School
25 National Partnership, and I'm here on behalf of my
26 organization to voice strong support for the release of

1 the RTP/SCS today.

2 We commend SCAG for creating a plan that recognizes many of the
3 co-benefits that the multimodal
4 transportation system can provide in laying out a vision
5 and investment plan that will make our region a
6 healthier and safer place for people of all ages,
7 incomes and abilities to thrive.

8 Together with several of our partners, who
9 you're also hearing from today, we've been working with
10 the climate plan network to look at the actual
11 implementation of the first plan in 2012, and we've been
12 talking with staff and some of you about this. And
13 based on what we have seen so far, we're making
14 recommendations on the new plan.

15 Now we're glad to see progress on several of
16 these, at an initial glance. And I've been up here
17 before, in particular to voice support for active
18 transportation and public health, and now that the
19 report is out, I just wanted to highlight a few things
20 that we especially support.

21 First, the doubling of the amount of
22 investment in active transportation compared to the 2012
23 plan. The last plan deferred a lot of this active
24 transportation spending toward the later ends of the
25 RTP/SCS, but this plan brings it forward and will help
26 people reap the benefits sooner.

1 Also, it creates a regional bikeway and greenway network to
2 connect our region's bicycle trails
3 and facilities. It also recognizes our transportation
4 system is multimodal and that our highways can be
5 evolved through a complete streets approach and our
6 transit through a first and last mile approach.

7 The plan also commits to a goal of having 50
8 percent of communities having safe routes to school
9 plans by 2040. Right now, about 37 percent of our
10 region's cities have no such plans, according to SCAG's
11 own data.

12 We also support the public health appendix for
13 the first time in the RTP/SCS, with a variety of
14 performance measures dealing with safety and physical
15 activity.

16 And finally, enhancing language around the
17 importance of social equity and environmental justice in
18 the RTP/SCS, especially the more robust data analysis in
19 that appendix.

20 And we recognize that -- that most people are
21 still gonna drive. As Hasan has said, people are gonna
22 drive, they just may drive differently. And so we
23 support that the RTP provides more transportation
24 choices for people.

25 And recognizing that about 18 percent of all
26 trips in urban areas and 11 percent in rural areas in

1 the SCAG region are by walking or biking, according to
2 the RTP/SCS, and 38 percent of trips in the region are
3 under three miles, but 78 percent of those are made by
4 driving, by implementing many of the short trips and
5 first mile strategies in this plan, we can make it a
6 safer place to walk and bike these distances and access
7 transit and car sharing systems to allow for longer
8 trips.

9 Also, the plan identifies a variety of revenue
10 sources to pay for these investments. And in your grant
11 funding, in order for us to be eligible to receive
12 grants from cap and trade, active transportation program
13 and others, we need the RTP/SS - SCS to align with our
14 local goals and make sure that we are signaling to the
15 state and nation we're ready to invest in sustainable
16 communities.

17 And on a personal note, we talk a lot about
18 millennials in this room. And I just wanted to identify
19 myself as one and say that I'm one of those people who
20 doesn't own a car and doesn't own a house, and that I
21 don't know if I will in the -- in future years, and
22 partly because there's a lot of transportation choices
23 out there, there's a lot of housing options out there,
24 and I'm able to, because of the investments we're making
25 in this region. And so this plan will be taking me through a
26 critical time in my life and it's really important for

1 this plan to be investing in the types of housing and
2 transportation that my generation wants to see in this
3 region.

4 And just, finally, I -- I -- this region has
5 about 5.9 percent of the U.S. population and almost half
6 of the state's population, so this is a significant
7 plan.

8 And so thank you very much for allowing us to
9 provide comments today.

10 PRESIDENT VIEGAS-WALKER: Thank you.

11 As Miss -- Miss Blackmore, I'm gonna ask you
12 to pause for a minute.

13 Next three?

14 TESS REY-CHAPUT: Steve Smith (phonetic),
15 Joseph Lyons (phonetic) and Hon. Diana Mahmud
16 (phonetic).

17 CARLA BLACKMORE: Hello, my name is Carla
18 Blackmore. I'm here today representing the Public
19 Health Alliance of Southern California. We're a
20 collaboration of nine Southern California health
21 departments working to prevent chronic disease through
22 policy systems and environmental change.

23 I wanna begin by expressing my sadness for our colleagues and
24 alliance members in the San Bernardino
25 County Department of Public Health. In the wake of
26 yesterday's mass shooting, it is hard to proceed with

1 something even as important of approval or release of
2 this RTP/SCS.

3 Our hearts and prayers are with them, even as
4 we endeavor to continue this work. I know it's very
5 meaningful to a lot of them. So thank you all for
6 proceeding today.

7 Over the course of the past year, I've had
8 multiple opportunities to speak to the regional council
9 and the policy subcommittees about the importance of
10 developing RTP/SCS that includes public health as a
11 consideration and that measures the plan's public health
12 benefits.

13 I wanna -- I want to thank stags (phonetic) --
14 SCAG's staff and members again, today, for an RTP/SCS
15 development process that has made great strides toward
16 -- towards engaging the public health sector.

17 In scanning the resulting draft RTP/SCS, I see
18 many instances where the inclusion of public health
19 considerations make the plan something that will work
20 better for us all.

21 In particular, I encourage you all to read the
22 new public health appendix, which looks at seven planned focus areas that
23 collectively have an enormous impact on
24 the health status of our residents.

25 These seven areas, which include
26 accessibility, affordable housing, air quality, climate

1 adaptation, economic well-being, physical activity and
2 safety set the stage for what we call the social
3 determinants of health.

4 These social determinants including economic
5 stability, neighborhood and (unintelligible) environment
6 and social and community contexts are responsible for 90
7 percent of our population health outcomes. And it is
8 these areas that have been most difficult for public
9 health working in isolation to address. In order to do
10 that, we need your partnership.

11 Today, I want to encourage you to advance our
12 partnership by educating yourselves about the social
13 determinants of health. Excellent resources exist,
14 including the California Planning Round Table Social
15 Determinants of Health For Planners document.

16 As you learn about the social determinants,
17 please think about how your jurisdiction can realize the
18 promising health benefits that are projected to accrue
19 through the full implementation of the 2016/2040
20 RTP/SCS.

21 These actions that you might take include updating your
22 jurisdiction's plans and codes to allow
23 increased density in TPAs, ensuring the parking policy,
24 street design and affordable housing support the
25 realization of those plans.

26 And if you're a county representative, it

1 might include ensuring that your transportation plans
2 analyze all of the cost and benefits of investment
3 decisions on health, equity and greenhouse gas
4 emissions.

5 We don't adopt these plans for them to sit on
6 a virtual shelf somewhere. Our -- our implementation of
7 the 2012 commitment has been carefully studied by both
8 SCAG as well as by a range of stakeholders through the
9 climate -- climate plan on track report, with perhaps
10 the most important take-away being that local ownership
11 of these plans is very important.

12 We will face a lot of challenges implementing
13 this vision for our region, logistical, political,
14 financial; but the health benefits that are projected
15 are worth the effort.

16 To this point, we have not found an
17 intervention that has the power not just to stop
18 increasing obesity but to reduce those rates.

19 So I encourage you once again to look into
20 health and help support this plan. Thank you.

21 PRESIDENT VIEGAS-WALKER: Wouldn't we all
22 agree that she's just very bright, articulate and
23 empathetic? Right? Would we all agree that, you know,
24 her nanny 30 years ago in San Diego may have had a
25 small, small --

26 (Laughter)

1 PRESIDENT VIEGAS-WALKER: -- part to play in
2 that?

3 So great to see you.

4 (Laughter)

5 PRESIDENT VIEGAS-WALKER: Okay. Next, please.

6 UNIDENTIFIED MALE: (Unintelligible)

7 (Laughter; multiple speakers)

8 STEVE SMITH: Good morning. My name's Steve
9 Smith, I'm the director of planning for the San
10 Bernardino Associated Governments, just workin' through
11 the voice thing this morning.

12 We are the transportation commission and the
13 council of governments for San Bernardino County and,
14 yes, San Bernardino is in our name.

15 Originally, I had a list of comments going
16 through all the phenomenal things that we are doing in
17 San Bernardino County about sustainability, mobility,
18 all the things to reach the SCAG RTP/SCS goals, and we
19 have an MOU to that effect. In light of yesterday's events, I'm scrapping
20 those notes and I shortened it up a bit. Basically, I'm
21 -- I'm getting texts, even as we were sitting down here,
22 of -- starting to get some names of individuals who were
23 the victims of these.

24 One of them was the son-in-law of my former
25 secretary who went to work for the county. And as
26 probably a lot of you know, the Department of Public

1 Health was having an event there, and so because of
2 those relationships, we are finding out more and more
3 about the individuals that have been directly affected.

4 And so I don't want this to be a downer at
5 all, because, like times before, San Bernardino rises
6 from the ashes. We have great leadership in San
7 Bernardino County.

8 And so instead of going through this litany of
9 accomplishments and things that we're doing, which are
10 truly amazing, I think, for San Bernardino County
11 leading the way on a lot of these things, we're going to
12 put some material on the website and I would commit to
13 giving a personal tour for anyone that wants to know a
14 little bit more about San Bernardino County and all the
15 great things that are going on there.

16 We'll start with Needles and we'll work our
17 way west; Victorville, Big Bear, Rialto, Highlands, Ontario -- I'm hitting
18 all my Board members here.

19 (Laughter)

20 SPEAKER SMITH: I did say -- I did say
21 Victorville; right? Okay. All right. And the train
22 station, which Jan knows is a wonderful place, but it
23 was very close to the events of yesterday.

24 And so, I'm serious that we are excited about
25 what's going on in San Bernardino County on many fronts.
26 We have a GHG reduction, we have habitat conservation

1 framework goin' on, we've got energy, we've got a great
2 Metrolink line, San Bernardino line, and TOD is starting
3 to happen on several of those stations, freight. You
4 name it. We go down the list.

5 And so I invite you to take me up on that
6 offer. But we'll put it on the website as well. So
7 thank you.

8 PRESIDENT VIEGAS-WALKER: Thank you.

9 Tess, who do we have left?

10 TESS REY-CHAPUT: We have Jeremy Diaz
11 (phonetic) followed by Greg Nord (phonetic) and Geoffrey
12 Baum (phonetic).

13 JOSEPH LYONS: Madam President, thank you,
14 and community members. My name is Joseph Lyons. I'm
15 the San Diego Valley COG appointee to the CEHD committee
16 and city council person -- proud city council person from the City of
17 Claremont.

18 And I do -- I did bring a hook, if I should
19 get over time, I can leave it with Hasan; I'm sure he'd
20 like to hook me before I even start speaking probably.

21 And what I am about to say is derived from
22 policy statements that come from both the city and from
23 COG with relation to land use and housing.

24 I am a product of the 60s and a longtime
25 advocate for fair and affordable housing, which is why I
26 speak to my frustration with state land use and housing

1 policies, which claim to be driven by triple bottom-line
2 considerations, but, in reality, are really focused on
3 economic development, and then the follow-up required to
4 meet that unrelenting need to grow the economy.

5 I want to quickly get to the land use and
6 housing issues, because -- and what is at the crux of
7 the debate, not only here but within communities across
8 the region.

9 But first I must set the record straight about
10 the intent of previous remarks made in committee and to
11 the body as a whole; namely, that I never intended to
12 impugn or -- the quality of the effort or work product
13 that the SCAG staff or our director has produced. Quite
14 the contrary.

15 Their efforts to [sounds like] herd us cats to a point of
16 consensus must be applauded, both for
17 maintaining the integrity of our large and diverse
18 region and optimizing the region's competitiveness for
19 funding the many initiatives forwarded on our behalf
20 while, at the same time, insisting in the principle of
21 local control to the extent that the state and federal
22 government are willing to accommodate.

23 That said, my complaint has been one relating
24 to what I see is the tacit concession that most
25 multi-municipal organizations make in silence to the
26 principle -- to that principle, a local control of land

1 use and housing issues, and this allows -- that allow
2 us, as cities and municipalities, to meet the obligation
3 to the spirit of the general housing element plans to
4 provide housing that is socially equitable and
5 environmentally sustainable.

6 This is where, to my mind, the battle line is,
7 in the issue of local control, and not in the repeated
8 exercise of writing housing elements so myopically
9 designed as to prevent any significant impact on the
10 affordable housing and homeless issues within our
11 communities, which is, in my opinion, a -- a morally and
12 practical obligation that we have as elected officials.

13 In closing, I would like to ask that this body
14 become more proactive in issues relating to municipal control over their
15 land use and policies and I recommend
16 that this body approve the staff recommendation to move
17 this report forward. Thank you.

18 PRESIDENT VIEGAS-WALKER: Thank you for you
19 comments.

20 Next, please.

21 I do want to compliment and thank the speakers
22 for staying on point and -- and within their allotted
23 time.

24 HON. DIANA MAHMUD: Good morning. My name is
25 Hon. Diana Mahmud, I'm Mayor Pro Tem of the City of South
26 Pasadena and pleased to represent the San Gabriel Valley

1 COG on the energy and environment committee.

2 I'm grateful for the opportunity to provide
3 some limited input into the development of this
4 comprehensive document, which I do recommend this body
5 support and vote out for release and comment.

6 I commend the RTP's prudent allocation of half
7 of the anticipated transportation funds towards, oh,
8 operations and maintenance. That's 275 billion of a
9 total of 556 billion in transportation investments with
10 63 percent of that amount going towards transit and
11 passenger rail.

12 Unfortunately, the RTP only recommends 41
13 percent of capital investment in transit. I believe a higher amount is
14 warranted. Since appointment to the
15 SCAG committee, I have had the privilege of taking the
16 gold and the red line to each of the meetings in this
17 building.

18 I would like to see more residents within our
19 SCAG community have the opportunity for transportation
20 alternatives that is offered through transit
21 development.

22 The recent release of the Reason Foundation of
23 the Southern California mobility plan envisions 714
24 billion dollars in transportation improvements, with 93
25 percent of that amount going in capital funding towards
26 highway, and a mere 7 percent to transit, bus and active

1 transportation projects. It also only allocates 29
2 percent towards O and M.

3 I am grateful for the leadership of our
4 executive director who publicly rejected the painfully
5 outdated transportation ideas espoused by the Reason
6 Foundation. That plan would make every single lane of
7 regionally significant freeways -- which is just about
8 all of them in our area -- tolled.

9 It also recommends the construction of no less
10 than six new freeways or tunnels, including the SR 710
11 tunnels. Highway tunnels are much larger than light
12 rail tunnels. I can tell you that the SR 710 tunnel is three times the
13 size of light rail tunnels, and the
14 larger the tunnel, the greater amount of construction
15 risk because anyone who has done underground
16 construction can tell you, we don't know what we don't
17 know.

18 Our transportation investment dollars are far
19 too scarce to risk in this matter. While I agree that
20 congestion is a significant concern, it cannot be
21 resolved by building new freeways. The
22 one-billion-dollar investment in the Interstate 405 is
23 painful evidence of that.

24 Instead, I believe the answer lies in building
25 a more comprehensive transit rail network and addressing
26 first and last mile concerns.

1 Thank you so much for your attention.

2 PRESIDENT VIEGAS-WALKER: Thank you.

3 TESS REY-CHAPUT: Leland C. Dolly (phonetic)
4 of the City of Alhambra followed by Jeff Allred
5 (phonetic) and Henry Low (phonetic).

6 PRESIDENT VIEGAS-WALKER: Will that be the --
7 will that be the last?

8 TESS REY-CHAPUT: We have two more.

9 PRESIDENT VIEGAS-WALKER: Two more. Okay.

10 JEREMY DIAZ: Thank you,
11 Director, and members of the council. I'm here on behalf of Ron Miller
12 and the Los Angeles/Orange Count
13 building trades council. I have a brief statement from
14 him.

15 He wants to let you know that he said thank
16 you for your continued support of the SR 710 project
17 tunnel. I'm here today to reiterate that the 710
18 coalition supports the tunnel. It is important that the
19 tunnel be contin- -- be included in all SCAG priority
20 documents, including the 2016 RPT [sic].

21 As you know, the tunnel is consistent with
22 voter mandate and local plans. The tunnel will also
23 include the Metro's 2009 LRTP.

24 Although the tunnel is not part of the
25 proposed list of projects for valid measure
26 consideration, it nonetheless remains a higher priority

1 and critical need for the Los Angeles region.

2 The freeway tunnel has a strong local support,
3 the freeway tunnel will create good jobs, the freeway
4 tunnel improves mobility and relieves congestion.

5 Thousands of cars travel through our neighborhood
6 daily causing severe gridlock on our streets. Building
7 a tunnel will absolutely reduce congestion in local --
8 on local arteries.

9 The tunnel appears to provide the greatest
10 magnitude of positive improvement to regional mobility and congestion
11 relief. Please ensure that the tunnel
12 remains a priority for the SCAG. Thank you.

13 PRESIDENT VIEGAS-WALKER: Respectful debate.
14 Thank you for your comments.

15 Next, please.

16 GREG NORD: Good morning. I'm Greg Nord
17 with the OCTA, and I just wanted to thank SCAG staff for
18 all their hard work in putting together the draft RTP
19 and for coordinating with us to incorporate our
20 long-range transportation plan; also for including us in
21 the technical working group and some of the studies that
22 went into developing the plan.

23 We -- we'd like to support the staff
24 recommendation, so that SCAG staff has adequate time to
25 incorporate any comments they receive and so that we
26 avoid any lapses in conformity, and OCTA looks forward

1 to reviewing the draft document and continuing our good
2 relationship with SCAG.

3 PRESIDENT VIEGAS-WALKER: Thank you.

4 Tess, the last couple?

5 TESS REY-CHAPUT: The last two are Lisa Trifiletti (phonetic)
6 and Richard Lambros.

7 GEOFFREY BAUM: Good morning, Madam President
8 and members of the council. Thank you for preparing and
9 the work that the staff has done in preparing an exceptional report, and
10 looking forward to seeing it
11 released to the public.

12 My name is Geoffrey Baum, I am president of the
13 West Pasadena Residents Association and a member of the
14 Pasadena alternatives working group, whose
15 recommendations were unanimously approved by the
16 Pasadena City Council.

17 Our residents association represents more than
18 7,000 households in West Pasadena, and, as you've heard,
19 one -- our -- our main concern about the future of this
20 plan is going to be that the 710 North proposal will be
21 somehow reinserted into that.

22 For all the issues and concerns that you heard
23 mentioned by Senator Liu, by our colleagues from South
24 Pasadena, by Congressman Schiff, we are strongly opposed
25 to that. We wish that we -- we'd like to see the
26 Regional Transportation Plan stay as it is without the

1 710 North plan put in it, because there are a number of
2 concerns.

3 Also, it is of grave concern to us that it
4 could be inserted into the R2 initiative. And I must
5 say, that with our 7,000 neighborhood association, if
6 that happens, we would not only object to it, but we
7 would work to actively oppose the regional
8 transportation initiative. So I wanted to make sure that the SCAG
9 commissioners and council members understood that, but
10 also say -- to praise the staff and others, and the
11 commissioners, for working collaborative on multimodal
12 approaches that are the long-range solutions to the
13 transportation challenges we face as a region.

14 And we look forward to working with you in
15 partnership to advocate for better transit, increased
16 mobility throughout the region.

17 Thank you very much.

18 PRESIDENT VIEGAS-WALKER: Thank you for you
19 comments.

20 Next, please.

21 SPEAKER DOLLY: Good morning. My name's Lee
22 Dolly, I'm the former City Attorney for the City of
23 Alhambra and an advocate for the 710 coalition and all
24 the supporters throughout the San Gabriel Valley.

25 A completion of the gap. Respectfully, we
26 will not oppose either this plan that you're about to

1 release for draft, nor are we to oppose any kind of a plan that comes out of
2 the draft EIR/EIS. Just for the sake of talking about where you
3 all are right now, this is a draft. We will make comments, the opponents
4 will make contents [sic]. We -- we -- we welcome that. The same thing with
5 the draft EIR/EIS. That has had over 50 million dollars spent on it. It's
6 been five years, and since 1973, stopped dead, and deserves a
7 really good look at it. So we encourage you, as it goes
8 along, to follow all the arguments for it and why it is
9 absolutely a thing that must be accomplished in our lifetime.

10 There's been comment -- and I don't wanna go
11 way out of bounds, but it's a 33,000-page DEIR -- I
12 don't know how many pages in your plan here -- but
13 they're all huge and hard to digest.

14 The 710 completion has been in every
15 long-range plan for years and every RTP for years and it
16 is recognized, unequivocally, that the gore points
17 created by the gap is really a real gore point.

18 I did wanna mention one other thing as you
19 release and as we go forward with the draft project over
20 at Metro. The City of Alhambra decided to, at the COG,
21 release monies for the 710 from consideration in R2,
22 measure R2.

23 We don't wanna be in it, we've asked not to be
24 in it and, candidly, it's a little surprising to hear
25 people say that the COG rejected it, because it didn't.

26 The City of Alhambra, on the floor, offered,

1 very conscientiously to make that available, all that money, to the gold
2 line, to the projects of the San Gabriel Valley.

3 Lastly, this is about conformity. You need
4 this project to conform. We looked at the 33,000 pages
5 -- and I'm not gonna make an argument here -- I'll just
6 say it flatly -- they say, at bottom line, there are
7 significant benefits to the quality of life in the
8 entire SCAG region, from completion.

9 I thank you. I meant to be briefer.

10 PRESIDENT VIEGAS-WALKER: Thank you. Next,
11 please.

12 LISA TRIFILETTI: Lisa Trifaletti, director
13 of environmental land use planning for the Los Angeles
14 world airports, and we wanted to come here today to echo
15 the sentiments of support and thank the SCAG staff and
16 the SCAG leadership for the RTP.

17 We truly appreciate the collaboration, being
18 able to work on the aviation technical advisory
19 committee, and we are happy that we had the elements of
20 our new ground transportation program at LAX included in
21 the RTP.

22 We -- if you are not aware, we're working
23 diligently to improve the ground transportation program
24 by building a new LAX train, people mover system, to an
25 inter-modal transportation facilities, consolidated rental car facilities,
26 and to the Metro regional rail by

1 building a station -- a new station along the Crenshaw
2 line.

3 So this is really important for us to not only
4 improve congestion at the -- at the airport, but to
5 reduce trips and encourage folks to get out of their
6 cars to the airport.

7 We also wanna build on the partnership that
8 we've created and good working relationship with SCAG by
9 recommending that we convene a committee on
10 regionalization. We'd like to work with our partners,
11 with SCAG and various key stakeholders, to help identify
12 strategies and policies aimed at distributing commercial
13 traffic and goods movement across the region.

14 And we want to just say that we're here to
15 really actively sup- -- participate in such a committee.
16 So we just wanna say thank you today.

17 PRESIDENT VIEGAS-WALKER: Thank you.

18 Next, please.

19 JEFF ALLRED: My name is Jeff Allred. I'm
20 here on behalf of the City of Rosemead, which is also a
21 member of the 710 coalition.

22 And we're just here to let you know that our
23 city of 60,000 people, approximately, is strongly
24 supportive of the tunnel alternative to complete the gap, close the gap of
25 the 710 freeway.

26 We just believe it's a very important measure

1 that has to be taken to relieve congestion and also
2 improve mobility in the region.

3 We also think it's important that the tunnel
4 alternative continue to move forward in the public
5 process, including the 2016 RTP, and we request that
6 SCAG were to continue to allow the tunnel alternative to
7 move forward in the public comment process.

8 Thank you.

9 PRESIDENT VIEGAS-WALKER: Thank you.

10 Next, please.

11 HENRY LOW: Good morning. Henry Low
12 representing the office of State Assembly Member Ed
13 Chow.

14 And first we wanna thank SCAG for updating the
15 RTP and SCS. We think this is the way forward to
16 resolving the region's transportation and sustainability
17 issues.

