

SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

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Transportation

Keith Millhouse, Ventura County

Transportation Commission

**No. 546  
MEETING OF THE**

**REGIONAL COUNCIL**

***Thursday, February 7, 2013  
12:15 p.m. – 2:00 p.m.***

**SCAG Main Office  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Board Room  
Los Angeles, CA 90017  
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email at [harris-neal@scag.ca.gov](mailto:harris-neal@scag.ca.gov). In addition, regular meetings of the Regional Council may be viewed live or on-demand at [www.scag.ca.gov/scagtv](http://www.scag.ca.gov/scagtv)

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SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS

**Regional Council**  
*Members – February 2013*

**Members**

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<b>President</b>	<b>1. Hon. Glen Becerra</b>	<i>Simi Valley</i>	<b>District 46</b>
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	7. Hon. Mark Ridley-Thomas		Los Angeles County
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	10. Hon. Jeff Stone		Riverside County
	11. Hon. Jack Terrazas		Imperial County
	12. Hon. Linda Parks		Ventura County
	13. VACANT		OCTA
	14. Hon. Robert "Bob" Botts	<i>Banning</i>	RCTC
	15. Hon. Alan Wapner	<i>Ontario</i>	SANBAG
	16. Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
	17. Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
	18. Hon. Jim Hyatt	<i>Calimesa</i>	District 3
	19. Hon. Jeff Degrandpre	<i>Eastvale</i>	District 4
	20. Hon. Ronald Roberts	<i>Temecula</i>	District 5
	21. Hon. Jon Harrison	<i>Redlands</i>	District 6
	22. Hon. Larry McCallon	<i>Highland</i>	District 7
	23. Hon. Deborah Robertson	<i>Rialto</i>	District 8
	24. Hon. Paul Eaton	<i>Montclair</i>	District 9
	25. Hon. Ed Graham	<i>Chino Hills</i>	District 10
	26. Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
	27. Hon. Mike Munzing	<i>Aliso Viejo</i>	District 12
	28. Hon. Kathryn McCullough	<i>Lake Forest</i>	District 13
	29. Hon. Steven Choi	<i>Irvine</i>	District 14
	30. Hon. Leslie Daigle	<i>Newport Beach</i>	District 15
	31. Hon. Michele Martinez	<i>Santa Ana</i>	District 16
	32. Hon. John Nielsen	<i>Tustin</i>	District 17



SOUTHERN CALIFORNIA  
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**Regional Council**  
*Members – February 2013*

<u>Members</u>		<u>Representing</u>
33