18 We're here to reiterate our support for the
19 tunnel, conclusion of the tunnel, as a sound solution to
20 closing the 710 North gap. As you heard from
21 representatives from our own cities, they support
22 inclusion of the tunnel.

23 We believe that is the best solution to solving not just the
24 transportation issues in our
25 district, but for the region as well and just issues
26 (unintelligible) for decades, and we believe the tunnel

1 is the best solution and it needs to be the resolution
2 that's adopted because, right now, many of our families,
3 our students, especially where schools are on arteries
4 that are impacted because there's no gap -- there's no
5 solution closing the gap.

6 And, therefore, we believe that the tunnel is
7 the best solution and, therefore, we are here to support
8 our position. Thank you.

9 PRESIDENT VIEGAS-WALKER: Thank you.

10 Rich, do you want me to say we saved the best
11 for last?

12 RICHARD LAMBROS: Feel free.

13 (Laughter)

14 PRESIDENT VIEGAS-WALKER: Well, touche. Well
15 said.

16 RICHARD LAMBROS: Thank you. Rich Lambros,
17 Southern California leadership council, a pleasure to be
18 here this morning.

19 On behalf of the leadership council, I just
20 wanted to step forward and express our support for the
21 release of the draft RTP/SCS today and also the PEIR.

22 Specifically, we appreciate the approach, the direction, and
23 really the philosophy behind these
24 drafts. By that, I mean we find that, so far, the work
25 of these plans is trying to achieve important regional
26 transportation, environmental, housing, land use and

1 other objectives in a way that really does honor local
2 control as well as we'll achieve important economic
3 benefits for our region.

4 So we greatly appreciate that. Specifically
5 wanna recognize all of you on the regional council,
6 because you have pushed for those principles and that
7 direction throughout this long process and especially
8 your staff, who have listened to so many stakeholders
9 and so many diverse opinions to get us this far and have
10 done a great job.

11 Now, that said, as all of you know, this is
12 not the finish line. I often point that out. This is
13 just another milestone in the process and so, as we
14 release this for public comment and public input, the
15 leadership council also wants to encourage exactly that,
16 that this plan only gets better with the refinement that
17 comes from the diversity of input and opinion, just like
18 you've already heard this morning, and there certainly
19 is room for additional refinement as we go forward.

20 We'll be doing that we encourage others to do
21 the same, and we look forward to continuing to work with all of you on
22 this important plan.

23 Thank you, Madam President.

24 PRESIDENT VIEGAS-WALKER: Thank you very much.

25 That concludes the public comment cards that
26 we have in front of us. We will return to the regional

1 council.

2 Note that the recommended action is release of
3 the joint recommendation of SCAG's three policy
4 committees to release the draft 2016/2040 RTP/SCS for a
5 60-day public review and comment period concurrent with
6 the 60-day public review and comment period of the draft
7 2016 RTP/SCS PEIR beginning today or -- excuse me --
8 beginning tomorrow, December 4, 2015, and ending
9 February 1, 2016.

10 Are there any comments here?

11 Mr. Morehouse?

12 HON. CARL E. MOREHOUSE: Thank you, Madam
13 President.

14 Several things. I just wanted to -- to chime
15 in with regards to some of our initial speakers. This
16 is something == I guess all of you have sat on a council
17 or board or supervisors for a number of years -- I have
18 to remind my council members, particularly the ones that
19 get elected, when we do the budget, there's a lot of
20 gnashing of teeth hammering, and then I have to remind then, You're gonna
21 do it again next year or two years
22 from now.

23 We're gonna end up doing another RTP in four
24 years, as pointed out by several individuals, and so I
25 -- I -- while this has a lot of important points in it,
26 you're gonna go through the drill again, and part of

1 that is a reflection of many things that are changing in
2 our world.

3 I think our executive director, Hasan, has
4 pointed out on a number of occasions that the
5 technological changes that are occurring extremely
6 quickly, and the demographic changes -- and those of us
7 who are aging Baby Boomers, Korean War Era and even the
8 -- the fading out of the greatest generation -- that the
9 times are changing, and this is -- this continues to
10 reflect that and pick up on those things.

11 So as we move forward, the idea is to
12 remember, we're planning for a future, we're not
13 planning for now or planning for the world we live in
14 but are planning, accordingly, for the -- for the
15 future.

16 And I just want to pick up on -- on the
17 president's earlier comments with regards to praising
18 staff. I don't wanna blow my own horn, but it did take
19 place on my watch and I was very adamant -- (Laughter)

20 HON. CARL E. MOREHOUSE: -- and -- and staff
21 took it to heart. I gave them marching --

22 PRESIDENT VIEGAS-WALKER: Carl, we knew that
23 was a puppet government, but...

24 (Laughter)

25 PRESIDENT VIEGAS-WALKER: Go ahead. I'm just
26 -- I'm just kidding.

1 HON. CARL E. MOREHOUSE: I'm walking out in
2 protest.

3 UNIDENTIFIED MALE: (Unintelligible)

4 (Laughter)

5 HON. CARL E. MOREHOUSE: But I gave marching
6 orders to the staff because the -- the basis for this
7 RTP comes from your local land use plans.

8 And I was adamant that all 191 cities and all
9 six counties had their land use plans thoroughly
10 included in this, and this is a reflection of your local
11 desires. That was the intent all along.

12 So any idea that somewhere along the line
13 we've -- we've lost that local control or local input is
14 -- is sheer folly, in my book. I was adamant that we
15 get that done and I was very proud of staff for having
16 spent the past year and a half gathering that
17 information. We realize that every city is gonna change
18 over time, too, and some of it, including my own, are
19 gonna go through some general plan updates, and that may
20 reflect. But at least that starting point for building
21 this was based upon that.

22 So, again, I wanna laud staff in that
23 capacity. I wanna, again, thank all the people that
24 participated so far and current and previous versions of
25 our policy committees and previous members of the RC who
26 have come and gone -- we know there's been a change in

1 the guard since we started this -- and particularly to
2 those people who came and attended today and provided
3 their comments.

4 As we move forward, keeping in mind, as Chair
5 Wapner started off with, with his comments, this is an
6 action simply to set in motion the next 60 days. Those
7 comments that were provided today, we'll take note of
8 them, as the president as pointed out, those will be
9 reflected in the minutes, but more importantly, those
10 comments, after we drop the flag, should we approve the
11 beginning of this process today, that's the time to
12 insert those comments. You've got 60 days on both the
13 plan and the environmental document, and we welcome
14 those and want them to be part of the public record.

15 So I just wanted to get those comments in there at the
16 beginning, and thank you, Madam President.

17 PRESIDENT VIEGAS-WALKER: Thank you, Carl.

18 All right. Carrie Bowen (phonetic), followed
19 by Judy Mitchell, Alan Wapner, Linda Parks and Deborah
20 Robertson. I know there's more, but that's where we're
21 goin'.

22 CARRIE BOWEN: Thank you. And I would like to
23 also start off by saying, with regards to San
24 Bernardino, my thoughts and prayers are with you. And
25 we also experienced in the district -- we had to
26 evacuate our district office there in San Bernardino

1 yesterday.

2 And one of my employee's wife was in critical
3 condition, was shot multiple times in District 7 and had
4 to leave rapidly yesterday, and one of John's employee's
5 wife in District 8 was shot multiple times and was in
6 critical condition.

7 So at least 2 of those 17, we know, were
8 CalTrans wives. So it did -- that come very close to
9 our home and it is a very serious -- very serious
10 tragedy and -- and awful, and our thoughts and prayers
11 are with our sister city, so -- and with John and -- and
12 -- and what's going on there.

13 So our -- our thoughts and prayers are with
14 you and I know San Bernardino will -- will -- will come through this and
15 anything we can do to help, we will.

16 Having said that, I wanna -- I wanna move on.
17 I'm here not just speaking for District 7. I'm here
18 speaking for the Southern California districts.
19 CalTrans updated our mission about a year ago to provide
20 a safe, sustainable, integrated and efficient
21 transportation system to enhance California's economy
22 and livability.

23 CalTrans in Southern California has the
24 daunting job to -- to provide major infrastructure and
25 services to move millions of people for work, recreation
26 and school, and also to move goods coming and going from

1 the Ports of Los Angeles, Long Beach and Hueneme -- I
2 had -- had to make sure I got that in there, Ventura --
3 which move 40 percent of all the nation's goods.

4 Additionally, over 65 percent of the goods
5 arriving in Southern California are hauled by truck.
6 And in 2008, just the 710 freeway alone experienced an
7 average of 24,000 trucks per day, and it's anticipated
8 to rise to 53,000 trucks by the year 2035.

9 CalTrans is pursuing a new blueprint for
10 sustainable mobility, but roads are the foundation for
11 transportation, so we have to sustain what we've got.
12 And CalTrans has a fixed it -- fix-it-first program to
13 do just that. And first of all, we know -- we all know --
14 money counts. Every dollar spent on preventative
15 maintenance saves Californians 11 dollars that would
16 have been spent on -- on preventative maintenance, on
17 future maintenance. So what we invest now saves you
18 money later.

19 And, you know, Southern California's
20 experiencing some of the highest levels of congestion in
21 the nation, and in the world, and yet the mode choice
22 still, by over 80 percent of the population, continues
23 to be driving.

24 And as we learned at the recent focus on the
25 future event, for those of us that attended, that mode
26 choice still includes millennials, including my

1 daughter, so what this means to CalTrans is that we need
2 to not only work closely with our partner agencies in
3 exploring all possible meads (phonetic) for -- means for
4 providing multimodal options, but we need to, both
5 strategically address severe bottlenecks and gaps in
6 transportation systems, plus expansion is still needed
7 in many areas of the SCAG region, as well as provide a
8 connected network or managed lanes such as HOB and HOT
9 lanes.

10 CalTrans not only fully supports the proposed
11 regional plan for expanding toll roads and express lanes, but we cannot
12 emphasize enough how absolutely
13 vital the system of managed lanes will be for sustaining
14 mobility, economy and livability well into the future.

15 I wanna thank you for this opportunity to
16 comment on the RTP/SC -- SCS and address -- address you
17 on this. And it is a great plan and thank you to the
18 staff. And it is a great staff and a great effort and
19 -- and -- and way better than SANBAG, but don't tell em
20 I said that.

21 (Laughter)

22 PRESIDENT VIEGAS-WALKER: Thank you. Thank
23 you. Let's move on to Judy Mitchell and Alan Wapner,
24 please.

25 HON. JUDY MITCHELL: Thank you. First of
26 all, I wanna thank staff for the monumental effort that

1 went into this. You've really done a wonderful job.
2 And a special shout-out to Alan Wapner, our
3 transportation committee Chair, he's remarkable. I just
4 marvel every year at the work that he does and his
5 knowledge on this subject matter.

6 Second, I wanna say that I think that, you
7 know, we, as -- as elected officials, have struggled,
8 ever since the SCS strategy was introduced by our
9 legislature, with balancing the local land use control
10 and the need to look at what happens regionally, because we live in a
11 larger region, we are connected border to
12 border and we need to have -- look at the big picture as
13 well as what's happening in our own local communities.

14 So I urge us all to keep that in mind and as
15 we move forward with these -- with -- with this plan.

16 Second -- or third -- I don't know where I am
17 in my list -- the I-710 South project, which is part of
18 this RTP, is critically important.

19 It represents the goods movement plan that we
20 are all working on, and we now see that in the federal
21 transportation bill, we are gonna have some money to
22 deal with this.

23 And so I -- I've been working on the project
24 committee for that and I will say that we have in front
25 of us an opportunity that may never come again, to have
26 dedicated freight lanes that are dedicated to zero

1 emission goods movement.

2 And I urge us all to get on board and get
3 behind that because, as I said, an opportunity that may
4 never come again.

5 Then I wanted to say that Alan mentioned that
6 one of the things in our plan is to leverage the zero
7 emission vehicle strategy and the -- and the charging on
8 that. So I do think that's important.

9 And that goes hand in hand with the statistics that we see that
10 a single-driver mode choice is gonna be
11 with us for awhile because it's convenience that a lot
12 of people don't wanna give up, and it's also a
13 convenience as we start developing a transit network
14 that works for everybody.

15 So zero emission vehicles are a part of our
16 future. We're just not sure how they're gonna fit in,
17 how many there will be on the road, but we know that
18 it's the Governor's initiative to have one and a half
19 million of these by 2525, and -- and so that's on the
20 table.

21 And many of us have begun embracing these,
22 we're driving these. New vehicles are coming out -- I
23 think there's 21 models now of hybrid -- not hybrid, but
24 zero emission or plug in electric vehicles.

25 This year, we're seeing the release of fuel
26 cell vehicles, and this is a totally new kind of

1 technology where you fill up the tank with hydrogen
2 fuel. Two or three of these are released this year.

3 And by 2017, we're gonna see electric vehicles
4 with 200-mile ranges in the price range of 30 to
5 \$35,000. These can compete with Tesla. In fact, Tesla
6 will have one on the road, they say, by 2017, that is
7 this kind of range in this price category.

8 And then I wanna mention that at this time, the South Coast Air
9 Quality Management District is
10 working on its air quality management plan. As you
11 know, I sit on that -- on that Board.

12 And transportation compor- -- conformity is
13 part of that process. So what we do here at SCAG gets
14 integrated with the air quality management plan, and
15 that's one reason why these deadlines are important.
16 These plans have to be approved by June, they have to go
17 together, they go hand in hand.

18 And so, working together and getting these
19 plans moving ahead with that timeline is really
20 important as well.

21 So thank you, everybody, for doing the good
22 work that you've done, and to our staff also.

23 PRESIDENT VIEGAS-WALKER: Alan Wapner, Linda
24 Parks, Deborah Robertson. And again, if we can just
25 move it forward.

26 HON. ALAN WAPNER: Thank you, Madam

1 President. And obviously, I'm in support of the
2 recommendation to release the RTP and I'm prepared to
3 make that motion when you're ready for it.

4 I just wanna make a brief comment about the
5 710 gap closure. I don't think I've ever spoken about
6 this. And there's a reason I haven't, is because all of
7 us are local leaders and we all firmly believe in local control.

8 And I believe that that's a local issue that
9 needs to be decided upon by the Metro Board, not by the
10 SCAG Board. So I would strongly suggest that folks on
11 either side of that issue take your -- take your
12 opinions to your Metro Board, because it's SCAG's
13 responsibility to carry forward the recommendations of
14 the sub-regions, and I feel comfortable, as a
15 transportation Chair, saying that we will support
16 whatever the locals support.

17 So I don't think that that's really something
18 that SCAG needs to get involved with. It think that's
19 really something that's more appropriate for the Metro
20 Board of directors to listen to and for the folks that
21 live in that area to make a decision for themselves.

22 I live 50 miles away. And, frankly, it
23 doesn't make a difference to me whether or not you have
24 a gap closure, but I'm sure it makes huge difference to
25 you and I'm willing so support whatever you come up
26 with.

1 PRESIDENT VIEGAS-WALKER: Thank you, Mr. Wapner.

2 Linda Parks, Deborah Robertson.

3 HON. LINDA PARKS: Thank you. And I also wanna extend my thanks
4 to staff for this excellent document; it's well documented and the
5 appendices included. As I -- as we see the federal funding over the
6 last few decades have just steadily decreased amount of
7 money for transportation, I can understand why we have
8 the majority of the funds going towards maintenance and
9 fixing what we have. But it's still nice to see that we're seeing
10 increases in the level of transit, seeing that continue
11 to expand; also, expansion of our rail service happening
12 and the need to continue the expansion of our high
13 occupancy vehicle lanes and also looking towards
14 increasing active transportation.

15 And, with that, looking at the goals and
16 policies on pages 60 and 61, and our guiding policies, I
17 don't see the word "increase" in here, when we're
18 talking about alternative transportation.

19 And while we do wanna continue to maintain
20 what we have, I think there is a lot to be said about
21 "if they build it, they will come" is kind of a
22 chicken-and-egg thing; if you don't have alternative
23 transportation available, you can't use it, you can't
24 increase it.

25 So I'm thinking that in either the goals or
26 the guiding policies, we should use the word

1 "increasing," since that does seem to be a large point
2 of what's happening with the plan itself. But we need
3 to put it out there, not just talk about
4 maint- -- maintenance and efficiency; let's actually be
5 bold and say "increase."

6 That would be my suggestion.

7 PRESIDENT VIEGAS-WALKER: Thank you, Linda.

8 We'll go with Deborah Robertson, Steve
9 Hofbauer, Jonathan Curtis, Carmen Ramirez and Barbara
10 Messina.

11 HON. DEBORAH ROBERTSON: Okay. Thank you.

12 Good morning. Thank you, Madam Chair -- Chairman --
13 Chairwoman.

14 First, before I go into my comments, I would
15 like to just take the opportunity to thank my
16 Vice-Chair, Carmen Ramirez, for subbing in for me and
17 basically recapping and giving our comments as related
18 to the energy and environment committee and our
19 participation.

20 And one of the notes there that she -- we had
21 on our notes was really to point out, you know, that we
22 had also very much spoke and discussed the public
23 health, and I was the Chair of the subcommittee of
24 public health and spent a lot of time during that period
25 talking about the public's health. And so today, this -- this action and
26 what we're about to do and take really lays heavy with me on

1 my heart because besides addressing the concerns about
2 public's health and really rolling it into the Regional
3 Transportation Plan and the sustainable community
4 strategies, as we did two years ago, I had the honor of
5 having the San Bernardino public health staff come to me
6 two years ago, along with SANBAG staff, and they said to
7 me that they -- you know, they really recognized and
8 loved the things that I was doing and speaking as it
9 related to public health, and they asked if I would be
10 the county's champion of health and become the actual
11 official representative and the phase four, being the
12 champion of health in public health.

13 So today, this morning, needless to say, I was
14 a bit tardy and hearing what Carrie had to say and all
15 others, we have all been dealing with a mass effect to
16 our community and to San Bernardino County -- yes, it's
17 hitting the state and then it's hitting the nation, but
18 it really hits me hard because, to think that -- you
19 know, I'm a planner.

20 But to really be one who's been very --
21 champion of public health, but, yet, I always laugh that
22 I'm -- you know, everyone knows when it comes to getting
23 out there and really doing exercise and things, I'm -- I'm the one that's
24 always moaning and bemoaning and
25 crying. But I recognize that we have to change the way
26 we do things and the direction we're going as it relates

1 to transportation.

2 On a personal note, a lot of you do know that
3 I worked for CalTrans, I retired from CalTrans, my heart
4 is in CalTrans, and yesterday, in addition to what
5 Carrie said and the lockdowns we had, my daughter works
6 for CalTrans in District 8, and when everything started
7 happening at SANBAG and all of us who were there, we
8 stopped our meeting and adjourned because Curt -- I
9 mean, we recognized we couldn't really conduct business
10 with all of us wondering.

11 I was trying to figure out where my daughter
12 was. She wasn't answering her phone. She's not in that
13 building, she's in the 4th Street. But it was lunchtime
14 and I know her patterns, and sure enough, when she
15 finally answered, she was down in that area -- cause
16 she had went to El Pollo Loco, because she's trying to
17 eat healthy -- you know, and so I'm, of course, having
18 this moment of frustration and anger cause she's not
19 answering the phone, she's always beating me up on it,
20 and so we went through all that motion.

21 So I guess what I wanna say today is that this
22 needs to go forward. We all -- I'm glad that we had some level of
23 security here today. I called in to ask
24 about it. This needs to go forward. Our work can't be
25 in vain.

26 For me, it's not just public health, but

1 there's an element that I've always dealt with coming
2 from San Diego and (unintelligible) to the Inland
3 Empire, is mental health. And yesterday, this event
4 just really affected all of our mental health.

5 So I don't wanna speak on the document or all
6 the things -- I always believed that in order for us to
7 move forward we have to move forward and put these
8 things out so that people can vet, make their comments
9 and then, in 60 days, we'll come back and take the
10 action.

11 So I would like to say that when Alan makes
12 the motion, I would like to second it and I'd like to
13 second it in honor of those employees who were in the
14 public health department in San Bernardino County who
15 lost their lives.

16 And, you know, sending flowers and cards and
17 things just, right now, is not doing it for me. So
18 thank you.

19 PRESIDENT VIEGAS-WALKER: Thank you.

20 Steve and then Jonathan, please.

21 HON. STEVEN HOFBAUER: It's been said. Thank you.

22 PRESIDENT VIEGAS-WALKER: Jonathan?

23 HON. JONATHAN CURTIS: Yes. Thank you very
24 much. I, too, would like to just reiterate my thanks to
25 Hasan and the entire SCAG staff with all its impressive
26 work over the last year.

1 Part of that work has actually been the
2 presentations that have been made to this -- to this
3 regional council as well as to each of the committees,
4 and so I must also thank my fellow colleagues on the
5 committees as well as the regional council for making
6 the -- you know, taking the time and actually come and
7 learn and debate, because I think it's been very
8 helpful.

9 I'm especially pleased of the principles being
10 presented in the draft RTP for public review. You know,
11 the local control and sustainability, economic
12 development, livable corridors, TDM, preservation of
13 infrastructure, and as Judy Mitchell was saying, you
14 know, goods movement, many of these concepts are -- are
15 actually foreign to other NPOs -- or at least they're
16 not embraced the way we are -- so I think it's a very
17 positive that these types of principles are actually
18 being presented to the public for public review and get
19 the public's -- the public's input. I, too, have heard a little bit about
20 the 710
21 North project and the alternatives. We certainly are
22 not here today to debate the 710 tunnel or other
23 projects.

24 We've heard concerns about it from federal and
25 state elected representatives. We know there's concerns
26 out there by the EPA, the AQMD, USC, UCLA, UCI; but

1 again, this is not the forum for that.

2 And the best thing that we can do, as
3 presented in the draft RTP, is take a neutral stance and
4 -- and allow the public actually to review -- review the
5 entirety of the plan.

6 As was said earlier, the RTP is, frankly,
7 critical for the economic health and quality of life for
8 this entire region. So I would fully support and
9 encourage this regional council to vote positively for a
10 prompt review, prompt release.

11 Thank you.

12 PRESIDENT VIEGAS-WALKER: Thank you. Carmen,
13 Barbara and Kris (phonetic) are the last comments that I
14 see.

15 HON. CARMEN RAMIREZ: Thank you. And I
16 will echo the comments thanking Hasan, our staff, our
17 colleagues, everybody who participated. It's an honor
18 to be here where we're coming together to plan for the future, make things
19 better, have respectful debate,
20 listen to each other.

21 I have just received information that although
22 we all -- we still have 28 days left of this year, we've
23 already have 351 mass shootings in our country. Very
24 daunting. And I'm sure that somewhere, somehow, what we
25 do collectively and individually has a bearing on what
26 will happen on the future to our families and our

1 communities.

2 Today, I had the pleasure of coming in on the
3 Metrolink from Oxnard, and I was glad to do that,
4 because last meeting I came, I had to drive and was
5 involved in an accident where I wasn't hurt, but another
6 person who was riding a motorcycle did get hurt.

7 And so I was -- it's really come home that
8 without better transportation alternatives, the economy
9 grinds to a halt. So it's very important.

10 I also wanna say, very appreciate of young
11 people participating in this process. So the young man
12 who spoke about the choice of millennials, I think we
13 really have to pay attention to that.

14 Many times, at my council meetings, I look out
15 at the people who want to -- who like things the way it
16 was and hope it will always be. They are older -- shall
17 I say? -- they have hair my color and I don't hear too much from younger
18 people.

19 So I think, going forward, like to hear more
20 from young people participating; they will have to live
21 with the choices we make and we -- we have to think
22 about how we are going to be perceived in the future:
23 What did we do in the war for a sustainable life here in
24 California?

25 Thank you.

26 PRESIDENT VIEGAS-WALKER: Thank you.

1 And just as Alan reminds us that they're
2 highways, not freeways, we're seasoned, not older.

3 (Laughter)

4 PRESIDENT VIEGAS-WALKER: Barbara, Kris and
5 Margaret.

6 HON. BARBARA MESSINA: Thank you, Madam
7 President. I, too, would like to thank Hasan and his
8 group of merry men, Darrin and Debbie and Aleesh and
9 Huasha, for putting together and incredible document.

10 I would just like to echo the comments of Judy
11 Mitchell, that we need to keep in mind that
12 transportation needs to meet conformity and Washington
13 has given us the -- the -- the responsibility of meeting
14 their requirements.

15 And this RTP does that. So I was going to
16 second Alan's motion, but Debbie beat me to it. So I will third it.

17 Thank you, Madam President.

18 HON. KRIS MURRAY: (Unintelligible)

19 HON. KRIS MURRAY: Thank you, Madam
20 President, I appreciate it. Can you hear me?

21 I just want to take a moment to acknowledge
22 that SCAG staff has worked with all of its regional
23 partners in a very collaborative way, and want to remind
24 everyone that SCAG accommodated a request of the
25 sub-regions to extend the comment period so that our
26 technical staff will have time beyond the holidays, and

1 to accommodate all sub-regional Board meetings before
2 the comment period concludes.

3 So that I hope everyone will take advantage of
4 that opportunity that provides some critical extra time
5 so that we can have educated input in this draft. And I
6 appreciate SCAG's accommodating that request.

7 Also, thank you to Hasan Ikhata, to his
8 entire command staff, his team, as well as to all of the
9 sub-regions and -- and my fellow board members who have
10 made this process so collaborative and collegial.

11 Thank you.

12 PRESIDENT VIEGAS-WALKER: Thank you, Kris.

13 Margaret Clark?

14 HON. MARGARET CLARK: Can you -- I do plan to vote to put this
15 out to the public. I do have two
16 issues that I brought up before.

17 One of them is the high-speed rail. I have
18 grave concerns about that. But I understand we're in --
19 we -- between a rock and a hard place because we are
20 getting a billion dollars for the -- the -- what do you
21 call it? -- the MOU that increases our last mile thing.

22 But -- but the vehicle miles traveled, I -- I
23 would like to ask -- I did give Hasan an email about
24 this, and I would like to have added to that, the issue
25 about the -- it has to protect driver's privacy and then
26 penalties based on the vehicle miles traveled must be

1 prohibited.

2 Because I understand the argument that when
3 you were buying gas, you were paying as far as you
4 drove, you were paying at the gas pump. But what's --
5 that's apples and apples.

6 But if the state legislature -- I can just see
7 them saying, We don't have enough money, we're gonna
8 penalize people based on the amount they drove. And
9 they're gonna decide, Well, you drove too -- too far,
10 we're gonna pen- -- make a penalty fee. And that would
11 not be apples and apples.

12 So I don't know if we can put that in this or
13 if we can -- it's a comment that needs to be done later, but I just want
14 that on the record.

15 MR. IKHRATA: Just so we're clear, the -- what
16 Mr. Wapner actually earlier said, we're thinking of
17 moving from the existing gas tanks to a better way of
18 funding transportation to account for alternative fuels,
19 electric, et cetera, et cetera. We're totally not tied
20 to what we call it.

21 But I also wanna remind you that Pam O'Connor
22 is not here today. She is your representative to the
23 statewide user charge group that actually is gonna
24 decide some of those issues. And they're still working,
25 they're still not done, they're still debating all those
26 issues.

1 As far as to the language of privacy, it is
2 one of our principle. We will never support anything --
3 and we will say it in our appendices -- that privacy is
4 the number one principle for us.

5 Penalty, I -- I just don't see us even getting
6 there, Margaret. I don't see us ever promoting anything
7 that would penalize people for driving. Alan said this
8 plan is about providing choices, this plan is not
9 dictating what choice you make, but as long as the
10 choice is there -- you wanna drive, you drive; you wanna
11 take the train, you take the train -- if that young
12 gentleman doesn't wanna own a car, we hopefully have a choice for him not
13 to own a car.

14 So -- so this plan is not about telling people
15 or penalizing people. But --

16 Hon. Margaret Clark: But it --

17 MR. IKHRATA: -- I would be happy to work on
18 that language.

19 HON. MARGARET CLARK: That would be the state
20 that would do it to us. We wouldn't be promoting that.
21 I think we need to state that we do not want that --

22 MR. IKHRATA: I think --

23 HON. MARGARET CLARK: -- does not --

24 MR. IKHRATA: I think that will be stated in
25 our principles, yes.

26 HON. MARGARET CLARK: Pardon me?

1 MR. IKHRATA: In our principles, that's
2 already stating about, you know, providing just -- but
3 we'll be happy to work with you during the public
4 comment period in languages that -- that could satisfy
5 you in that regard.

6 PRESIDENT VIEGAS-WALKER: Thank you, Hasan.
7 Last comment, Jan, before we take a vote.

8 HON. JAN HARNIK: Thank you.

9 All we're doing today is we're moving this
10 forward really for our community members' discussion.
11 And so it's really important to do, but I encourage everybody to go back
12 to your community, have everybody
13 pick this up, read it, because it's an opportunity for
14 them to become educated, understand what we're trying to
15 achieve and understand also what we're mandated to do.

16 And that's my comment.

17 PRESIDENT VIEGAS-WALKER: Thank you.

18 So to reiterate where we are right now, we
19 have a preemptive motion to approve by Alan Wapner and
20 second by Deborah Robertson. We've had -- what? -- two
21 hours of debate and comments at this point.

22 Big moment. Make sure your card's plugged in
23 and we -- this is on item number 11. We are not having
24 another two hours on 12 and 13.

25 (Laughter)

26 UNIDENTIFIED MALE: I just wanted to make

1 sure.

2 PRESIDENT VIEGAS-WALKER: Yeah. Believe me.

3 (Unintelligible multiple speakers)

4 PRESIDENT VIEGAS-WALKER: We'll go ahead and
5 close the poll. Please watch for your vote as we scroll
6 through. We have 39 in favor, one against.

7 (The following page 89 line 10 through page 90 line 5
8 were not transcribed from the audio but were notes requested
9 to be inserted to this portion of the transcript)

10 ACTION/DISCUSSION ITEMS

11 11. Release of the Draft 2016 Regional Transportation
12 Plan/Sustainable Communities Strategy (2016 RTP/SCS)
13 A MOTION was made (Wapner) to, based upon the joint
14 recommendation of SCAG's three (3) Policy Committees,
15 release the Draft 2016-2040 Regional Transportation
16 Plan/Sustainable Communities Strategy (hereinafter
17 referred to either as the "2016 RTP/SCS" or the "Plan")
18 for a 60-day public review and comment period, concurrent
19 with the 60-day public review and comment period for the
20 Draft 2016 RTP/SCS PEIR, beginning December 4, 2015 and
21 ending February 1, 2016. Motion was SECONDED (Robertson)
22 and passed by the following votes:

23 FOR: Bailey, Buscaino, Choi, Chun, Clark,
24 Curtis, Daniels, Finlay, Gazeley, Giba, Harnik, Hofbauer,
25 Hyatt, Jahn, Lane, Lorimore, Marquez, M. Martinez, McCallon,
26 McEachron, Medina, Messina, Mitchell, Morehouse, Murray,

1 Nagel, Navarro, Parks, Pettis, Ramirez, Robertson, Saleh,
2 Sibert, Simonoff, Spiegel, Talamantes, Viegas-Walker, Wapner
3 and Wilson (39).

4 AGAINST: Munzing (1).

5 ABSTAIN: None (0).

6 (Laughter)

7 PRESIDENT VIEGAS-WALKER: Shocking.

8 UNIDENTIFIED SPEAKER: Who could that be? (Laughter)

9 UNIDENTIFIED SPEAKER: Who could that be?

10 PRESIDENT VIEGAS-WALKER: Okay. In the
11 interest of time, do we -- you just wanna raise your
12 hand so we know. Okay.

13 (Laughter)

14 PRESIDENT VIEGAS-WALKER: So we're gonna move
15 on to item number 12, which is the recommended action of
16 the SCAG three policy committees. Okay?

17 There are five points that we wanna make with
18 regard to the PEIR.

19 Number one, first and foremost, it's a
20 balanced environmental review document; it's legally
21 defensible, we believe, and stakeholder supported that
22 maximizes opportunities for use of performance
23 standards-based mitigation measures.

24 Number two, it has gone through an extensive
25 process with both the stakeholders and SCAG's policy
26 committees.

1 Number three, the PEIR team consists of both
2 SCAG staff and consultant with years of experience in
3 both CEQA and NPO planning.

4 Number four, for your reference, the staff
5 report offers comprehensive information about the draft
6 PEIR, which was provided to us in advance.

7 And number five, as noted by Kris Murray, to accommodate Orange
8 County's request and others, the
9 public review period has been extended from 55 days to
10 60 days, beginning tomorrow, December 4, and ending on
11 February 1st.

12 Hasan? Hasan, additional points to make?

13 MR. IKHRATA: I -- I just -- you know, I had
14 about 200 slides to share with you about this --

15 (Laughter)

16 MR. IKHRATA: -- before lunch, but I decided
17 not to do it.

18 I just wanna -- you know, you don't -- see our
19 consultant is here, and our staff sitting there. They
20 have done a marvelous job. This is a legal document.
21 Obviously, I told them "You better not get sued," but --
22 no, I'm kidding.

23 But -- but this is a legal document, has a lot
24 of technical stuff. The policy committee heard a lot of
25 presentations. You know, the information -- the
26 technical information, is that, if you ever feel the

1 need you wanna know about what's in it, please do call.

2 And with that, I ask you to approve the staff
3 recommendation.

4 HON. BILL JAHN: I'd move the
5 recommendation, Madam President.

6 HON. FRANK NAVARRO: I second it.

7 PRESIDENT VIEGAS-WALKER: We have a motion by
8 Bill Jahn and we have a second by about 15,000 other
9 people. I'm gonna give it to -- okay -- there we go.

10 UNIDENTIFIED FEMALE: Frank.

11 PRESIDENT VIEGAS-WALKER: Okay. Motion to
12 approve item number 12?

13 (Unintelligible multiple speakers)

14 PRESIDENT VIEGAS-WALKER: Steve? There we go.
15 We're gonna go ahead and close the poll.

16 And this was unanimous, 40 in favor, none
17 against, no abstentions.

18 (The following page 92 line 21 through page 93 line 16
19 were not transcribed from the audio but were notes requested
20 to be inserted to this portion of the transcript)

21 12. Draft 2016 Regional Transportation Plan/Sustainable
22 Communities Strategy (2016 RTP/SCS) - Program
23 Environmental Impact Report (PEIR): Release for Public Review
24 A MOTION was made (Jahn) to, based upon the joint
25 recommendation of SCAG's three (3) Policy Committees,
26 release the Draft 2016-2040 Regional Transportation

1 Plan/Sustainable Communities Strategy (2016 RTP/SCS) -
2 Program Environmental Impact Report (PEIR) for a 60-day
3 public review and comment period, concurrent with the
4 60-day public review and comment period for the Draft
5 2016 RTP/SCS, beginning December 4, 2015 and ending February 1, 2016.

6 Motion was SECONDED (Robertson) and

7 passed by the following votes:

8 FOR: Bailey, Buscaino, Choi, Chun, Clark,
9 Curtis, Daniels, Finlay, Gazeley, Giba, Harnik, Hofbauer,
10 Hyatt, Jahn, Lane, Lorimore, Marquez, M. Martinez,
11 McCallon, McEachron, Medina, Messina, Mitchell, Morehouse,
12 Munzing, Murray, Nagel, Navarro, Parks, Pettis, Ramirez,
13 Robertson, Saleh, Sibert, Simonoff, Spiegel, Talamantes,
14 Viegas-Walker, Wapner and Wilson (40).

15 AGAINST: None (0).

16 ABSTAIN: None (0).

17 (Applause)

18 HON. LARRY MCCALLON: Madam Chair, I'll move
19 item 13.

20 (Multiple speakers)

21 PRESIDENT VIEGAS-WALKER: I'm losing control.

22 But we do have -- with regard to item number
23 13, we do have a motion by Larry and a second -- second
24 by Michael Wilson to approve item number 13, which is
25 the draft 2016 South Coast Air Quality Management Plan
26 Appendix for C, Regional Land Use Transportation

1 Strategy and Control Measures.

2 Ballot, please.

3 Clint?

4 Go ahead and close the poll. And it, again,
5 is unanimous, with 40 in favor, none against and no
6 abstentions.

7 (The following lines page 94 line 10 through page 95 line 1
8 were not transcribed from the audio but were notes requested
9 to be inserted to this portion of the transcript)

10 13. Draft 2016 South Coast Air Quality Management Plan
11 Appendix IV-C Regional Land Use/Transportation Strategy
12 and Control Measures

13 A MOTION was made (McCallon) to approve transmittal of
14 the Draft Appendix IV-C to South Coast Air Quality
15 Management District (SCAQMD) for inclusion in the Draft
16 2016 South Coast Air Quality Management Plan (AQMP) for
17 public review. Motion was SECONDED (Wilson) and passed by
18 the following votes:

19 FOR: Bailey, Buscaino, Choi, Chun, Clark,
20 Curtis, Daniels, Finlay, Gazeley, Giba, Harnik, Hofbauer,
21 Hyatt, Jahn, Lane, Lorimore, Marquez, M. Martinez, McCallon,
22 McEachron, Medina, Messina, Mitchell, Morehouse, Munzing,
23 Murray, Nagel, Navarro, Parks, Pettis, Ramirez, Robertson,
24 Saleh, Sibert, Simonoff, Spiegel, Talamantes, Viegas-Walker,
25 Wapner and Wilson (40)

26 AGAINST: None (0).

1 ABSTAIN: None (0).

2 (Applause)

3 PRESIDENT VIEGAS-WALKER: Okay. I have just a
4 very few closing comments. Is there an interest in any
5 future agenda items?

6 We want to wish Darin a happy 40th birthday, now that this has
7 been released, he's going on a much
8 anticipated trip out of town. So, safe travels, Darin.

9 I wanna also announce that there are going to
10 be extensive public workshops in all of our areas and
11 there is information, flyers in the back of the room,
12 with regard to the public outreach and the public
13 workshops. Please take the flyers with you. There will
14 be additional opportunities for information to be
15 released to you.

16 So it's -- it's my opportunity, as -- as the
17 president to wish you all a very, very Merry Christmas,
18 Happy Hanukkah, whatever -- I don't -- Feliz Navidad --
19 thank you. But -- but whatever you celebrate.

20 So Happy Holidays. But -- but most
21 importantly, I think that as we embark on a happy new
22 year -- as we embark on a happy new year, I just -- I
23 just hope for you in the new year, good health and the
24 time to spend with those that you love doing things that
25 you enjoy that bring you the most -- most joy and create
26 within you that spirit of gratitude that we have been

1 granted another day.

2 With that, we will conclude and head out for
3 lunch. Thank you all again for your participation.

4 (The following lines 2 through 3 were not transcribed
5 from the audio but were notes requested to be inserted to this portion of
6 the transcript)

7 With no further business, President Viegas-Walker
8 adjourned the meeting at 11:53 a.m.

9

10

11 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

12 - - -

13 REGIONAL COUNCIL MEETING

14 LOS ANGELES, CALIFORNIA

15 DECEMBER 3, 2015

16 - - -

17 TRANSCRIPT OF THE AUDIO-RECORDED PROCEEDINGS

18

19

20

21 ATKINSON-BAKER, INC. COURT REPORTERS

22 www.depo.com (800) 288-3376

23 File No.: A90E05F

24

25

26

DATE: February 4, 2016

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

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

SUBJECT: Contracts \$200,000 or Greater: Contract No. 15-031-C1, Regional Active Transportation Database

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve Contract No. 15-031-C1, with Cambridge Systematics, Inc., in an amount not-to-exceed \$414,954, to expand the capacity and functionality of SCAG's Bicycle Data Clearinghouse (BDC).

EXECUTIVE SUMMARY:

The consultant shall expand the capacities and functionality of SCAG's Bicycle Data Clearinghouse (BDC) by converting it into a Regional Active Transportation Database (Database). The consultant will also develop an application for SCAG that will allow users to view existing bikeways, track their routes, and input count data directly into the Database. Data collected will support future regional and local active transportation planning efforts by providing information on route choices and mode share (the percentage of travelers using a particular type of transportation or number of trips using the type of transportation).

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective c: Provide Practical Solutions for Moving New Ideas Forward.

BACKGROUND:

Staff recommends executing the following contract \$200,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Cambridge Systematics, Inc. (15-031-C1)	The consultant shall expand the capacity and functionality of SCAG's BDC.	\$414,954

FISCAL IMPACT:

Funding of \$170,000 is available in the FY 2015-16 budget, while \$220,000 is expected to be available in FY 2016-17, and \$15,000 in the FY 2017-18 budget; and the remainder of \$9,954.16 is expected to be available in the FY 2018-19 budget, subject to budget availability.

ATTACHMENT:

Consultant Contract No. 15-031-C1

CONSULTANT CONTRACT 15-031-C1

Recommended Consultant:

Cambridge Systematics (Cambridge), Inc.

Background & Scope of Work:

The consultant shall expand the capacities and functionality of SCAG’s existing Bicycle Data Clearinghouse (BDC) by converting it into a Regional Active Transportation Database (Database). They will also develop an app for SCAG that will allow users to view existing bikeways, track their routes, and input count data directly into the Database. Data collected will support future regional and local active transportation planning efforts by providing information on route choices and mode share (the percentage of travelers using a particular type of transportation or number of trips using the type of transportation). SANBAG and Metro are supporting the development of portions of this project by providing staff time and financial contributions.

Project’s Benefits & Key Deliverables:

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

- Developing data that can be used by SCAG for future modeling in the Regional Transportation Plan/Sustainable Communities Strategies;
- Providing local agencies more accurate data to support their Active Transportation Program grant applications and planning activities;
- Enabling County Transportation Commissions to access the Database to store data from active transportation count programs and their own modeling programs; and
- Enabling SCAG’s regional partners to access the Database for community based planning activities.

Strategic Plan

This item supports SCAG’s Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective c: Provide Practical Solutions for Moving New Ideas Forward.

Contract Amount:

Total not-to-exceed	\$414,954
Cambridge Systematics (prime consultant)	\$393,284
Chen Ryan (subconsultant)	\$21,670

Note: Cambridge initially proposed \$944,533. This included both optional tasks that SCAG requested in the RFP scope of work. However, Cambridge proposed a level of effort that significantly exceeded the level of effort staff required to successfully complete the scope of work, as well as additional tasks that went beyond what SCAG requested. With this in mind, staff reduced the excess level of effort, removed the additional tasks that Cambridge proposed and negotiated the price down to \$414,954 (this price includes one of the optional tasks requested in the RFP scope of work).

Contract Period:

Notice to Proceed through February 5, 2019 (12 month base period with two option years for 36 month Term)

Project Number:

050.SCG0169.04 \$150,000
065-137E.01 \$20,000
Funding sources: Federal Transit Administration (FTA), Transportation Development Act (TDA), Local Transportation Funds

Funding of \$170,000 is available in the FY 2015-16 budget, while \$220,000 is expected to be available in FY 2016-17, and \$15,000 in the FY 2017-18 budget; and the remainder of \$9,954.16 is expected to be available in the FY 2018-19 budget, subject to budget availability.

Request-for-Proposal (RFP): SCAG staff notified 1,687 firms of the release of RFP 15-031-C1 via SCAG's Solicitation Management System. A total of 72 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation (prices shown below include both optional tasks specified in the RFP):

Cambridge Systematics, Inc. (1 subconsultant)	\$944,534
DCR Design (3 subconsultants)	\$579,250
Mobitrio (1 subconsultant)	\$775,044

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked offerors (Cambridge Systematics, Inc. and DCR Design).

The PRC consisted of the following individuals:

Rye Baerg, Regional Planner, SCAG
Miya Edmonson, Associate Transportation Planner, Caltrans, District 7
Leigh Guannu, Lead Information Technology Project Manager, SCAG
Josh Lee, Senior Planner, SANBAG
Julia Salinas, Transportation Planning Manager, Metro

Basis for Selection: The PRC recommended Cambridge Systematics, Inc. for the contract award because the consultant:

- Demonstrated the most extensive familiarity with regional modeling data needs which will be supported by the data collected in the Database and demonstrated the most familiarity with similar regional and national projects. The selected consultant team also demonstrated the best combination of staff qualifications necessary for completing the project in a timely manner. The lowest priced firm did not demonstrate the familiarity and breadth of experience with regional modeling data needs at the level required for this project. In addition, the lowest priced firm included multiple options for several tasks. Costs for these tasks varied widely and were too convoluted for staff to determine the true total cost of this firm's proposal. The lowest priced firm also proposed ongoing costs for access to data various platforms and this approach and associated costs were unacceptable to staff. Further, the second lowest priced firm did not demonstrate active transportation experience and proposed many programming languages that were outside of SCAG staff's expertise, which would limit staff's ability to maintain the Database in the future;
- Demonstrated the best understanding of the proposed scope of work and the key elements involved. Specifically, the selected consultant provided a proposal that recognizes innovative, current trends in what is known as big data (large data sets requiring innovative analysis strategies) for providing access to

the data collected and best met the priorities of the project. This will provide maximum flexibility for SCAG's local partners interested in accessing the data; and

- Demonstrated the most extensive experience with projects of similar size and scope. In addition, the selected consultant proposed the most innovative approach to data collection and data management through the development of a strategic plan and flexible data management strategies that will serve the region as a framework for active transportation data collection in an era of rapid technological innovation.

**Conflict Of Interest Form - Attachment
For February 4, 2016 Regional Council Approval**

Item No. 2

Approve Contract No. 15-031-C1, in an amount not to exceed \$414,954, to expand the capacity and functionality of SCAG's Bicycle Data Clearinghouse (BDC).

This consultant team for this contract includes:

Cambridge Systematics, Inc. (prime consultant). This firm disclosed a conflict in the Conflict Form they submitted with their proposal - form attached.

Chen Ryan (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted with their proposal - form attached.

SCAG CONFLICT OF INTEREST FORM

RFP No. 15-031

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "Doing Business with SCAG," whereas the SCAG staff and Regional Council members lists can be found under "About SCAG."

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

Name of Firm: Cambridge Systematics, Inc.
Name of Preparer: Eric A. Ziering, Executive Vice President
Project Title: Regional Active Transportation Database (Database)
RFP Number: 15-031 **Date Submitted:** May 11, 2015

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
James Hahn for Mayor	6/6/2001	\$250.00
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Eric A. Ziering, hereby declare that I am the (position or title) Executive Vice President of (firm name) Cambridge Systematics, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated May 5, 2015 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



May 5, 2015

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No. 15-031

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "Doing Business with SCAG," whereas the SCAG staff and Regional Council members lists can be found under "About SCAG."

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Chen Ryan Associates, Inc.

Name of Preparer: Sherry Ryan

Project Title: Regional Active Transportation Database

RFP Number: No. 15-031 Date Submitted: 5/1/2015

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Sherry Ryan, hereby declare that I am the (position or title) Principal of (firm name) Chen Ryan Associates, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 5/1/2015 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



 Signature of Person Certifying for Proposer
 (original signature required)

 5/1/2015
 Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

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DATE: February 4, 2016

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

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

SUBJECT: AB 620 (Hernández) – Metro ExpressLanes Toll Exemption - OPPOSE

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Oppose

EXECUTIVE SUMMARY:

AB 620 (Hernández) would require the Los Angeles County Metropolitan Transportation Authority (Metro) to grant hardship exemptions from tolls to low income commuters in its value-pricing and transit development (ExpressLanes) program. Current law authorizes Metro to conduct, administer, and operate the ExpressLanes Program on I-10 and I-110 in Los Angeles County, and requires that Metro work with affected communities in the two highway corridors to provide mitigation measures for low-income commuters, including reduced toll charges and toll credits for transit users. Metro believes that allowing full exemptions to the toll run counter to the overall purpose of the program and would jeopardize funding for public transit services. Further, Metro's ExpressLanes program is the only program in the state and nation that has developed and implemented a Low-Income Assistance Plan to address equity concerns. The Legislative/Communications and Membership Committee (LCMC) at its January 19, 2016 meeting recommended to oppose.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

SB 1422 (Ridley-Thomas), Chapter 547, Statutes of 2008, authorized Metro, until January 15, 2013, to develop and operate a value-pricing and transit development demonstration program involving high-occupancy toll lanes, referred to as ExpressLanes. The program was primarily funded with a \$210 million congestion reduction demonstration grant from the U.S. Department of Transportation. Tolling began in November 2012 on the I-110 and in February 2013 on the I-10. AB 1224 (Eng), Chapter 441, Statutes of 2010, extended the sunset and reporting dates for the ExpressLanes Program from January 2013 to January 2015, and SB 1298 (Hernández), Chapter 531, Statutes of 2013, recast the program and extended it indefinitely.

The law requires Metro, when implementing the program, to work with affected communities in the two highway corridors and provide mitigation measures for low-income commuters, including reduced toll charges and toll credits for transit users. It requires that participants in the low-income assistance program meet eligibility requirements for any one of several specific public assistance programs.

AB 620

AB 620 requires Metro to modify its low-income assistance program by expanding it to require mitigation measures for low-income transit users as well as low-income commuters; and requiring Metro to offer, for five years, toll-free passage to commuters that are eligible for specific public assistance programs. AB 620 seeks to mitigate the financial impact that hardship exemptions could create by granting Metro the authority to opt-out of the hardship exemption requirement upon a finding that granting the hardships would jeopardize the ExpressLanes operation. Hardship exemptions up to that point would still be valid until 2022.

Specifically, AB 620 provisions would expand the low-income assistance program as follows:

- Expands the requirement that Metro work with low-income commuters in communities affected by the ExpressLanes Program in the Interstate 10 (I-10) and Interstate 110 (I-110) corridors to require that mitigation measures (such as reduced toll charges and toll credits for transit users) be extended also to low-income transit users.
- Provides that these mitigation measures apply to low-income commuters and transit users that do not otherwise meet the criteria for a hardship exemption, as described below.
- Requires Metro, until January 1, 2022, to exempt commuters from ExpressLanes toll charges if they meet the eligibility requirements for any one of the following public assistance programs:
 - California Work Opportunity and Responsibility to Kids Act (CalWORKS Program);
 - State Supplementary Program for Aged, Blind and Disabled;
 - County Aid Relief to Indigents;
 - CalFresh (a.k.a. Food Stamp Program);
 - Food Assistance Program for Legal Immigrants; or
 - Cash Assistance Program for Aged, Blind, and Disabled Legal Immigrants.
- Authorizes Metro to discontinue issuing hardship exemptions if it determines at a public hearing that issuing additional exemptions will "significantly jeopardize" the amount of toll revenues necessary to operate and maintain the ExpressLanes Program;
- Requires Metro to report to the Legislature by January 31, 2019, the number of hardship exemptions that were provided during the period between January 1, 2017, and December 31, 2018, and specifically how many were provided to commuters residing in the San Gabriel Valley.

Discussion

The bill's author, Assemblymember Roger Hernández (D-West Covina) introduced AB 620 due to concerns about the impact that the ExpressLanes program is having on constituents in his district, particularly low-income constituents. He has voiced concerns that the ExpressLanes Program was supposed to improve commutes for all users in the corridor, not just the toll-paying ones. He asserts that these improvements have not, however, materialized and that lanes adjacent to the tolled lanes experience longer periods of congestion now than they did prior to the start of the ExpressLanes Program. Consequently, commuters that can afford to pay the tolls enjoy shorter commutes at the expense of non-paying commuters (including his low-income constituents) for whom travel times have worsened.

The author also believes Metro's low-income assistance program is underperforming, as demonstrated by low enrollment rates in the program and the fact that there are only two facilities in all of Los Angeles County where applicants can take proof of eligibility to participate in the low-income assistance program (in addition to being able to mail the information in).

LA Metro opposes this bill. Metro asserts that its low-income assistance program is the first in the nation to address equity concerns on toll lane projects and has been, by many accounts generally successful. In developing the low income assistance program, Metro has conducted over 700 outreach meetings and briefings since 2008, and has implemented a peer review process that included the University of Southern California, the University of California at Los Angeles, the Environmental Defense Fund and the Corridor Advisory Groups. Additionally, the program was also reviewed by experts at the United States Department of Transportation (USDOT) Research and Innovative Technology Administration. These findings were included in the report submitted to the Legislature pursuant to the legislation that authorized this program prior to its implementation. USDOT review found that "The equity analysis showed that Metro's re-investment of net toll revenues promotes equity" and "Metro's policy for reinvestment of the ExpressLanes net toll revenues for diverse and multimodal projects promotes a positive, equitable impact."

Metro reports that, to date, the ExpressLanes Program has invested over \$150 million in transit-related improvements along the I-110 and I-10 corridors, including a new transit center in El Monte, 59 new buses for transit providers and safety improvements to the Harbor Transitway. Year over year growth for the Metro Silver Line, (both on the 10 and 110), has shown a 17% average annual ridership growth for the last four fiscal years, demonstrating its popularity and success, and close to half of all trips on the ExpressLanes are toll-free trips, with users opting to carpool in-lieu of travelling in the lanes alone for a fee. For the I-110, 50% of the trips are toll-free and for the I-10, 47% of all trips are toll-free. To date, 8,877 households are enrolled in the low-income assistance program out of over 450,000 Express Lane accounts. To participate in the low-income assistance program, an individual must be a Los Angeles County resident with an annual household income at or below two times the federal poverty level (e.g., \$40,180 for a 3-person household). Metro reports that a majority of FastTrak account holders have a median household income below \$75,000.

Recommendation

The LCMC, at its January 19, 2016 meeting, concurred with the staff recommendation to oppose the bill and recommended by unanimous vote with one (1) abstention that SCAG oppose AB 620. Metro in its opposition has already noted that the bill's proposed exemptions would jeopardize funding for public transit services, which is a priority for low income communities. Staff also notes that allowing exemptions runs counter to the policy underpinning the creation of the ExpressLanes which acknowledge that it is an enhanced level of service that saves time for commuters choosing to use it rather than the other lanes of traffic during peak travel times and, as such, every user should pay something to use. The low income assistance program, the first of its kind in the state and nation for an express lanes project, is sufficiently vetted and gives adequate consideration to low income users choosing to utilize these lanes. Any motorist can choose the other lanes at any time at no charge and, indeed, approximately half of the trips in the express lanes are toll free in any event. The LCMC recommends oppose.

AB 620 passed the Assembly Transportation Committee (9-3) on January 11, 2016; it does not require a fiscal committee hearing. Presently the bill is in Assembly 3rd Reading File.

ATTACHMENT:

AB 620

AMENDED IN ASSEMBLY JANUARY 5, 2016

CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

ASSEMBLY BILL

No. 620

Introduced by Assembly Member Roger Hernández

February 24, 2015

An act to amend Section 149.9 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 620, as amended, Roger Hernández. High-occupancy toll lanes: exemptions from tolls.

Existing law authorizes a value-pricing and transit development program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions.

Existing law requires LACMTA, in implementing the program, to continue to work with the affected communities in the respective corridors and provide mitigation measures for commuters and transit users of low income, including reduced toll charges and toll credits. Existing law requires eligible commuters and transit users to meet the eligibility requirements for specified assistance programs.

This bill would instead require LACMTA, in implementing the program, to ~~adopt eligibility requirements for~~ *provide* mitigation measures for commuters and transit users of low ~~and moderate income, as defined, income~~ and would also require LACMTA, *until January 1, 2022*, to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified

assistance programs. *The bill would authorize LACMTA to discontinue issuing hardship exemptions if it determines at a public hearing that issuing additional exemptions would significantly jeopardize the amount of toll revenues necessary to operate and maintain the program. The bill would require LACMTA to report to the Legislature by January 31, 2019, the number of hardship exemptions provided during the time period from January 1, 2017, to December 31, 2018, inclusive, to commuters in total and to commuters residing in the San Gabriel Valley.*

Vote: majority. Appropriation: no. Fiscal committee: no.
 State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 149.9 of the Streets and Highways Code
 2 is amended to read:
 3 149.9. (a) Notwithstanding Sections 149 and 30800 of this
 4 code, and Section 21655.5 of the Vehicle Code, the Los Angeles
 5 County Metropolitan Transportation Authority (LACMTA) may
 6 conduct, administer, and operate a value-pricing and transit
 7 development program involving high-occupancy toll (HOT) lanes
 8 on State Highway Routes 10 and 110 in the County of Los Angeles.
 9 LACMTA, with the consent of the department, may direct and
 10 authorize the entry and use of the State Highway Routes 10 and
 11 110 high-occupancy vehicle lanes by single-occupant vehicles and
 12 those vehicles that do not meet minimum occupancy requirements,
 13 as defined by LACMTA, for a fee. The amount of the fee shall be
 14 established by, and collected in a manner to be determined by,
 15 LACMTA. LACMTA may continue to require high-occupancy
 16 vehicles to have an electronic transponder or other electronic device
 17 for enforcement purposes.
 18 (b) LACMTA shall implement the program in cooperation with
 19 the department, and with the active participation of the Department
 20 of the California Highway Patrol, pursuant to an agreement that
 21 addresses all matters related to design, construction, maintenance,
 22 and operation of state highway system facilities in connection with
 23 the program. With the consent of the department, LACMTA shall
 24 establish appropriate performance measures, such as speed or travel
 25 times, for the purpose of ensuring optimal use of the HOT lanes
 26 by high-occupancy vehicles without adversely affecting other
 27 traffic on the state highway system.

1 (1) Agreements between LACMTA, the department, and the
2 Department of the California Highway Patrol shall identify the
3 respective obligations and liabilities of each party to the agreement
4 and assign them responsibilities relating to the program. The
5 agreements entered into pursuant to this section shall be consistent
6 with agreements between the department and the United States
7 Department of Transportation relating to programs of this nature.
8 The agreements entered into pursuant to this section shall include
9 clear and concise procedures for enforcement by the Department
10 of the California Highway Patrol of laws prohibiting the
11 unauthorized use of the HOT lanes. The agreements shall provide
12 for reimbursement of state agencies, from revenues generated by
13 the program or other funding sources that are not otherwise
14 available to state agencies for transportation-related projects, for
15 costs incurred in connection with the implementation or operation
16 of the program, as well as maintenance of state highway system
17 facilities in connection with the program.

18 (2) All remaining revenue generated by the program shall be
19 used in the corridor from which the revenue was generated
20 exclusively for preconstruction, construction, and other related
21 costs of high-occupancy vehicle facilities, transportation corridor
22 improvements, and the improvement of transit service in the
23 corridor, including, but not limited to, support for transit operations
24 pursuant to an expenditure plan adopted by LACMTA. LACMTA's
25 administrative expenses related to the operation of the program
26 shall not exceed 3 percent of the revenues.

27 (c) Single-occupant vehicles and those vehicles that do not meet
28 minimum occupancy requirements that are certified or authorized
29 by LACMTA for entry into, and use of, the State Highway Routes
30 10 and 110 high-occupancy vehicle lanes are exempt from Section
31 21655.5 of the Vehicle Code, and the driver shall not be in violation
32 of the Vehicle Code because of that entry and use.

33 (d) (1) In implementing the program, LACMTA shall continue
34 to work with the affected communities in the respective corridors
35 and provide mitigation measures for commuters and transit users
36 of low and moderate income, within the meaning of Section 50093
37 of the Health and Safety Code, *income*, including reduced toll
38 charges and toll credits for transit users, if they do not qualify
39 under paragraph (2) for a hardship exemption. *exemption as long*
40 *as paragraph (2) remains operative.*

1 (2) ~~LACMTA~~ (A) *Except as provided in subparagraph (B),*
2 *LACMTA shall also provide hardship exemptions from the payment*
3 *of toll charges for commuters who meet the eligibility requirements*
4 *for assistance programs under Chapter 2 (commencing with Section*
5 *11200) or Chapter 3 (commencing with Section 12000) of Part 3*
6 *of, Part 5 (commencing with Section 17000) of, or Chapter 10*
7 *(commencing with Section 18900), Chapter 10.1 (commencing*
8 *with Section 18930), or Chapter 10.3 (commencing with Section*
9 *18937) of Part 6 of, Division 9 of the Welfare and Institutions*
10 *Code.*

11 (B) *LACMTA may discontinue issuing hardship exemptions*
12 *pursuant to subparagraph (A) if it determines at a public hearing*
13 *that issuing additional hardship exemptions would significantly*
14 *jeopardize the amount of toll revenues necessary to operate and*
15 *maintain the program. In making that determination, LACMTA*
16 *shall not consider the cost of providing the mitigation measures*
17 *required by paragraph (1) as part of the costs necessary to operate*
18 *and maintain the program.*

19 (C) *This paragraph shall become inoperative on January 1,*
20 *2022.*

21 (3) *LACMTA shall report to the Legislature by January 31,*
22 *2019, the number of hardship exemptions provided pursuant to*
23 *paragraph (2) during the time period from January 1, 2017, to*
24 *December 31, 2018, inclusive, to commuters in total and to*
25 *commuters residing in the San Gabriel Valley. The report shall be*
26 *submitted in compliance with Section 9795 of the Government*
27 *Code. This paragraph shall become inoperative on January 31,*
28 *2023, pursuant to Section 10231.5 of the Government Code.*

29 (e) *LACMTA and the department shall report to the Legislature*
30 *by January 31, 2015. The report shall include, but not be limited*
31 *to, a summary of the program, a survey of its users, the impact on*
32 *carpoolers, revenues generated, how transit service or alternative*
33 *modes of transportation were impacted, any potential effect on*
34 *traffic congestion in the high-occupancy vehicle lanes and in the*
35 *neighboring lanes, the number of toll-paying vehicles that utilized*
36 *the HOT lanes, any potential reductions in the greenhouse gas*
37 *emissions that are attributable to congestion reduction resulting*
38 *from the HOT lane program, any comments submitted by the*
39 *Department of the California Highway Patrol regarding operation*
40 *of the lanes, and a description of the mitigation measures on the*

1 affected communities and commuters in the program. The report
2 shall be submitted in compliance with Section 9795 of the
3 Government Code. This subdivision shall become inoperative on
4 January 31, 2019, pursuant to Section 10231.5 of the Government
5 Code.

6 (f) Toll paying commuters shall have the option to purchase
7 any necessary toll paying equipment, prepay tolls, and renew toll
8 payments by cash or by using a credit card.

9 (g) This section shall not prevent the department or any local
10 agency from constructing facilities that compete with a HOT lane
11 program, and LACMTA shall not be entitled to compensation for
12 adverse effects on toll revenue due to those facilities.

13 (h) LACMTA may issue bonds, as set forth in Chapter 5
14 (commencing with Section 130500) of Division 12 of the Public
15 Utilities Code, at any time to finance any costs necessary to
16 implement a value-pricing and transit development program
17 established in accordance with this section and to finance any
18 expenditures payable from the revenues generated from the
19 program.

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DATE: February 4, 2016

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

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

SUBJECT: Conformity Re-determination for 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2015 Federal Transportation Improvement Program (FTIP) for 2012 Annual PM_{2.5} National Ambient Air Quality Standard (NAAQS)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED EEC ACTION:

Recommend that Regional Council adopt 2012-2035 RTP/SCS and 2015 FTIP conformity re-determination for 2012 annual PM_{2.5} standard and direct staff to submit it to Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

RECOMMENDED RC ACTION:

Adopt 2012-2035 RTP/SCS and 2015 FTIP conformity re-determination for 2012 annual PM_{2.5} standard and direct staff to submit it to Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

EXECUTIVE SUMMARY:

The U.S. Environmental Protection Agency (EPA) has published a final rule designating new non-attainment areas within the SCAG region for the new 2012 annual PM_{2.5} NAAQS, effective April 15, 2015. As required by the EPA's Transportation Conformity Regulations, conformity needs to be re-determined for the 2012-2035 RTP/SCS and the 2015 FTIP for the new annual PM_{2.5} standard by April 15, 2016. SCAG staff has performed the required conformity analysis and the analysis demonstrates that the 2012-2035 RTP/SCS and 2015 FTIP meet all conformity requirements.

STRATEGIC PLAN:

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

BACKGROUND:

The U.S. EPA promulgated the new annual PM_{2.5} NAAQS on January 15, 2013. The EPA action tightened the primary/health-based annual PM_{2.5} standard to be 12.0 micrograms per cubic meter (µg/m³) while retaining the primary 24-hour standard (35 µg/m³) and the secondary/welfare-based annual (15 µg/m³) and 24-hour (35 µg/m³) standards PM_{2.5}. Subsequently, EPA published a final rule in the Federal Register establishing initial air quality designations for most areas in the United States including California for the annual PM_{2.5} standard.



REPORT

In the SCAG region, two areas were designated as nonattainment areas for the new 2012 PM_{2.5} standard with the same “Moderate” classification and the same attainment date of December 31, 2021: the urbanize area of Imperial County and the whole South Coast Air Basin.

Under the U.S. Department of Transportation Metropolitan Planning Regulations and U.S. EPA’s Transportation Conformity Regulations, a conformity determination consists of five tests: consistency with the adopted RTP/SCS, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement. Staff has completed the draft conformity analysis demonstrating that the 2012-2035 RTP/SCS and 2015 FTIP meet all conformity requirements. The conformity re-determination was presented to and discussed by the Transportation Conformity Working Group, which includes representatives from federal, state, and regional air quality and transportation planning agencies, on November 17, 2015 and January 26, 2016 respectively. In addition, the draft conformity analysis was released for a 15-day public review. No comments were received.

FISCAL IMPACT:

Work associated with this item is included in the current FY2015/16 Overall Work Program (16-025.SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENT:

2012-2035 Regional Transportation Plan/Sustainable Communities Strategy and 2015 Federal Transportation Improvement Program Conformity Re-determination for 2012 Annual PM_{2.5} National Ambient Air Quality Standard Final Report



**2012-2035 Regional Transportation Plan/Sustainable Communities Strategy
and 2015 Federal Transportation Improvement Program
Conformity Re-determination for 2012 Annual Fine Particulate Matter
(PM_{2.5}) National Ambient Air Quality Standard**

Final Report

Southern California Association of Governments

February 2015



I. Introduction

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

The U.S. Environmental Protection Agency (EPA) promulgated the new annual PM_{2.5} NAAQS on January 15, 2013 [Federal Register (FR)/Vol. 78, No. 10]. Effective on March 18, 2013, the EPA action tightened the primary/health-based annual PM_{2.5} standard to be 12.0 micrograms per cubic meter (µg/m³) while retained the primary 24-hour PM_{2.5} standard (35 µg/m³) and the secondary/welfare-based annual (15 µg/m³) and 24-hour (35 µg/m³) standards.

Subsequently, EPA published a final rule in the Federal Register on January 15, 2015 establishing initial air quality designations for most areas in the United States including California for the 2012 PM_{2.5} standard (FR/Vol. 80, No. 10).

In the SCAG region, two areas were designated as nonattainment areas for the new 2012 PM_{2.5} standard with the same “Moderate” classification and the same attainment date of December 31, 2021: the urbanize area of Imperial County and the whole South Coast Air Basin.

These new area designations became effective April 15, 2015. As a result, conformity needs to be re-determined for the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2015 Federal Transportation Improvement Program (FTIP) for the new PM_{2.5} standard by April 15, 2016.

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

The draft PM_{2.5} conformity re-determination reaffirms all applicable conformity findings for the 2012-2035 RTP/SCS and the 2015 FTIP and addresses additional emissions analyses and interagency consultation and public involvement required for the new annual PM_{2.5} standard.

Conformity Status of the Currently Conforming RTP/SCS and FTIP

The effective date of the final conformity determination for the adopted 2012-2035 RTP/SCS, covering all nonattainment and maintenance areas in the SCAG region, is June 4, 2012. The 2012-2035 RTP/SCS Amendment No. 2 and the 2015 FTIP received federal approval on December 15, 2014. The conformity determination is currently effective for four years from the



final conformity determination for the adopted 2012-2035 RTP/SCS; thus the 2012-2035 RTP/SCS and 2015 FTIP conformity will remain effective until June 4, 2016.

The new PM_{2.5} conformity re-determination does not affect the existing conformity schedule for the RTP/SCS or FTIP. However, the new federal conformity regulation for PM_{2.5} requires SCAG to make a positive conformity re-determination and receive approval from the U.S. DOT by April 15, 2016.

Process for PM_{2.5} Conformity Re-determination on the 2012-2035 RTP/SCS and the 2015 FTIP

1. Conduct interagency consultation through SCAG's Transportation Conformity Working Group (TCWG) which includes representatives from the respective air quality and transportation planning agencies.
2. Perform regional emissions analysis for the new PM_{2.5} standard. There are existing PM_{2.5} emission budgets in the South Coast Air Basin PM_{2.5} nonattainment area, thus a budget test has been performed for the area. Since there are no PM_{2.5} emission budgets in the Imperial County PM_{2.5} nonattainment area, an interim build/no-build test has been performed.
3. Reaffirm the existing conformity findings for the 2012-2035 RTP/SCS and the 2015 FTIP.
4. Release the draft conformity analysis and documentation for the new PM_{2.5} standard for a 15-day public review and public comment period.
5. SCAG's Energy and Environment Committee approves the conformity re-determination and recommends adoption by SCAG Regional Council.
6. SCAG's Regional Council adopts the resolution making the final conformity re-determination.
7. Submit SCAG's Conformity Re-determination to federal agencies for approval.
8. Approval by the federal agencies by April 15, 2016.

Reaffirming Approved Conformity Findings for CO, NO₂, Ozone, and PM₁₀

The PM_{2.5} conformity re-determination includes a re-affirmation of the approved conformity findings for both the 2012-2035 RTP/SCS and the 2015 FTIP as previously amended. This re-affirmation includes consistency with the adopted 2012-2035 RTP/SCS, regional emissions analyses, financial constraint test, timely implementation of TCMs, and interagency consultation and public participation.



II. PM_{2.5} Emissions Analysis

Tables 1-2 below and on the next page present the results of the PM_{2.5} emissions analysis for the two nonattainment areas under the new 2012 annual PM_{2.5} standard. Note that the values of total emissions from the 2012-2035 RTP/SCS and 2015 FTIP as previously amended in the tables below utilize the rounding convention used by the California Air Resources Board to set the budgets (i.e., any fraction rounded up to the nearest ton) and are the basis of the conformity findings for these areas.

Table 1. Urbanized Portion of Imperial County 2012 PM_{2.5} (Annual [Tons/Day])¹

Pollutant		2020	2030	2035
NOX	No-Build	3.2	3.0	3.2
	FTIP Build	3.1	2.9	3.1
No Build – Build		0.1	0.1	0.1
PM _{2.5} No-Build	Re-entrained Road Dust	0.1	0.1	0.1
	Motor Vehicle	0.1	0.2	0.2
	Total Emissions	0.2	0.3	0.3
PM _{2.5} Build	Re-entrained Road Dust	0.1	0.1	0.1
	Motor Vehicle	0.1	0.2	0.2
	Total Emissions	0.2	0.3	0.3
No Build – Build		0.0	0.0	0.0

¹ The attainment year 2021 is not a required analysis year under the interim test per U.S. EPA's Transportation Conformity Regulations §93.119(g)

Table 2. South Coast Air Basin 2012 PM_{2.5} (Annual Emissions [Tons/Day])

Pollutant		2021	2030	2035
ROG	2015 FTIP	81.8	67.3	60.1
Total Emissions		82	68	61
Emission Budget		132	132	132
Budget – Emissions		50	64	71
NOX	2015 FTIP	161.1	120.5	114.8
Total Emissions		162	121	115
Emission Budget		290	290	290
Budget – Emissions		128	169	175
PM _{2.5}	2015 FTIP	11.4	12.4	12.6
Re-entrained Road Dust Paved		7.8	8.6	8.7
Re-entrained Road Dust Unpaved *		0.6	0.6	0.6
Road Construction Dust *		0.5	0.4	0.4
NO _x to PM _{2.5} Trading		-7.8	-10.2	-10.6
Sum		12.4	11.8	11.7
Total Emissions**		13	12	12
Emission Budget		35	35	35
Budget – Emissions		22	23	23

* The detailed PM_{2.5} emission budgets were provided by ARB on March 8, 2012.

** The Plan PM_{2.5} emissions for years after 2014 are calculated with the NO_x to PM_{2.5} (10 to 1) trading mechanism as approved by EPA on November 9, 2011.



III. Conformity Re-Determination

SCAG has determined the following conformity findings for the 2012-2035 RTP/SCS and the 2015 FTIP as previously amended under the required federal tests for the new PM_{2.5} standard:

Regional Emissions Tests

- Finding: The regional emissions for PM_{2.5} and its precursors from the 2012-2035 RTP/SCS and the 2015 FTIP meet the interim test for all milestone and planning horizon years for the urbanized area of the Imperial County under the 2012 PM_{2.5} NAAQS.
- Finding: The regional emissions for PM_{2.5} and its precursors from the 2012-2035 RTP/SCS and the 2015 FTIP meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the South Coast Air Basin under the 2012 PM_{2.5} NAAQS.

Re-affirmation of the 2012-2035 RTP/SCS and 2015 FTIP Conformity Tests

- Finding: SCAG reaffirms the applicable conformity findings for both the 2012-2035 RTP/SCS (<http://rtpscs.scag.ca.gov/Documents/2012/famendment/2012A02RTPSCS.pdf>) and the 2015 FTIP (http://ftip.scag.ca.gov/Documents/Final2015FTIP_TA_Sec01.pdf).
- This reaffirmation covers the findings of all applicable pollutants, including consistency with the adopted 2012-2035 RTP/SCS, regional emissions analyses, financial constraint test, timely implementation of TCMs, and interagency consultation and public participation.

Inter-agency Consultation and Public Involvement Test

- Finding: In addition to reaffirming the public involvement and interagency consultation test for the 2012-2035 RTP/SCS and the 2015 FTIP, the annual PM_{2.5} conformity re-determination has undergone an appropriate process for interagency consultation and public participation. This process included TCWG consultation on November 17, 2015 and a subsequent 15-day public review period. The final conformity re-determination report is scheduled to be considered for approval by SCAG's Energy and Environment Committee and Regional Council in February 2016.



DATE: February 4, 2016

TO: Community, Economic, and Human Development (CEHD)
Regional Council (RC)

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

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

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive & File

EXECUTIVE SUMMARY:

In December 2015, the Strategic Growth Council (SGC) finalized the 2015-2016 Affordable Housing & Sustainable Communities (AHSC) Program Guidelines and directed its staff to release a Notice of Funding Availability (NOFA) for over \$300 million of the Greenhouse Gas Reduction Fund (GGRF) in January 2016 for housing and transportation projects that reduce greenhouse gas emissions. Concept applications will be due in March 2016. To date, SGC has awarded over \$42 million to support construction of more than 1,200 affordable housing units and associated transportation infrastructure in the SCAG region as part of the statewide program. Those figures include the December award of \$15 million to four additional projects in the City of Los Angeles to build nearly 400 units from the Special Fall Round of AHSC funding.

SCAG is in the midst of implementing an in-depth technical assistance program. On December 8th, SCAG and its regional partners hosted "California Gold: Partnerships for Cap-and-Trade Success" providing detailed information on the new Program Guidelines and on how build the types of partnerships necessary to be competitive in the AHSC program. SCAG's Cap-and-Trade Assistance Team (CTAT) and consultants completed one-on-one technical assistance sessions with over forty (40) potential applicants. The team will continue to provide technical assistance to potential applicants in the concept and final application stages. Additionally, in late December, the SGC announced that it will award SCAG with a contract for up to approximately \$200,000 to facilitate direct and enhanced technical assistance to support previously submitted unfunded projects benefitting disadvantaged communities in the region for the next AHSC round.

STRATEGIC PLAN:

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

REPORT

BACKGROUND:

Last fiscal year was the first year of the statewide AHSC program, which resulted in funding for nine (9) housing and transportation projects in the SCAG region related to lowering vehicles miles traveled. To begin this fiscal year, SGC held a Special Fall Round of AHSC funding that exclusively considered projects that applied last year and scored well, but were not funded due to falling above a jurisdictional maximum of \$15 million. Four additional projects in South, East, and Central Los Angeles were funded under this Special Round for a total of \$15 million.

At its most recent meeting in December, SGC also finalized Program Guidelines for the current fiscal year and second round of funding of the AHSC program. The final Program Guidelines include the removal of the jurisdictional cap, the creation of a new “Rural Innovation Project Areas” category, an increase in the maximum award size to \$20 million from \$15 million, modified greenhouse gas reduction scoring, and an increase in points for collaborative projects. Also at that meeting, SGC formalized the role of Metropolitan Planning Organizations (MPOs) to reflect the process informally used last year. For this year, MPOs may elect to provide a ranking of projects to the SGC as well as engage in consultation to discuss projects during the final application scoring phase. SGC did not establish framework to address the geographic distribution of funds around the state. In January 2016, SGC released the Notice of Funding Availability for over \$300 million with a due date for concept applications in March 2016.

SCAG and many regional partners have taken an active approach to engage local governments, housing developers, transit operators, community groups, school districts, and other eligible organizations to participate in the AHSC program. On December 8th, SCAG, in coordination with an Advisory Committee, hosted a second regional workshop with nearly 200 participants focused on providing insight into the Program Guidelines and approaches for building the necessary partnerships to compete successfully in the program. Presentations and additional information on the December workshop are available on SCAG’s Greenhouse Gas Reduction Fund webpage (<http://www.scag.ca.gov/programs/Pages/Programs/GreenhouseGasReductionFund.aspx>). In addition, subsequent to California Gold workshop, SCAG hosted one-on-one technical assistance sessions for potential applicants to assess a proposed project’s readiness and competitiveness. Sessions were held in Los Angeles County, Orange County, San Bernardino County, and Ventura County. Over forty potential applicants participated in those sessions and received detailed feedback. SCAG will also be providing more in-depth, targeted technical assistance as part of a pilot effort funded by SGC to assist projects benefitting disadvantaged communities that were not funded last year and plan to resubmit their applications.

FISCAL IMPACT:

Work associated with this item is included in the current FY2015/16 Overall Work Program (16-065.03654: Greenhouse Gas Reduction Fund Support)

ATTACHMENT:

None

DATE: February 4, 2016

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

FROM: Huasha Liu, Director, Land Use and Environmental Planning Division, 213-236-1898,
liu@scag.ca.gov

SUBJECT: CEQA Exemptions of Qualified Projects and Areas Under SB 743

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

SB 743 (Steinberg, 2013), as codified in California Public Resources Code Section 21155.4) creates a new exemption from CEQA for certain projects located in transit priority areas (TPAs) that are consistent with a Specific Plans (SPs). Based upon information gathered as part of the 2016-2040 RTP/SCS local review and input process, staff have identified those project areas and specific plan locations in the SCAG region, and created a GIS web application to help developers and local jurisdictions to identify those project areas meeting location requirements under the SB743.

STRATEGIC PLAN:

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

BACKGROUND:

As promoted and adopted in SCAG's 2012-2035 RTP/SCS and also in the current Draft 2016-2040 RTP/SCS, focusing development in areas served by transit can result in local and regional benefits. Among them,

- Increased transportation choices, transit ridership, and active transportation
- Reduced vehicle miles traveled
- Reduced air pollution, GHG emissions, and energy consumption
- Enhance public health
- Conservation of natural resources and open space
- Increased household disposable income through reductions in transportation expenses and increase in affordable housing
- Promote and increase local commerce and economic development
- Reduced local infrastructure costs

However, transit-oriented development faces many hurdles, including regulatory barriers. SB 743 addresses some of those barriers by changing CEQA requirements for certain types of TODs.

Governor Brown signed Senate Bill 743 (Steinberg, 2013) in September 2013, which made several changes to the California Environmental Quality Act (CEQA) for projects located in areas served by transit (i.e., transit-oriented development or TOD). In addition to directing the Governor's Office of Planning and Research to develop a new approach for analyzing the transportation impacts under CEQA, SB 743 also creates a new exemption for certain projects that are consistent with a Specific Plan and, eliminates the need to evaluate aesthetic and parking impacts of a project, in some circumstances.

What is the CEQA Exemptions of Qualified Projects and Areas Under SB743

SB 743 creates a new exemption from CEQA for certain projects that are consistent with a Specific Plan. (Public Resources Code Section 21155.4). A Specific Plan is a local plan that contains specific policies and development regulations for a defined area such as a downtown core or along a transit corridor. The exemption applies if a project meets all of the following criteria:

1. It is a residential, employment center (FAR=>0.75), or mixed use project;
2. It is located within a transit priority area (TPA);
3. The project is consistent with a specific plan for which an environmental impact report was certified; and
4. It is consistent with an adopted sustainable communities strategy (SCS) or alternative planning strategy (APS).

The exemption cannot be applied if the project would cause new or worse significant impacts compared to what was analyzed in the environmental impact report for the specific plan. In that case, supplemental environmental review must be prepared. In a preliminary collection of existing specific plans (SPs) through the 2016-2040 RTP/SCS local review and input process, staff identified over 1,000 SPs in the SCAG region. Among those 1,000 SPs, 240 SPs might enable the use of this exemption using the 2012 transportation network TPAs. Staff will continue to collect and identify other potentially-eligible specific plans, including those under development, and additional TPAs in the future as proposed in the Draft 2016-2040 RTP/SCS.

FISCAL IMPACT:

None

ATTACHMENT:

PowerPoint Presentation and GIS Web Applications for CEQA Exemptions of Qualified Projects and Areas under SB743

SB 743 (Steinberg, 2013) and CEQA Exemptions:

February 4, 2016



SB743 (Steinberg, 2013) CEQA Exemption

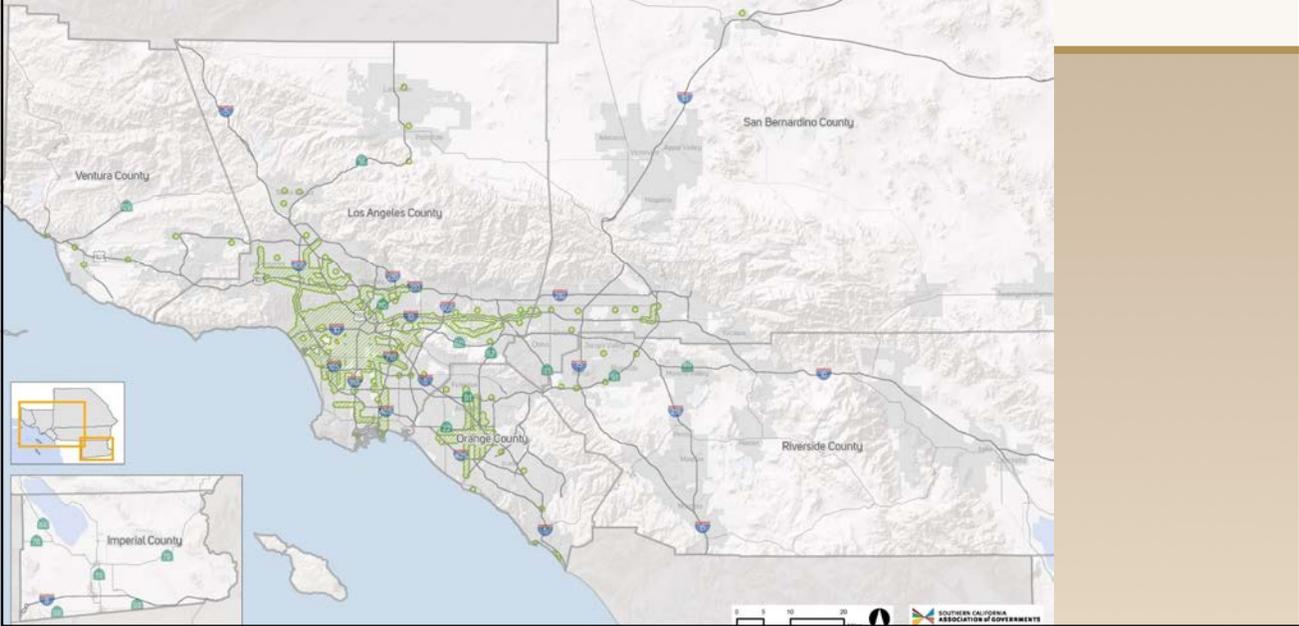
SB743 creates a new exemption from CEQA for certain projects that meet all of following (Public Resources Code Section 21155.4):

- Residential, employment center FAR \geq 0.75), or mixed use project
- Located within a transit priority area (TPA)
- Part of a specific plan with a certified EIR
- Consistent with an adopted SCS or APS

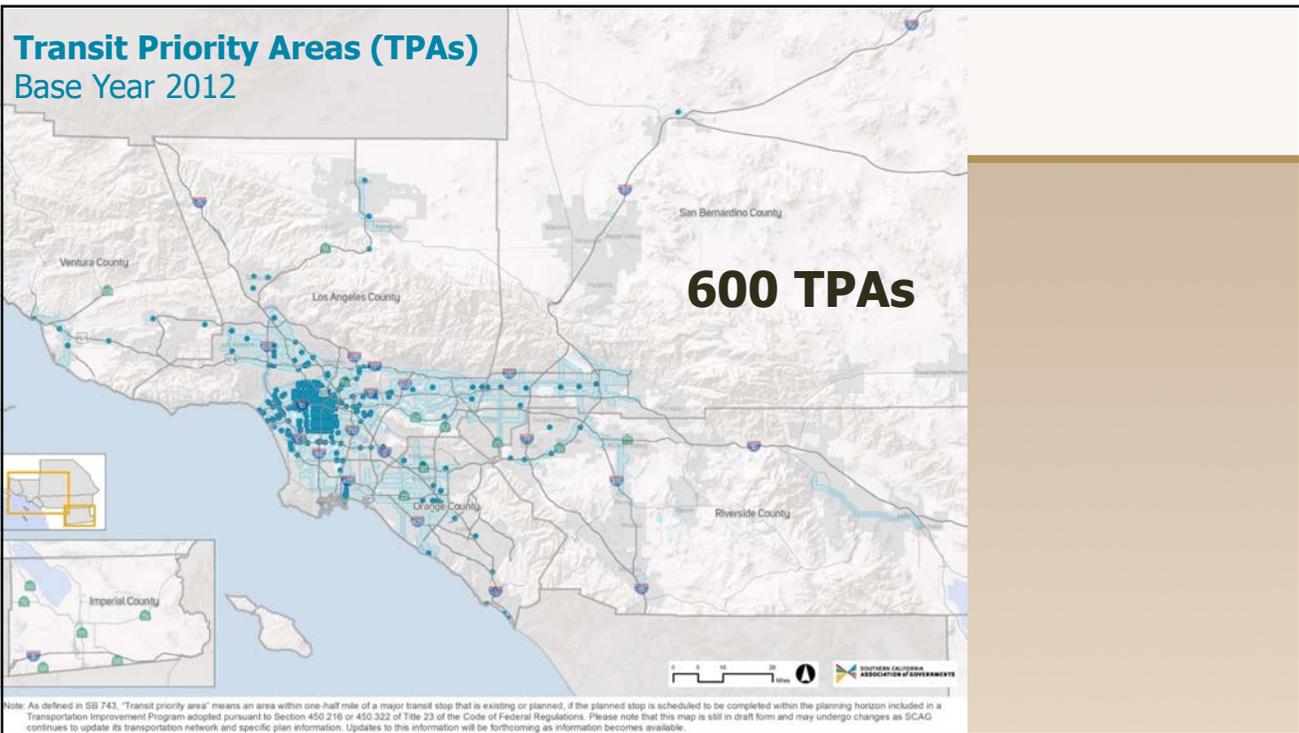
For further details, please see:

https://www.opr.ca.gov/s_transitorienteddevelopmentsb743.php

High Quality Transit Areas (HQTAs) Base Year 2012

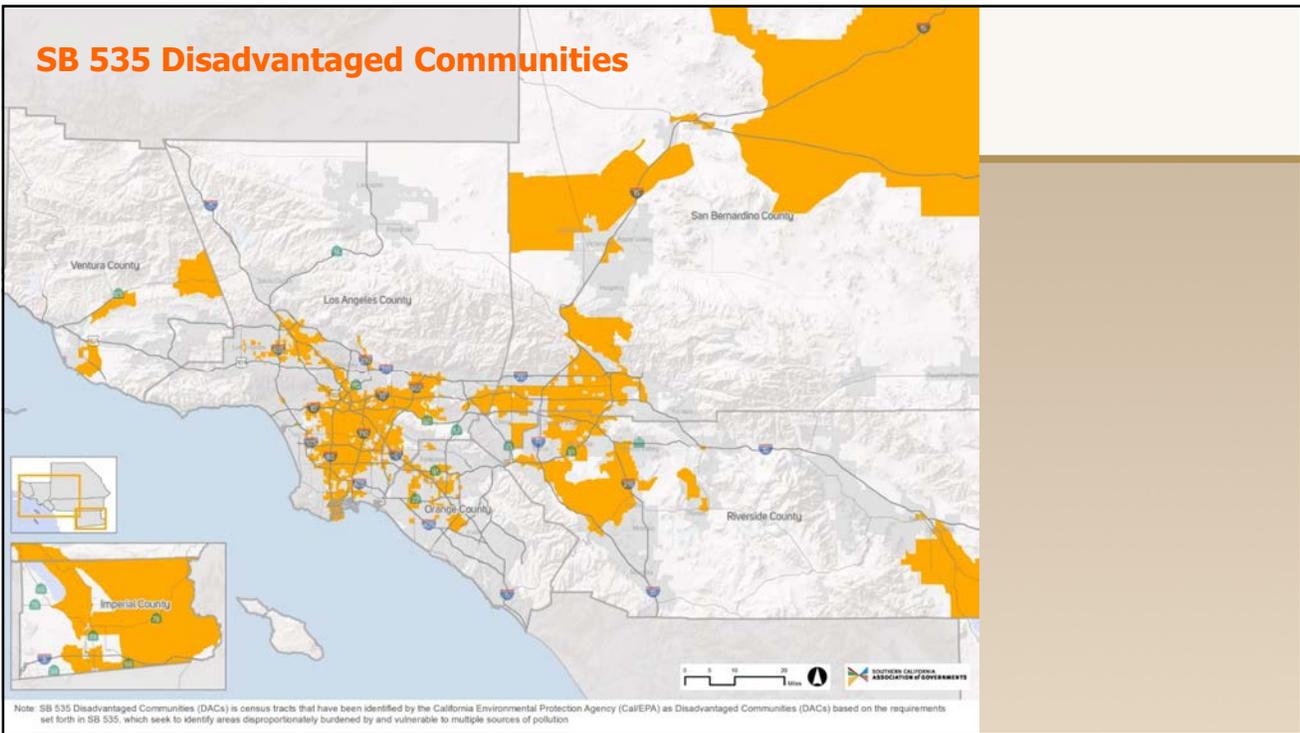


Transit Priority Areas (TPAs) Base Year 2012

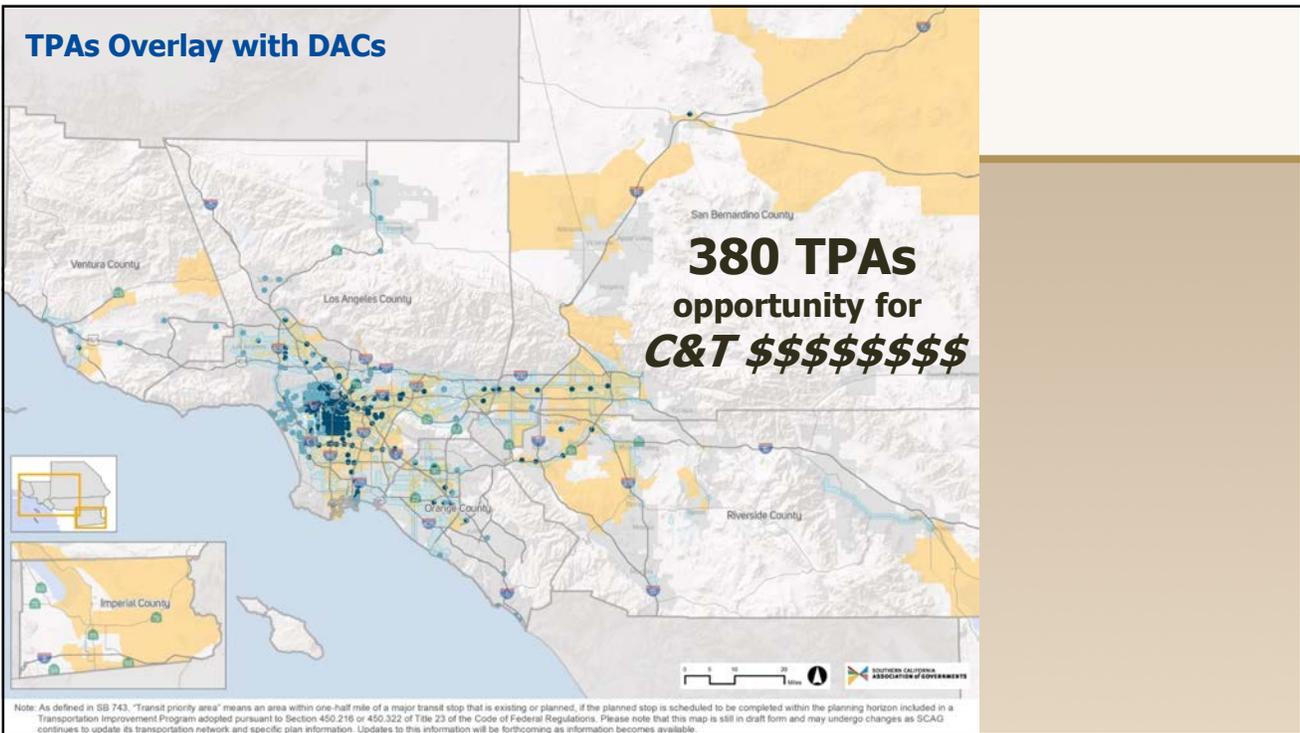


Note: As defined in SB 743, "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations. Please note that this map is still in draft form and may undergo changes as SCAG continues to update its transportation network and specific plan information. Updates to this information will be forthcoming as information becomes available.

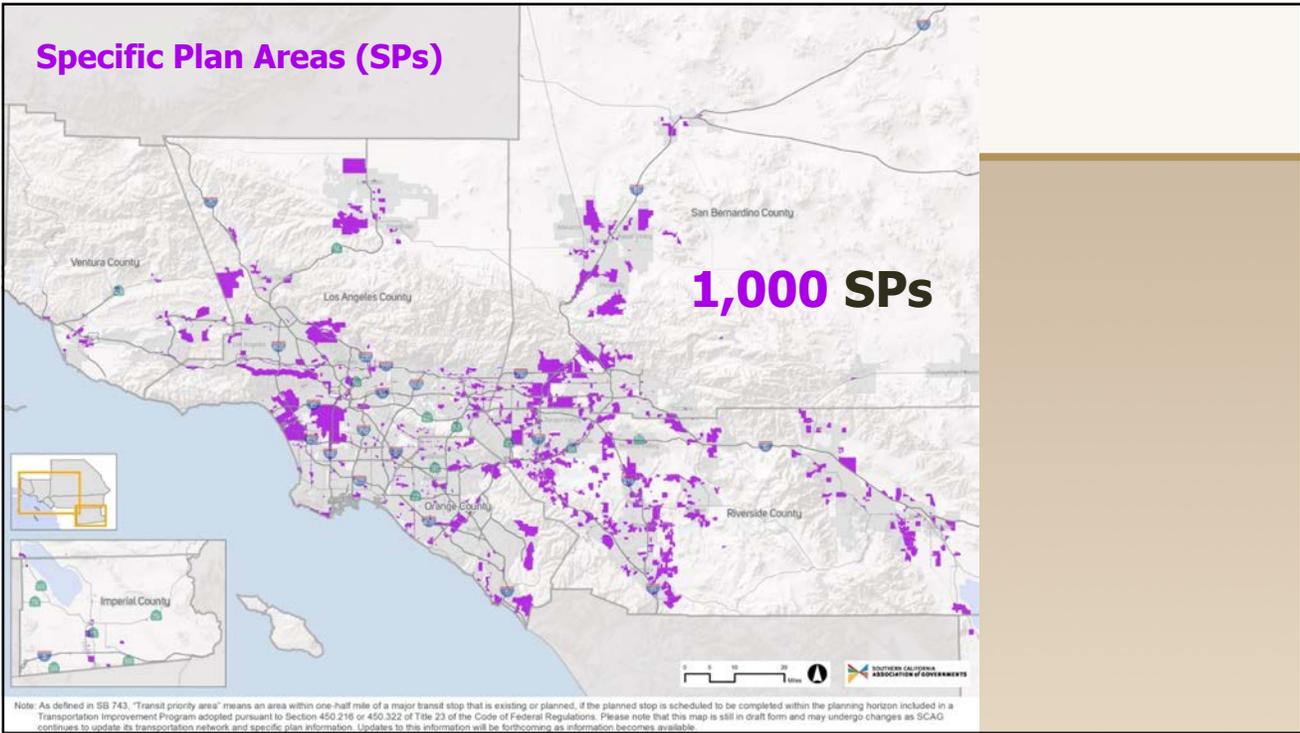
SB 535 Disadvantaged Communities



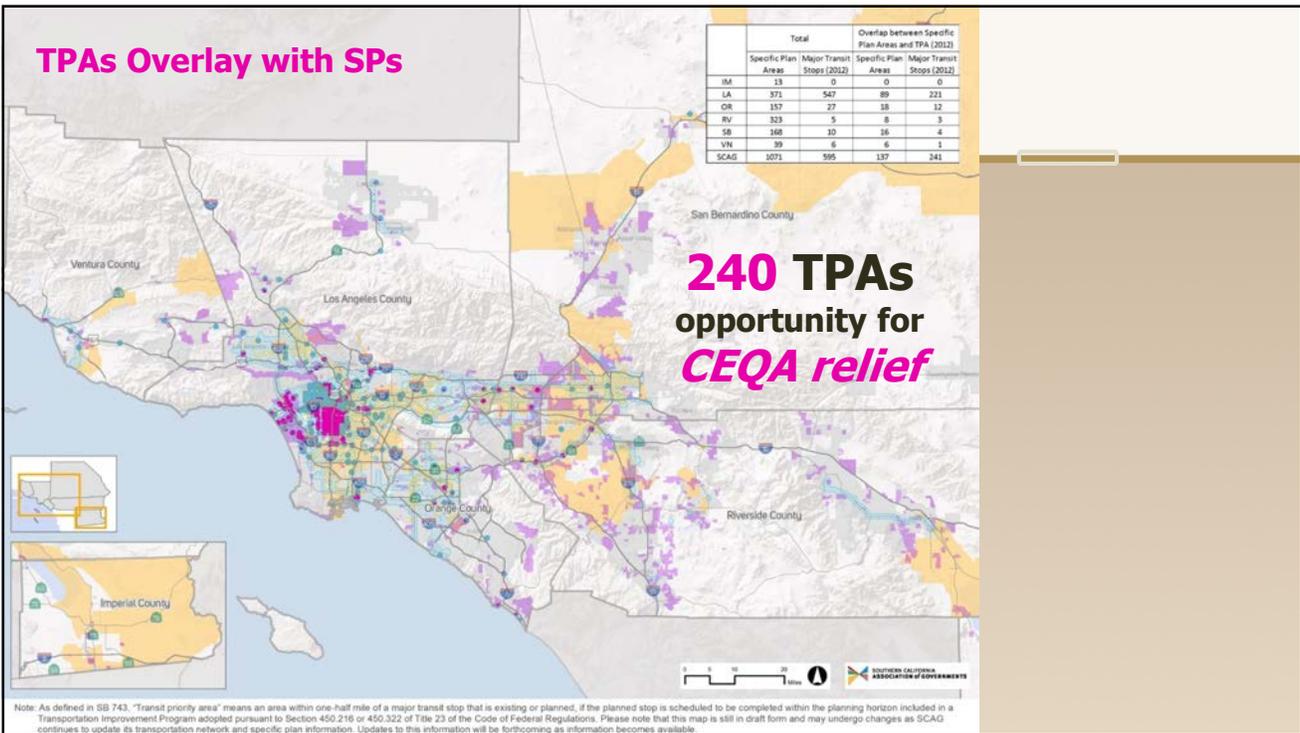
TPAs Overlay with DACs



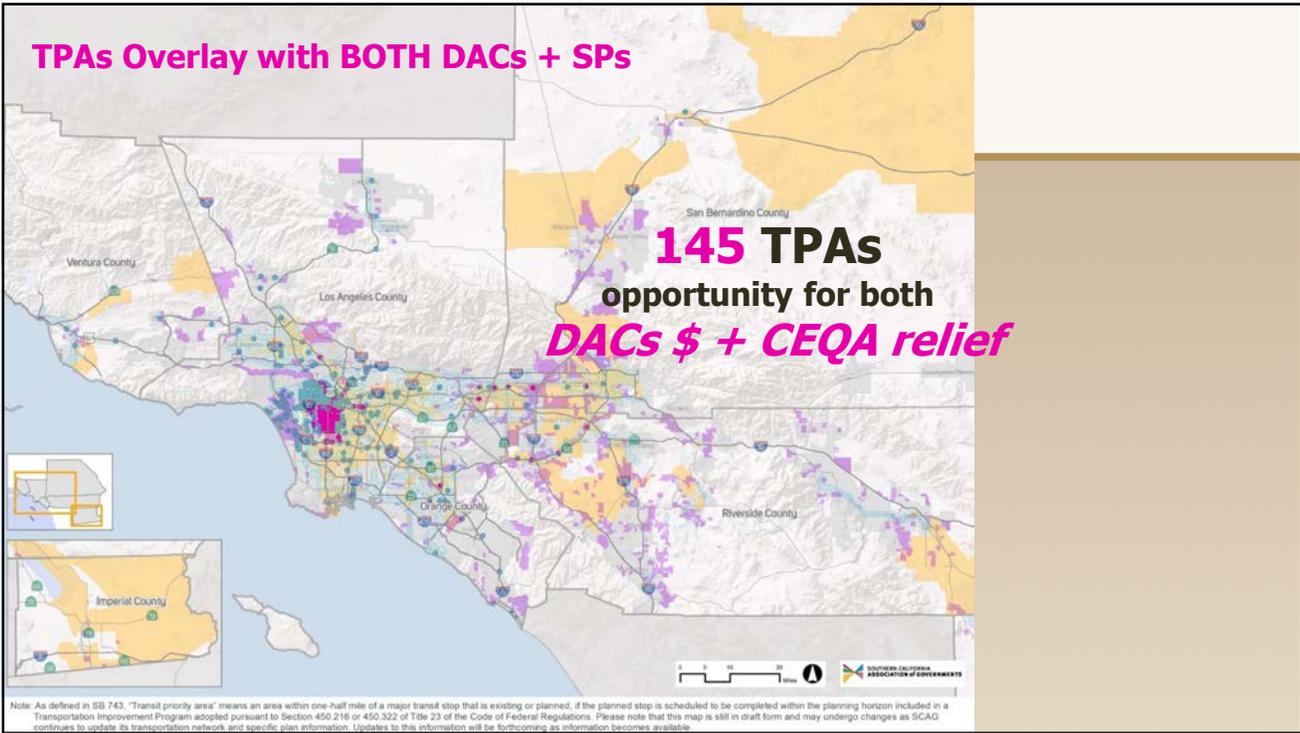
Specific Plan Areas (SPs)



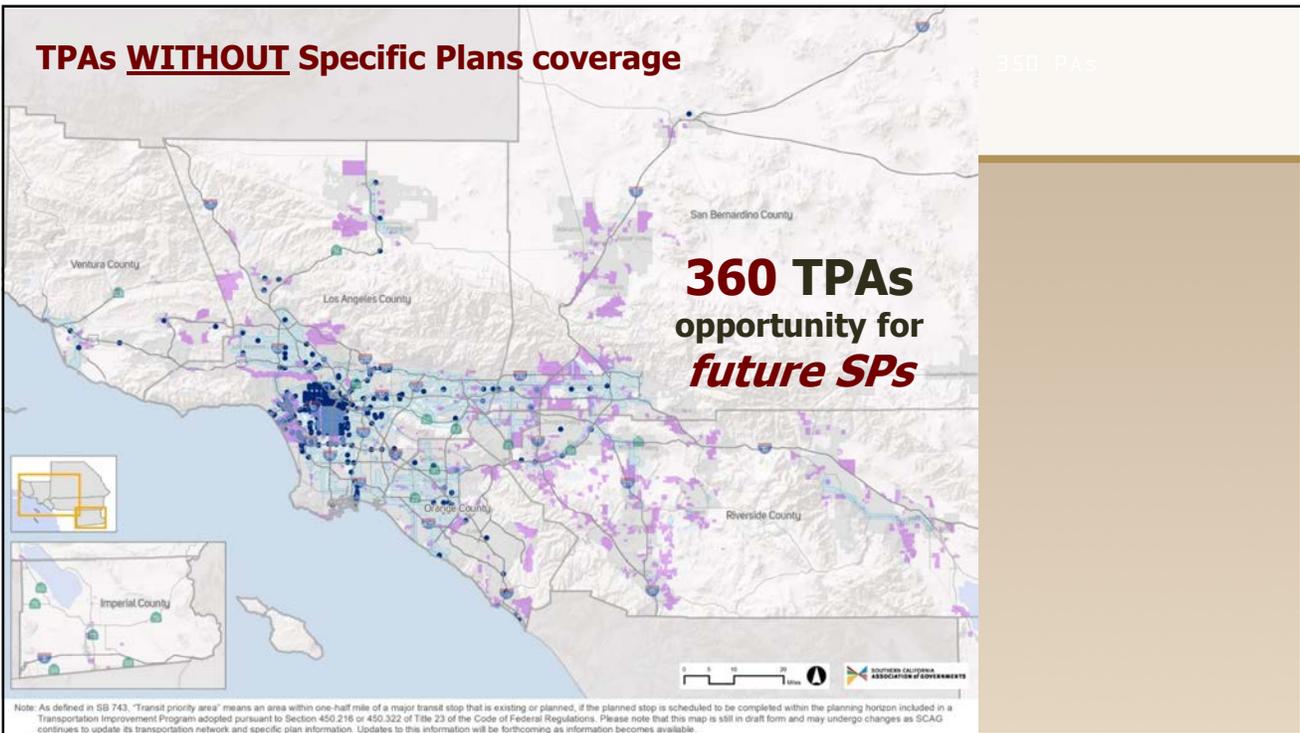
TPAs Overlay with SPs



TPAs Overlay with BOTH DACs + SPs

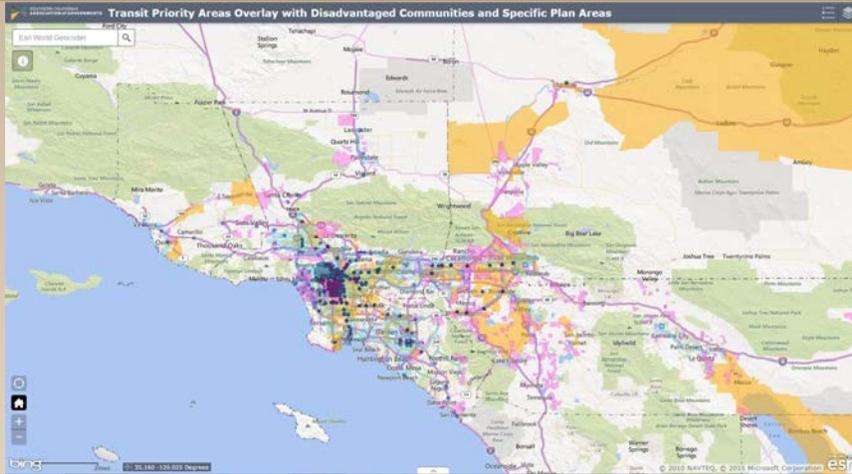


TPAs WITHOUT Specific Plans coverage



Web Application

[Transit Priority Areas Overlay with Disadvantaged Communities and Specific Plan Areas](#)

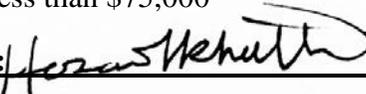


DATE: February 4, 2016

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

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

SUBJECT: Purchase Orders \$5,000 but less than \$200,000; Contracts \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000

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.

BACKGROUND:

SCAG executed the following Purchase Orders (PO's) between \$5,000 and \$200,000

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
Southern California Leadership Council	2016 SCAG Membership	\$20,000
SoftwareONE, Inc.	Adobe Creative Cloud Software License Agreement	\$14,309
Atkinson Baker, Inc.	Court Reporting Services	\$6,756
Coalition for America's Gateway & Trade Corridors	2016 SCAG Membership	\$6,500
McCune Audio Video Lighting	Video Taping Services for the 2016 Economic Summit	\$6,014
City Fare, Inc.	All Staff Appreciation Luncheon	\$5,800
Mileage-Based User Fee Alliance	2016 SCAG Membership	\$5,000
Los Angeles County Business Federation	2016 SCAG Membership	\$5,000

SCAG executed the following Contracts between \$25,000 and \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
Parsons Brinckerhoff, Inc. 16-012-C1	The City of Diamond Bar and SCAG are seeking professional and technical consultant services to prepare a Supplemental Needs Study related to improvements where the State Route (SR) 60 and SR-57 merge in the cities of Diamond Bar and Industry. The study evaluates whether additional improvements are warranted (beyond those already planned) to address congestion, safety, weaving, traffic diversion, goods movement, and other related	\$124,888

REPORT

SCAG executed the following Contracts between \$25,000 and \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
------------------------------	---------------------------	------------------------

SCAG executed the Amendment between \$5,000 and \$74,999

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
Bruce Lieberman (15-038-C1)	The purpose of this amendment is to secure additional consultant support for integrating edits from staff into the Final Draft of the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (2016 RTP/SCS). The consultant will also assist staff with crafting a compilation of the 2016 RTP/SCS visioning essays, which will be used as a marketing piece for the 2016 RTP/SCS.	\$14,971

CONSULTANT CONTRACTS 16-012-C1

Recommended Consultant:	Parsons Brinckerhoff, Inc.						
Background & Scope of Work:	<p>The City of Diamond Bar and SCAG are seeking professional and technical consultant services to prepare a Supplemental Needs Study related to improvements where the State Route (SR) 60 and SR-57 merge in the cities of Diamond Bar and Industry. The cities of Diamond Bar and Industry, with the support of Metro and SCAG, are proceeding with a comprehensive set of improvements where the SR-60 & SR-57 merge (also known as SR-60/SR-57 Confluence). Some of these improvements are under construction, some are designed, and some are concepts waiting for the funding to be available. The study evaluates whether or not additional improvements are warranted (beyond those already planned) to address congestion, safety, weaving, traffic diversion, goods movement, and other related issues. The consultant shall evaluate improvements and recommend which, if any, should progress to more detailed engineering and environmental studies.</p>						
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• Technical memoranda and reports;• Traffic forecasts; updated SCAG model with proposed improvement alternatives; updated micro-simulation model;• Transportation benefits of each alternative;• Stakeholder and public meetings; presentations; and• Draft and final Reports.						
Strategic Plan:	<p>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 b: Develop external communications and media strategy to promote partnerships, build consensus and foster inclusiveness in the decision making process.</p>						
Contract Amount:	<table><tr><td>Total not-to-exceed</td><td style="text-align: right;">\$124,888</td></tr><tr><td>Parsons Brinckerhoff, Inc. (prime consultant)</td><td style="text-align: right;">\$86,484</td></tr><tr><td>Iteris, Inc. (subconsultant)</td><td style="text-align: right;">\$38,404</td></tr></table>	Total not-to-exceed	\$124,888	Parsons Brinckerhoff, Inc. (prime consultant)	\$86,484	Iteris, Inc. (subconsultant)	\$38,404
Total not-to-exceed	\$124,888						
Parsons Brinckerhoff, Inc. (prime consultant)	\$86,484						
Iteris, Inc. (subconsultant)	\$38,404						
Contract Period:	January 12, 2016 through December 31, 2016						
Project Number:	145-3253.01 \$124,888 Funding source: Federal Highway Administration (FHWA) and Local (City of Diamond Bar) Funding of \$124,888 is available in the FY 2015-16 budget						
Request-for-Proposal (RFP):	<p>SCAG staff notified 1,807 firms of the release of RFP 16-012-C1. SCAG staff also posted it on SCAG's bid management system. A total of 32 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:</p> <table><tr><td>Parsons Brinckerhoff, Inc. (1 subconsultant)</td><td style="text-align: right;">\$124,888</td></tr><tr><td>Stantec Consulting, Inc. (2 subconsultants)</td><td style="text-align: right;">\$222,130</td></tr></table>	Parsons Brinckerhoff, Inc. (1 subconsultant)	\$124,888	Stantec Consulting, Inc. (2 subconsultants)	\$222,130		
Parsons Brinckerhoff, Inc. (1 subconsultant)	\$124,888						
Stantec Consulting, Inc. (2 subconsultants)	\$222,130						

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed both offerors.

The PRC consisted of the following individuals:

John Ballas, City Engineer, City of Industry

Daniel Kopulsky, Chief, Regional Planning & Goods Movement, Caltrans, District 7

David Liu, Director of Public Works, City of Diamond Bar

Rajeev Seetharam, Senior Regional Planner, SCAG

Basis for Selection: The PRC recommends Parson Brinckerhoff for contract award because the consultant:

- Illustrated the most thorough understanding of the project's objectives and deliverables by addressing all critical issues and thoroughly discussing the options. They also best demonstrated the importance of stakeholder involvement.
- Demonstrated the strongest knowledge and expertise with SCAG's travel demand modeling and micro-simulation; and
- Proposed the lowest price.

CONTRACT 15-038-C1 AMENDMENT 1

Consultant:	Bruce Lieberman						
Background & Scope of Work:	<p>On June 8, 2015, SCAG awarded Contract 15-038-C1 to Bruce Lieberman to provide editorial assistance with the development of the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (2016 RTP/SCS).</p> <p>The project's overall goal is to create a cohesive, unified 2016 RTP/SCS that is easily understandable by the general public, while at the same time meeting all technical requirements, including all necessary information required for review by the approving agencies (primarily federal Department of Transportation and California Air Resources Board). The 2016 RTP/SCS document should make maximum use of visual elements, simple language, intuitive organization, and the minimum necessary text to fully express all the needed information.</p> <p>The purpose of this amendment is to secure additional consultant support for integrating edits from staff into the Final Draft of the 2016 RTP/SCS and to enable the consultant to continue to synthesize text from multiple authors into an easily understandable document with a cohesive voice. The consultant will also provide these services in crafting a compilation of the 2016 RTP/SCS visioning essays, which will be used as a marketing piece for the 2016 RTP/SCS. This amendment increases the contract value from \$50,000 to \$64,971.</p>						
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• Providing edits and comments on the draft and final 2016 RTP/SCS chapters.						
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 Amount:	<table border="0" style="width: 100%;"><tr><td style="width: 60%;">Amendment 1</td><td style="text-align: right;">\$14,971</td></tr><tr><td>Original contract value</td><td style="text-align: right;"><u>\$50,000</u></td></tr><tr><td>Total contract value is not-to-exceed</td><td style="text-align: right;">\$64,971</td></tr></table>	Amendment 1	\$14,971	Original contract value	<u>\$50,000</u>	Total contract value is not-to-exceed	\$64,971
Amendment 1	\$14,971						
Original contract value	<u>\$50,000</u>						
Total contract value is not-to-exceed	\$64,971						
	<p>This amendment does not exceed \$65,000 or 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (dated 11/01/14) Section 8.3, it does not require the Regional Council's approval.</p>						
Contract Period:	June 8, 2015 through June 30, 2016						
Project Number:	266-00715.01 \$64,971 Funding Source: Transportation Development Act (TDA)						
Basis for the Amendment:	<p>The consultant has provided essential services in collaboratively editing and guiding the creation of the draft 2016 RTP/SCS. To date, all major work has been delivered on-time and the project is on schedule. The scope is being revised to integrate input received during the public comment period on the 2016 RTP/SCS and to assist in the editing and creation of a compilation for the visioning essays that SCAG requested from various regional experts and industry leaders on the future of Southern California. The compilation and essays will be used as a marketing piece for the 2016 RTP/SCS.</p>						

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DATE: February 4, 2016
TO: Regional Council (RC)
FROM: Basil Panas, Chief Financial Officer, 213-236-1817, panas@scag.ca.gov
SUBJECT: Fiscal Year (FY) 2014-15 External Financial Audit

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
SCAG's external independent auditor will present the FY 2014-15 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 Co., LLP, have completed their audit of SCAG's FY 2014-15 financial statements. The Comprehensive Annual Financial Report and the Single Audit Report were distributed electronically in January and are available at: <http://www.scag.ca.gov/about/Pages/Financial%20Reports.aspx>

FISCAL IMPACT:
None

ATTACHMENT:
None

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SOUTHERN CALIFORNIA
ASSOCIATION of
GOVERNMENTS

Main Office

818 West 7th Street
12th Floor
Los Angeles, California
90017-3435
t (213) 236-1800
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www.scag.ca.gov

2016 MEETING SCHEDULE REGIONAL COUNCIL AND POLICY COMMITTEES

All Regular Meetings are scheduled on the 1st Thursday of each month; except for the month of October which is on the 5th Thursday of September* (Approved by the Regional Council 9-3-15)	
Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

Officers

President
Cheryl Viegas-Walker, El Centro

First Vice President
Michele Martinez, Santa Ana

Second Vice President
Margaret Finlay, Duarte

Immediate Past President
Carl Morehouse, San Buenaventura

Executive/Administration Committee Chair

Cheryl Viegas-Walker, El Centro

Policy Committee Chairs

Community, Economic and Human Development
Bill Jahn, Big Bear Lake

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino Associated Governments

January 7, 2016
(SCAG Sixth Annual Economic Summit --- in lieu of the regularly scheduled Regional Council and Policy Committees' Meetings)

February 4, 2016

March 3, 2016

April 7, 2016

May 5 – 6, 2016
(2016 SCAG Regional Conference and General Assembly, La Quinta)

June 2, 2016

July 7, 2016

August 4, 2016 (DARK)

September 1, 2016

September 29, 2016*

(Note: League of California Cities Annual Conference, Long Beach, CA, Oct. 5 - 7)

November 3, 2016

December 1, 2016

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

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DATE: February 4, 2016

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

FROM: Basil Panas, 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.

MEMBERSHIP DUES:

As of January 12, 2016, 194 cities and counties have paid their FY16 membership dues representing 99% of the assessment. We continue our outreach efforts.

BUDGET & GRANTS (B&G):

B&G staff continued to work on the development of the Fiscal Year (FY) 2016-17 Comprehensive Budget and Overall Work Program (OWP).

On December 23, 2015, B&G staff received Federal approval for Amendment 1 to the FY 2015-16 Overall Work Program. Amendment 2 is pending approval.

B&G staff began preparation of the FY 2015-16 2nd Quarter OWP Progress Report. This mid-year progress report for projects is due to Caltrans on January 30, 2016.

During the fall of 2015, SCAG facilitated a Call for Applications for the Federal Transit Administration's (FTA) Fiscal Year 2014-15 Low or No (LoNo) Emission Vehicle Deployment Program. On November 23, 2015, B&G staff submitted a total of 8 applications for the grant program with SCAG as the lead applicant and primary recipient. A total of \$33 million was requested and FTA anticipates making the awards in the spring/summer of 2016.

During the fall/winter of 2015, SCAG facilitated a Call for Applications for the Caltrans' Sustainable Transportation Planning Grant Program. On December 30, 2015, B&G staff submitted a total of 17 applications for the grant program with SCAG as the lead applicant and primary recipient. A total of \$4.9 million was requested and Caltrans anticipates making the awards in the spring/summer of 2016.

REPORT

CONTRACTS:

In December 2015, the Contracts Department issued two (2) Requests for Proposal (RFP's); awarded one (1) contract; issued twelve (12) contract amendments; and processed 37 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 126 consultant contracts.

Contracts staff continued to negotiate better pricing and reduced costs for services. During the month of December 2015, over \$68,524 in budget savings was realized, thus bringing the current fiscal year cumulative budget savings total to approximately \$231,476.

ATTACHMENT:

December 2015 CFO Monthly Status Report



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Office of the Chief Financial Officer

Monthly Status Report

DECEMBER 2015



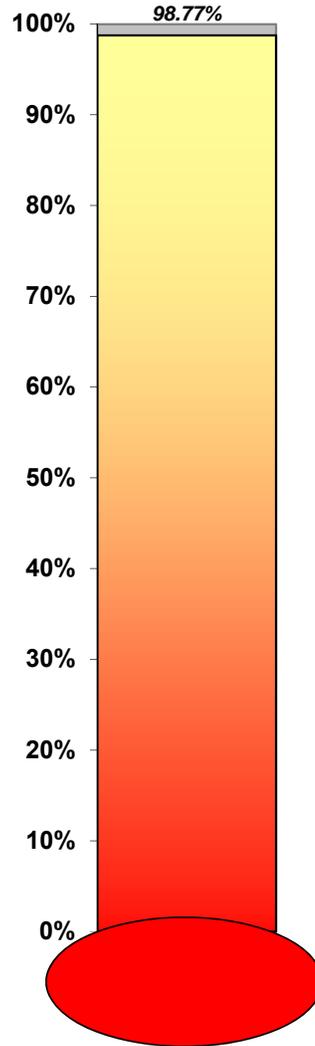
OVERVIEW

As of January 12, 2016, 194 cities and counties have renewed their membership while there are three cities in the SCAG region that are still being recruited for membership.

SUMMARY

FY16 Membership Dues	<u><u>\$1,923,000.00</u></u>
Total Collected	<u><u>\$1,899,368.00</u></u>
Percentage Collected	<u><u>98.77%</u></u>

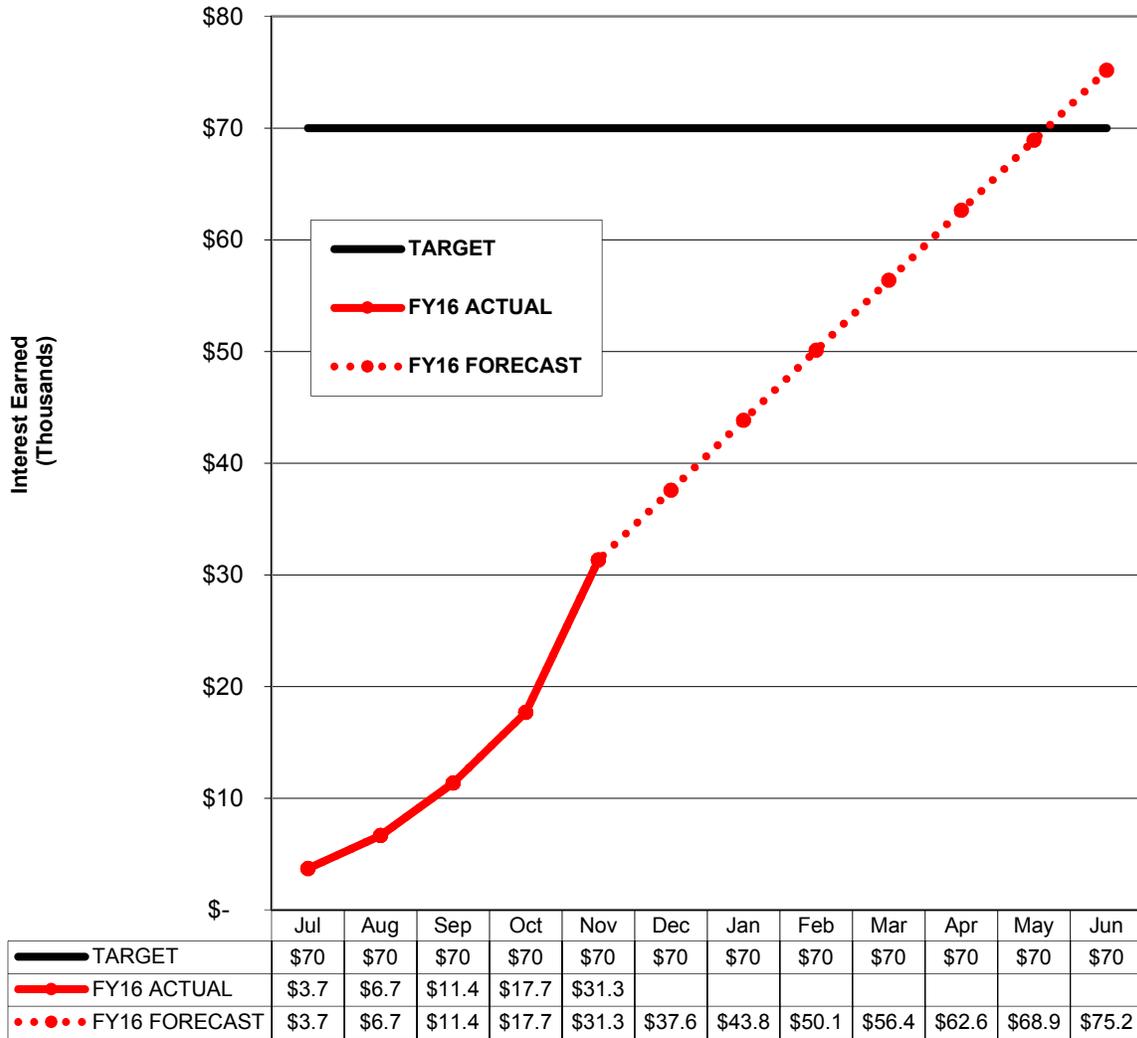
FY16 Membership Dues Collected



Office of the CFO
Interest Earnings Variance



INTEREST EARNINGS VARIANCE



OVERVIEW

Actual interest income is plotted against the target amount. The amount earned through November was \$31,321. The LA County Pool earned 0.75% in November.

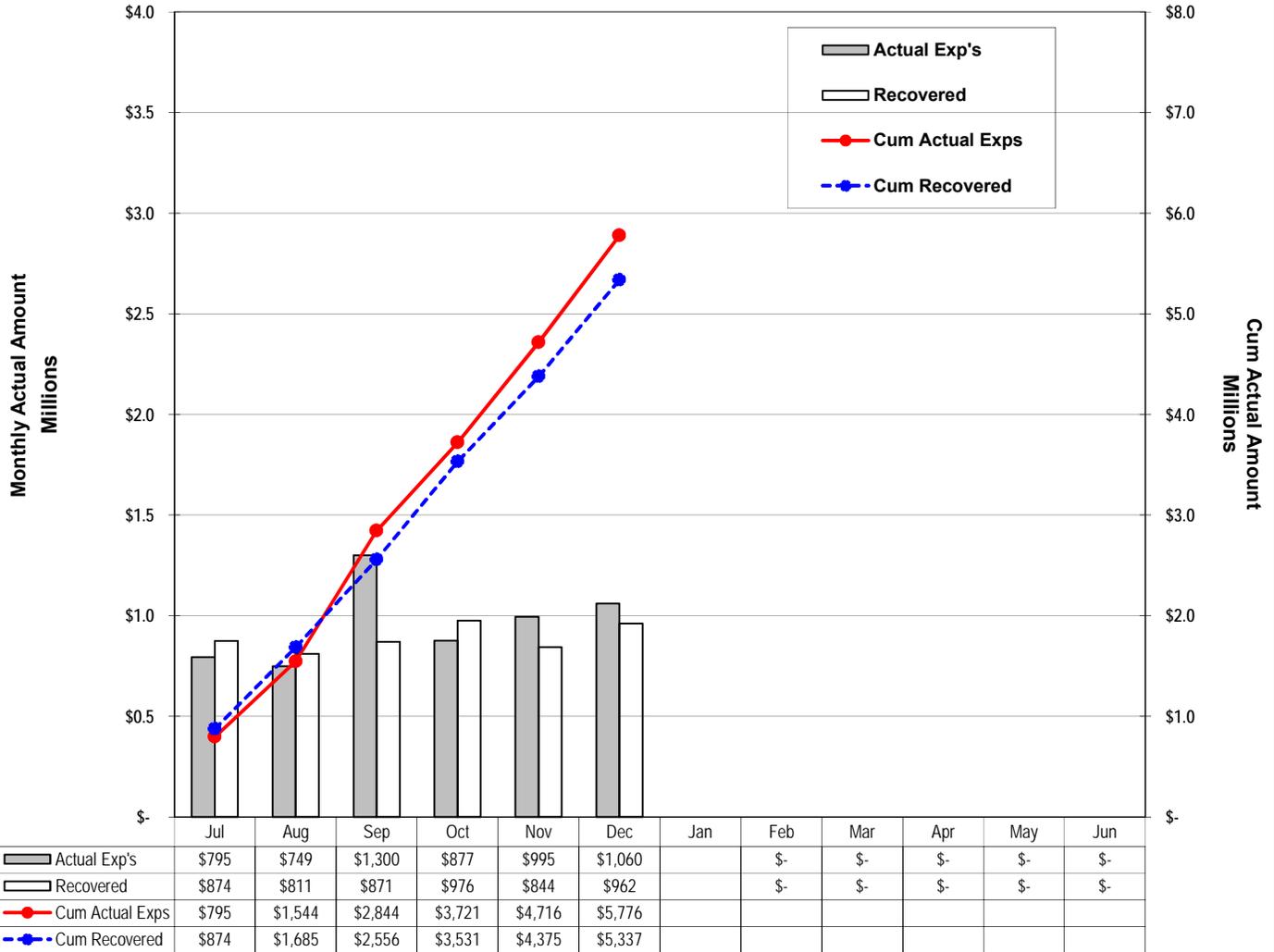
SUMMARY

The amount projected for FY16 is \$75,169, which is \$5,169 more than the revised target.



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

FY16 INDIRECT COST & RECOVERY



OVERVIEW

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

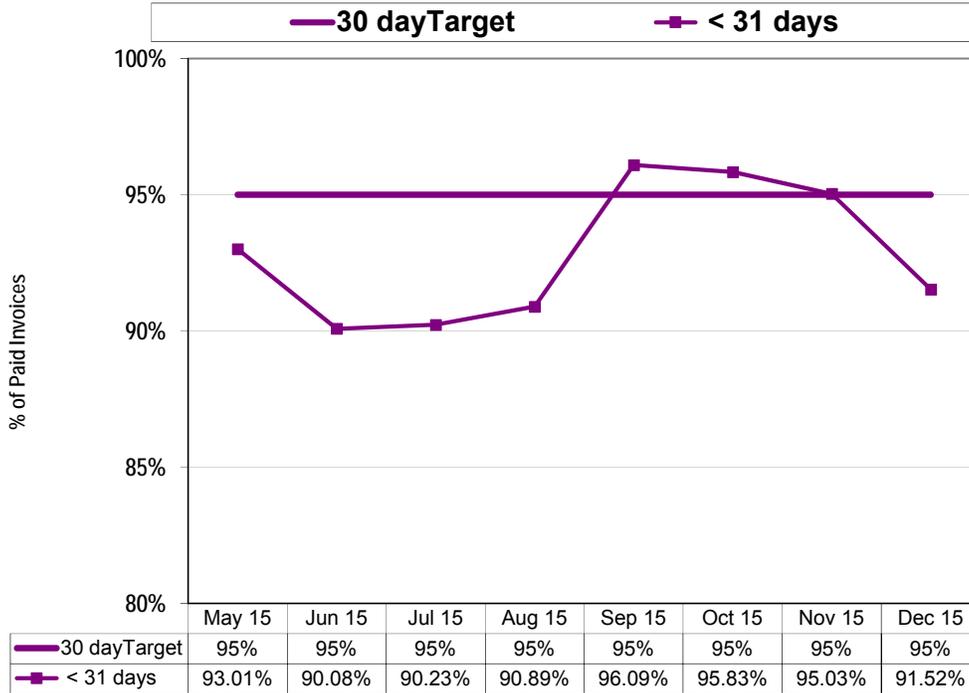
SUMMARY

Through December 2015, SCAG was under-recovered by \$439,301 due to lower than budgeted labor charges and the recapture of prior over-recovery.

Office of the CFO
Invoice Aging



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 not met.

SUMMARY

91.52% of December 2015's payments were made within 30 days of invoice receipt.

At month-end, 84 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.

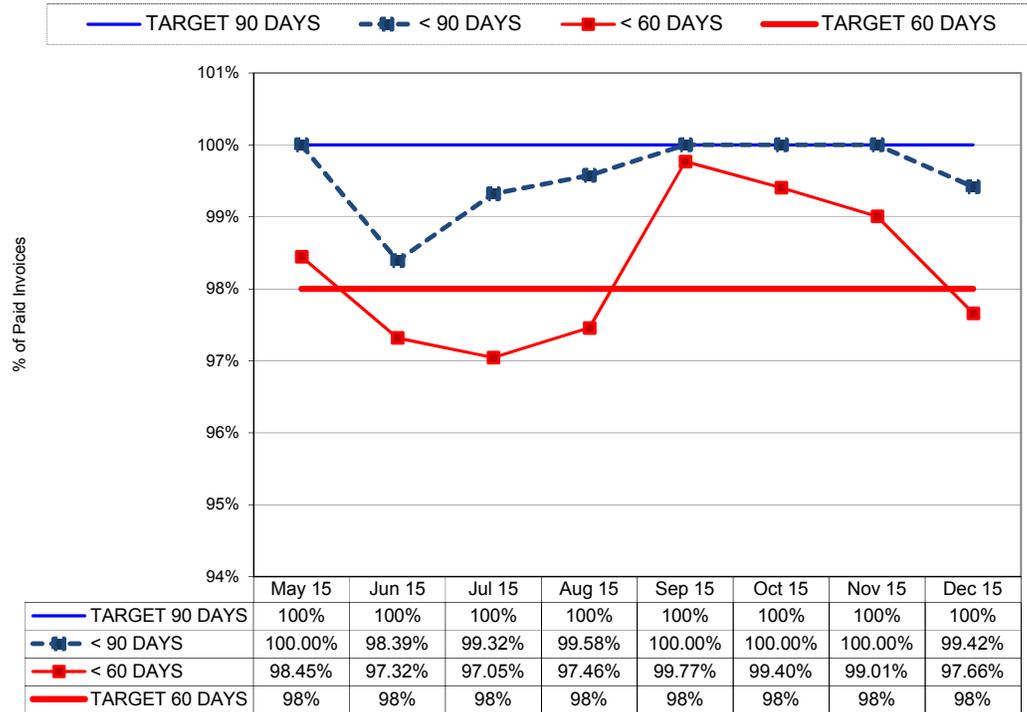
SUMMARY

These goals were not met during this period.

97.66% of December 2015's payments were within 60 days of invoice receipt and 99.42% within 90 days. Invoices unpaid 30-60 days totaled 19; 60-90 days: 4; >90 days: 0.



INVOICE AGING



Office of the CFO
Consolidated Balance Sheet

	11/30/2015	12/31/2015	Incr (decr) to equity	COMMENTS
1				
2	Cash at Bank of the West	\$ 2,960,644	\$ 1,062,570	
3	LA County Investment Pool	\$ 13,151,553	\$ 13,165,182	
4	Cash & Investments	\$ 16,112,197	\$ 14,227,752	\$ (1,884,445) Payables were reduced, receivables grew
5				
6	Accounts Receivable	\$ 5,660,824	\$ 6,368,076	\$ 707,252 CPG receivable grew by \$0.3 million, Value Pricing by \$0.2 million
7				
8	Fixed Assets - Net Book Value	\$ 622,179	\$ 622,179	\$ - No change
9				
10	Total Assets	\$ 22,395,200	\$ 21,218,007	\$ (1,177,194)
11				
12	Accounts Payable	\$ (889,497)	\$ (597,818)	\$ 291,679 Progress made in reducing outstanding balances
13				
14	Employee-related Liabilities	\$ (640,685)	\$ (299,576)	\$ 341,109 Nov had eleven unpaid working days, Dec had four
15				
16	Other Current Liabilities	\$ (238,588)	\$ (146,860)	\$ 91,729 IC under-recovery grew by \$99K
17				
18	Deferred Revenue	\$ (479,435)	\$ (504,435)	\$ (25,000) Received \$25K for Diamond Bar SR57/60 project.
19				
20	Total Liabilities and Deferred Revenue	\$ (2,248,206)	\$ (1,548,689)	\$ 699,517
21				
22	Fund Balance	\$ 20,146,995	\$ 19,669,318	\$ (477,677)
23				
24				
	WORKING CAPITAL			
25		11/30/2015	12/31/2015	Incr (decr) to working capital
26	Cash	\$ 16,112,197	\$ 14,227,752	\$ (1,884,445)
27	Accounts Receivable	\$ 5,660,824	\$ 6,368,076	\$ 707,252
28	Accounts Payable	\$ (889,497)	\$ (597,818)	\$ 291,679
29	Employee-related Liabilities	\$ (640,685)	\$ (299,576)	\$ 341,109
30	Working Capital	\$ 20,242,839	\$ 19,698,434	\$ (544,405)

Office of the CFO

Fiscal Year-To-Date Expenditure Report Through December 31, 2015



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

COMPREHENSIVE BUDGET

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	Staff & Allocated Fringe Benefits	210,255	210,255	40,913		169,342	19.5%
2	51001 Allocated Indirect Costs	149,738	149,738	29,126		120,612	19.5%
3	54300 SCAG Consultants	568,383	568,383	140,596	368,813	58,973	24.7%
4	54340 Legal costs	100,000	100,000	33,740	49,051	17,209	33.7%
6	55441 Payroll, bank fees	15,000	15,000	2,461		12,539	16.4%
7	55510 Office Supplies	20,000	20,000	9,188	10,812	0	45.9%
8	55600 SCAG Memberships	5,250	26,282	26,282	0	0	100.0%
9	55610 Professional Membership	13,700	13,700	6,926	4,884	1,890	50.6%
10	55730 Capital Outlay	542,106	542,106	-		542,106	0.0%
11	55830 Conference - Registration	15,000	15,000	10,465	1,830	2,705	69.8%
12	55860 Scholarships	32,000	32,000	30,000		2,000	93.8%
13	55910 RC/Committee Mtgs	-	20,000	13,106	0	6,894	65.5%
14	55914 RC General Assembly	500,000	500,000	-	167,992	332,008	0.0%
16	55915 Demographic Workshop	13,000	13,000	-	1,907	11,093	0.0%
17	55916 Economic Summit	57,000	57,000	16,769	3,502	36,729	29.4%
18	55917 Labor Summit	13,500	13,500	-	0	13,500	0.0%
19	55920 Other Meeting Expense	90,000	70,000	27,598	39,367	3,035	39.4%
20	55930 Miscellaneous other	89,000	62,968	6,864	27,096	29,008	10.9%
21	55940 Stipend - RC Meetings	230,000	230,000	96,610	0	133,390	42.0%
22	56100 Printing	10,000	10,000	99	2,096	7,805	1.0%
23	58100 Travel - outside SCAG region	50,000	50,000	15,022	0	34,978	30.0%
24	58101 Travel - local	26,000	26,000	15,401	0	10,599	59.2%
25	58110 Mileage - local	23,500	23,500	8,542	0	14,958	36.4%
26	58150 Staff Lodging Expense	3,000	8,000	4,986		3,014	62.3%
27	58800 RC Sponsorships	112,750	112,750	76,243	8,500	28,007	67.6%
28	Total General Fund	2,889,182	2,889,182	610,938	685,851	1,592,393	21.1%
29				-			
30	Staff & Fringe Benefits	15,287,307	15,306,029	7,455,971		7,850,058	48.7%
31	51001 Allocated Indirect Costs	10,887,267	10,900,601	5,307,906		5,592,695	48.7%
32	54300 SCAG Consultants	16,316,856	18,587,161	3,135,991	14,789,539	661,631	16.9%
33	54301 Consultants - Other	70,000	154,845		28,366	126,479	0.0%
34	54350 Professional Services	207,200	207,200	106,374	100,826	0	51.3%
35	55210 Software Support	176,566	289,584	289,584	0	0	100.0%
36	55280 Third Party Contribution	3,710,826	3,673,670	1,588,386	0	2,085,284	43.2%
38	55620 Resource Materials - subscrib	832,000	639,205	39,479	116,599	483,127	6.2%
39	55810 Public Notices	50,000	50,000	212	1,482	48,306	0.4%
40	55830 Conference - Registration	10,000	10,000	50	2,725	7,225	0.5%
41	55920 Other Meeting Expense	26,000	26,000	38		25,962	0.1%
42	55930 Miscellaneous - other	194,880	189,127	3,376	5,668	180,083	1.8%
43	55950 Temp Help	110,248	245,248	68,003	42,245	135,000	27.7%
44	56100 Printing	61,000	61,000	1,635	0	59,365	2.7%
45	58100 Travel	288,100	288,100	59,886	0	228,214	20.8%
46	Total OWP	48,228,250	50,627,770	18,056,891	15,087,450	17,483,429	35.7%
47				-			
48	Comprehensive Budget	51,117,432	53,516,952	18,667,829	15,773,301	19,075,822	34.9%

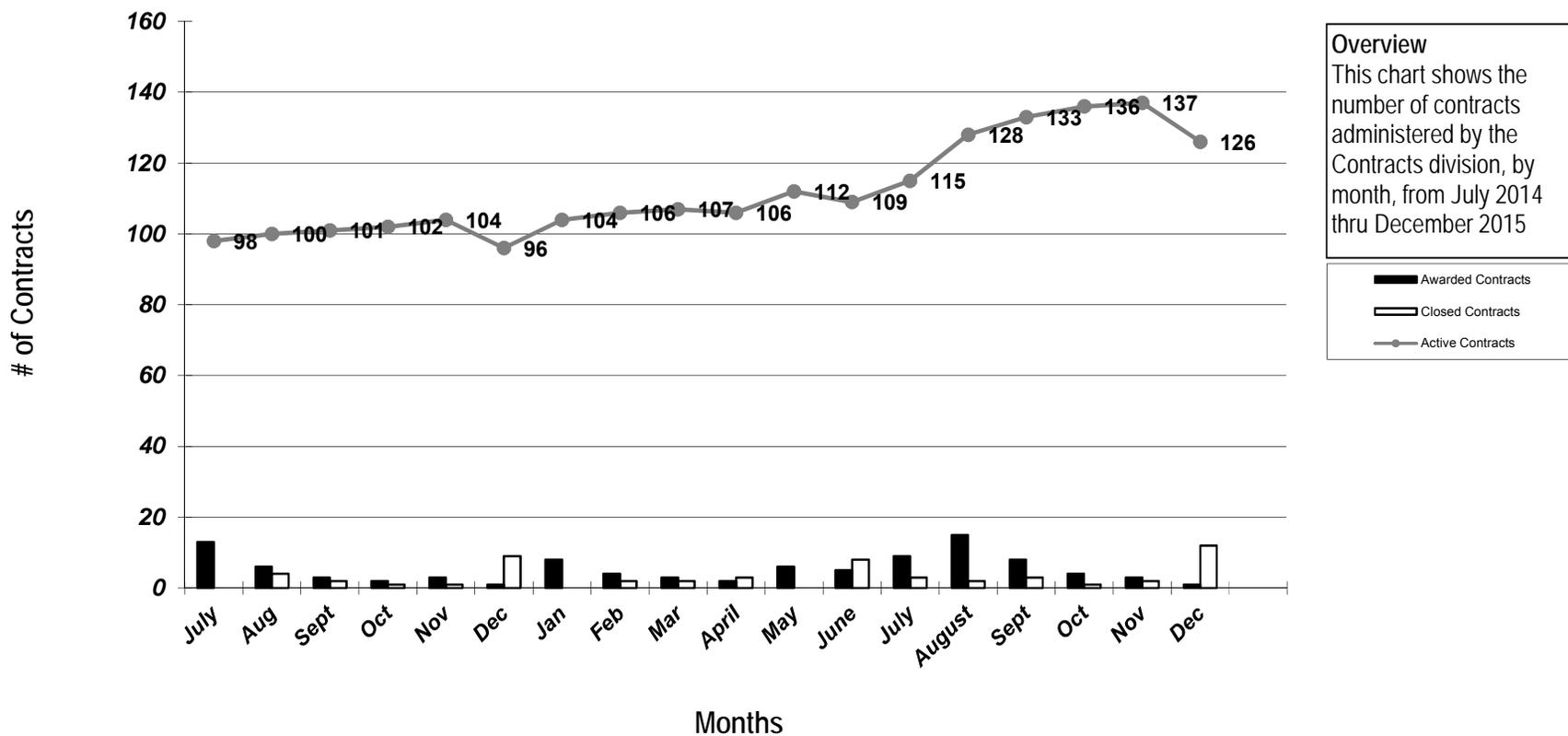
Office of the CFO
Fiscal Year-To-Date Expenditure Report Through December 31, 2015



INDIRECT COST EXPENDITURES

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	Regular Staff	3,627,908	3,620,908	1,878,017		1,742,891	51.9%
2	50013	Regular OT	-	799	799		0	100.0%
3	50014	Interns, Temps, Annuit	81,000	92,358	15,281		77,078	16.5%
5	51000	Allocated Fringe Benefits	2,672,978	2,667,821	1,411,932		1,255,889	52.9%
6	54300	SCAG Consultants	134,000	134,000	52,209	81,791	0	39.0%
7	54301	Consultants - Other	1,299,359	1,299,359	397,261	622,155	279,943	30.6%
8	54340	Legal	335,000	335,000	115,074	114,926	105,000	34.4%
10	55210	Software Support	460,461	460,461	230,560	94,873	135,027	50.1%
11	55220	Hardware Supp	79,777	79,777	72,837	1,888	5,052	91.3%
12	55240	Repair & Maint Non-IT	30,000	26,475	20,124	6,350	0	76.0%
14	55400	Office Rent 818 Offices	1,582,877	1,582,877	954,176	628,702	0	60.3%
15	55410	Office Rent Satellite	171,490	171,490	96,573	74,916	0	56.3%
16	55420	Equip Leases	126,186	126,186	40,487	85,699	0	32.1%
17	55430	Equip Repairs & Maint	13,323	16,848	16,848	0	0	100.0%
18	55440	Insurance	144,683	144,683	75,327	1,216	68,140	52.1%
19	55441	Payroll / Bank Fees	10,000	10,000	5,682		4,318	56.8%
20	55445	Taxes	-	5,465	3,659	0	1,806	67.0%
21	55460	Mater & Equip < \$5,000	49,500	49,500	22,087	15,566	11,848	44.6%
22	55510	Office Supplies	80,000	80,000	28,899	40,421	10,680	36.1%
23	55520	Graphic Supplies	2,000	2,000	1,003	997	0	50.2%
24	55530	Telephone	175,000	175,000	71,009	83,991	20,000	40.6%
25	55540	Postage	10,000	10,000	10,000	0	0	100.0%
26	55550	Delivery Services	5,000	5,000	1,989	3,011	0	39.8%
27	55600	SCAG Memberships	182,151	177,151	125,486	10,000	41,665	70.8%
29	55620	Res Mats/Subscrip	45,727	51,096	51,096	0	0	100.0%
30	55700	Deprec - Furn & Fixt	45,000	45,000	-		45,000	0.0%
31	55710	Deprec - Computer Equipment	75,000	75,000	-		75,000	0.0%
32	55715	Amortiz - Software	108,791	108,791	-		108,791	0.0%
33	55720	Amortiz - Leasehold Improvements	10,000	10,000	-		10,000	0.0%
34	55800	Recruitment Notices	15,000	15,000	1,101	13,899	0	7.3%
35	55801	Recruitment - other	25,000	25,000	8,873	16,127	0	35.5%
36	55810	Public Notices	5,000	5,000	800	0	4,200	16.0%
37	55820	Training	81,500	81,500	33,793	17,202	30,505	41.5%
38	55830	Conference/workshops	16,850	16,850	1,373	0	15,477	8.1%
39	55920	Other Mtg Exp	5,200	3,937	-	480	3,457	0.0%
40	55930	Miscellaneous - other	8,000	3,429	1,040	2,389	0	30.3%
41	55950	Temp Help	38,500	38,500	6,008	23,992	8,500	15.6%
42	56100	Printing	21,000	21,000	683	17,624	2,693	3.3%
43	58100	Travel - Outside	96,800	93,922	12,315		81,607	13.1%
44	58101	Travel - Local	11,450	11,450	5,013		6,437	43.8%
45	58110	Mileage - Local	45,725	45,725	4,040		41,685	8.8%
48	58200	Travel - Reg Fees	-	2,879	2,879	0	0	100.0%
49	58450	Fleet Vehicle	2,000	2,000	-		2,000	0.0%
50	Total Indirect Cost		11,929,236	11,929,236	5,776,333	1,958,217	4,194,686	48.4%

SCAG Contracts (Year to Date)



Overview
This chart shows the number of contracts administered by the Contracts division, by month, from July 2014 thru December 2015

- Awarded Contracts
- Closed Contracts
- Active Contracts



Summary

The chart shows that the Contracts Department is managing 126 active consultant contracts. Sixty-nine of these are Cost Plus Fixed Fee contracts, 20 are fixed price contracts, and the remaining 37 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Department anticipates issuing approximately 15 contracts for the remainder of FY 2015-16. 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	3	2	1
Legal	3	2	1
Strategy, Policy & Public Affairs	21	19	2
Administration	44	42	2
Planning & Programs	69	62	7
Total	140	127	13

OTHER POSITIONS

GROUPS	Limited Term Positions	Temp Positions	Agency Temps
Executive	0	0	0
Legal	0	0	0
Strategy, Policy & Public Affairs	2	2	1
Administration	3	4	0
Planning & Programs	3	17	0
Total	8	23	1

DATE: February 4, 2016

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

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

SUBJECT: 2016 Legislative Priorities

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Approve

EXECUTIVE SUMMARY:

Each year, the Regional Council adopts the state and federal legislative priorities of SCAG for the year. This report contains the final recommendations of the Legislative/Communications and Membership Committee (LCMC) as the legislative priorities for consideration and adoption by the Regional Council for 2016. These build upon the priorities adopted for 2015 and incorporate input from SCAG's Sixth Annual Economic Summit held January 7, 2016 from business and public sector leaders. Additionally, the priorities include specific input provided by LCMC Members concerning CEQA streamline objectives, workforce education and development, mileage based user fee, and videoconferencing roll calls. After consideration at its January 19, 2016 meeting, the LCMC recommends adoption by the Regional Council of these 2016 state and federal legislative priorities.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

The following legislative priorities are submitted to the Regional Council for your consideration for adoption as SCAG's 2016 legislative priorities. These priorities encompass broad, policy oriented objectives of the agency that build upon prior RC adopted goals and actions, as well as those supported and pursued by partner agencies in Southern California including, primarily, the six transportation commissions within SCAG's jurisdiction. These priorities are designed to be inclusive of a broad range of legislative proposals that may be advanced throughout the 2016 legislative state and federal legislative sessions, which may be brought again to the LCMC/RC for consideration throughout the year as the legislative calendar permits.

The priorities are submitted for your consideration after consulting with the major Metropolitan Planning Organizations (MPOs) in California, members of the California Association of Councils of Governments, the Southern California Transportation Commissions, and various sister agencies in the

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transportation sector throughout the region comprising the Southern California Legislative Roundtable. The LCMC, in its approval of these priorities remind Members that adoption does not preclude the Committee, or the Regional Council, from considering action on other legislative items that may arise in session this year; it is intended to focus the agency's resources on legislation affecting priority policy areas to maximize effectiveness in addressing its most important priorities.

FUNDING - Support legislative efforts offering a balanced consideration of revenue measures to addresses the State's systemic funding deficit, both to establish new sources of statewide funding for the transportation infrastructure as well as to return to transportation those revenues that previously have been diverted to other purposes. Protect all new sources of transportation from borrowing or use for any purpose other than transportation. Support a regional equity component or consideration to additional revenues from any source to ensure that Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures that correspond with the funding source. Support legislation that ensures funding of 'fix-it-first' and maintenance of good repair expenditures to address the multi-billion dollar need to repair and maintain the existing infrastructure. Support dedicated, secure funding to state highways, streets, and local roads to support the maintenance and rehabilitation of the state and local road projects and transit systems. Support measures to ensure drivers' privacy and disallow penalties to drivers in connection with proposals to establish a mileage-based user fee, vehicle miles travelled fee/tax or other like proposals.

GOODS MOVEMENT - As the nation's global trade gateway, Southern California's freight infrastructure is vital to the state and national economy. Support legislation providing for robust funding to the Trade Corridors Improvement Fund (TCIF), formerly funded by voter-approved transportation bond funds, building upon its prior success to fund critically needed infrastructure enhancements along California's high volume freight corridors.

SHARED REVENUES – Recognizing that cities and counties face tremendous road repair deficiencies and maintenance backlogs, support legislation that embraces sharing of roadway maintenance between state highways and local roads as vital to maintaining and improving the condition of each.

OPERATIONAL AND EFFICIENCY IMPROVEMENTS – Support legislative efforts to provide efficiency reforms and streamline state processes to affect operational improvements and better utilize all funds invested into the public infrastructure.

FEDERAL AUTHORIZATION IMPLEMENTATION – Following the passage of the federal surface transportation law 'Fixing America's Surface Transportation (FAST) Act of 2015', support state legislation to implement its provisions including funding for metropolitan planning; investment in a national freight program; flexible use of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding; supporting pilot program allowing States to let CEQA stand for NEPA reviews to eliminate duplicative environmental reviews; and permitting MPOs in addition to States to receive federal grant resources to conduct pilot programs or studies. Support needed timeline adjustments in the state Alternative Transportation Program to integrate guidelines establishment and call for projects with implementation of the federal bill and funding availability under the state program in FY 19/20.

CAP-AND-TRADE FUNDING - Support legislation to equitably distribute revenues from the implementation of the Cap-and-Trade program to transportation improvements and sustainable

communities that maximize resources to the SCAG region. Specifically, in 2015 the Legislature deferred action on appropriating 40% of the annual Cap-and-Trade funding for the fiscal year, leaving approximately \$735 million un-allocated. This amount could be appropriated in FY2016-17 with the Cap-and-Trade funds available from auction of emissions allowances for the upcoming fiscal year. SCAG supports legislation to increase the share of Cap-and-Trade funds dedicated to transportation, providing increased funding for goods movement projects and purposes that reduce Greenhouse Gas (GHG) emissions, public transit, active transportation, and other projects that implement a Sustainable Communities Strategies (SCS) and reduce carbon emissions.

PROJECT STREAMLINING & EXPEDITING - Support California Environmental Quality Act (CEQA) modernization and process reform to expedite project delivery and promote job creation. Promote design-build, innovative procurement of projects, expedited judicial review of environmental related determinations, Public-Private-Partnerships (P3s), and in general increased options for contracting and financing, where appropriate, to achieve more efficient project delivery. Support innovative approaches to streamline CEQA wherever reasonable, including but not limited to proposals to establish a CEQA court or judicial proceeding specializing in the determinations and processes surrounding the CEQA law to more expeditiously move the legal review portion of CEQA to accelerate resolution of these issues and the overall development of projects.

PUBLIC/PRIVATE PARTNERSHIPS - Support legislation consistent with the findings of the House T&I Committee Special Panel on Public-Private Partnerships to support P3s that are transparent, accountable, and synergistically marry the policy goals of the public sector with the financial needs and expertise of the private sector, including support of improved P3 design-bid-build & design-build procurement processes; improved performance standards to measure success, curtail project delays, reduce and provide more accountable expenditure.

POVERTY AND WORKFORCE DEVELOPMENT - Support legislation that increases opportunities for workforce development and education, particularly initiatives that focus on regional coordination and investment in education and skills development in the region's top industry clusters. Support financial literacy as part of the education component in Poverty and Workforce Development to ensure that students and workers have sufficient understanding of financial concepts and instruments to make the most of the training and development they receive to lift themselves from poverty and joblessness. Support legislation that restores and strengthens programs that prevent, alleviate, and reduce poverty; and improve access to education, training, and jobs.

TECHNOLOGY AND PUBLIC MEETINGS – identify and support any legislative efforts that seek to reasonably accommodate and improve the efficiency, transparency and accountability of public meetings with changing technologies that impact how meetings are conducted and how actionable items are recorded and transmitted, including the use of video-conferencing technology and other means of remote transmission of noticed, public meetings pursuant to the Brown Act.

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DATE: February 4, 2016

TO: Legislative/Communications & Membership Committee (LCMC)

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

SUBJECT: SCAG Logo Re-Design

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Discussion Only – No Action Required.

EXECUTIVE SUMMARY:

SCAG's current logo, the "bow tie," has been in place since 1996. Over the last year, as SCAG celebrated its 50th Anniversary, a special 50th Anniversary logo was introduced as part of the celebrations. As the 50th Anniversary logo is nearing its useful life, rather than revert to the outdated "bow tie," staff is proposing the agency adopt a new logo. Staff has procured a marketing and strategic communications firm, One Eighteen Advertising, Inc., to assist in a re-design of the SCAG logo and to provide insight on how SCAG can use branding to better reflect its current mission, purpose, and role. The consultant team will research and conduct interviews with board members, stakeholders, and staff on the SCAG brand. The consultant will test several re-designs of the SCAG logo. The unveiling of the new SCAG logo is anticipated for the 2016 Regional Conference and General Assembly, May 5-6, at the La Quinta Resort.

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 b: Develop External Communications and Media Strategy to Promote Partnerships, Build Consensus, and Foster Inclusiveness in the Decision Making Process.

BACKGROUND:

Last year, SCAG celebrated its 50th anniversary of the agency. SCAG has had many accomplishments over the past five decades, and in more recent years, has raised its profile as a convener of the region's many elected, community and business leaders, while promoting collaboration to address some of Southern California's toughest public policy issues. With the adoption of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy, SCAG has championed for increased funding opportunities for cities to implement the policies incorporated within the plan, which strive to increase mobility, promote sustainability, and improve the quality of life for residents. In addition, SCAG has been continually educating, building partnerships, and providing valuable services to its member cities. To date, 190 out of 191 cities in the region are members of SCAG, a reflection of the value the agency provides.

SCAG reached an incredible milestone last year, and there is now the opportunity to update the agency logo and visual branding to better align with the SCAG of today. SCAG's most recent logo – the "bow

REPORT

tie” – was adopted in 1996, nearly 20 years ago. It has served its purpose, but is now outdated. SCAG has procured a marketing and advertising firm, One Eighteen Advertising, to assist in updating the logo and assist in visual branding techniques. Their scope includes research and interviews with key staff, board members, and other stakeholders to provide insight on the SCAG brand and perceptions/reputation of the agency. They will also develop multiple logo designs, conduct feedback testing in focus groups, provide examples of logo use in a variety of uses (i.e. letterhead, website) and a design style guide for appropriate use of the logo. In addition, the consultant will provide strategies on branding and assistance on the successful rollout of the new, updated logo.

It is understood that a logo re-design should have a thorough understanding of SCAG’s formation, its legacy, the role it plays today and imagine what it will be in the future. A staff report and presentation on this project was given to the LCMC on January 19. A subcommittee was formed to oversee the process. Updates on the results of the interviews and the re-design will be reported to LCMC and a final design will be brought before LCMC and the RC for final approval. It is anticipated that the updated SCAG logo will be presented at the 2016 Regional Conference and General Assembly, May 5-6, at the La Quinta Resort. Following the event, the new logo will be integrated into a variety of SCAG communication channels to heighten the awareness of the new SCAG branding, and it will also be rolled out at the office over the course of the next fiscal year.

ATTACHMENT:

PowerPoint Presentation: New SCAG Logo

New SCAG Logo

February 4, 2016



New SCAG Logo Initiative

- SCAG's most recent logo has been in use since 1996. Since then, SCAG has:
 - Raised its profile as a convener of the region's many elected, community and business leaders
 - Redefined itself as an entity that educates, builds partnerships and provides valuable services to its member cities
- A new logo should more accurately reflect the role of the agency today and in the future

2

Logo History



1965-1975

3

Logo History



1976-1995

4

Logo History



5

Where Do We Go From Here?

- Marketing consultant will assist in:
 - Interviewing key staff, board members and other stakeholders on SCAG brand
 - Developing multiple logo designs, conducting focus group testing
 - Providing strategies on effective rollout of new logo



2015

6

SCAG Re-Branding Initiative

■ Project Timeline

- Jan. – Feb. 2016: Research and interviews
- Feb. – March 2016: Design and development of logo
- April 2016: Preparations for rollout
- May 2016: Unveil new SCAG logo at the Regional Conference and General Assembly
- May – July 2016: Continue rollout of new logo

7

Thank You



DATE: February 4, 2016

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

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

SUBJECT: Support of the City of Claremont in Georgetown University Energy Competition

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend the Regional Council adopt a resolution supporting the City of Claremont and its efforts to win the \$5 million Georgetown University Energy Prize (GUEP).

EXECUTIVE SUMMARY:

The City of Claremont is one of 50 finalists (and the only city in the SCAG region) competing for the Georgetown University Energy Prize, a national competition that promotes energy efficiency in homes, schools, and municipal buildings with the incentive of a \$5 million prize. The goal is to reduce energy use on homes, municipal buildings and K-12 schools and, at the same time, create the most innovative and replicable initiatives that will provide leadership in energy-efficiency to other cities throughout the country. Mr. Devon Hartman, Board Member, Sustainable Claremont will present to the Committee on the activities Claremont is taking to help win this prize.

STRATEGIC PLAN:

This item supports SCAG Strategic Goal 2, Obtain Regional Transportation Infrastructure and Sustainability Funding and promote Legislative Solutions for Regional Planning Priorities” (a) Identify new infrastructure funding opportunities with State, Federal and private partners.

BACKGROUND:

The City of Claremont is one of 50 semi-finalists across the country competing for the Georgetown University Energy Prize. The goal of the GUEP competition is to reduce and rethink energy use over the next two years by developing an innovative, community-wide plan. Claremont’s proposal for the GUEP represents involvement by the City, utility companies, major landlords and citizen groups. The proposal calls for the City to serve as a leader in sustainability by modifying its own practices as others in the community do the same. It requires action by all City staff to:

- Decrease energy consumption in City facilities by 20% of 2006 levels by 2015 and 30% by 2020.
- Utilize energy reducing and environment protecting best practices when selecting supplies for office operations, during fleet maintenance and operations, and while maintaining parks and facilities
- Construct all new municipal facilities to green standards (LEED gold certification)

Because 80% of all energy consumption in the City is residential, community participation is a key component to help achieve the sustainability goals of reducing (2006) community wide energy consumption by 13% in 2015 and 20% by 2020. Education of the entire community is part of the plan. Education efforts

REPORT

include reaching out to all 13,000 households regarding changing behavior, increased efficiency lighting, appliances and pool pumps. Over 400 home owners are already participating in an educational program by reporting their electricity and natural gas usage as well as their vehicle mileage. The City has stated a goal of retrofitting 1,300 houses (10% of all households) to make them more energy-efficient. For commercial buildings, the city is working towards all new construction and operations being LEED Silver design.

After December of 2016, Claremont will be judged on its ability to create and implement a unique, effective plan and its overall reduction in energy consumption per capita to determine if it is a finalist for the GEUP.

The City of Claremont has requested a resolution of support from SCAG. A draft resolution is attached which if recommended for approval by the EEC, will be presented to the Regional Council at its March meeting.

FISCAL IMPACT:

No Fiscal Impact. This is not a SCAG funded project

ATTACHMENT:

Draft Regional Council Resolution

RESOLUTION NO. 16-576-1

**A RESOLUTION OF THE REGIONAL COUNCIL
OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
IN SUPPORT OF CITY OF CLAREMONT IN ITS EFFORTS TO WIN THE
GEORGETOWN UNIVERSITY ENERGY PRIZE**

WHEREAS, Georgetown University launched the “Georgetown University Energy Prize” (GUEP) in 2014, serving as the first of its kind national \$5 million competition to rethink the way American communities use energy;

WHEREAS, over the course of two years, the GUEP will challenge small to medium size cities and counties (with a population of 5,000 to 250,000) to implement creative strategies to reduce their community’s energy consumption;

WHEREAS, the City of Claremont is one of 50 communities in the nation as well as the only community in the SCAG region to be selected as a semi-finalist for the GUEP;

WHEREAS, as a semi-finalist, Claremont competes during a two-year period ending December 2016, to reduce their utility-supplied energy consumption in a manner that is likely to yield continuing improvements within their own community and may be replicated in other communities;

WHEREAS, finalists of the GUEP will be selected in 2017 primarily on their energy-saving performance, with the highest-ranking community being awarded the \$5 million prize;

WHEREAS, the energy efficiency efforts by Claremont should be commended as they can serve as a model for other cities and counties in the SCAG region; and

WHEREAS, the energy efficiency efforts by Claremont, applied more broadly throughout the SCAG region, also may have significant benefits to air quality, greenhouse gas (GHG) reduction and savings in household income.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of Southern California Association of Governments to support the City of Claremont in its efforts to compete and win the Georgetown University Energy Prize and their ongoing efforts in energy efficiency.

APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 3rd day of March, 2016.

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

Attested by:

Hasan Ikhata, Executive Director

Approved as to Form:

Joann Africa, Chief Counsel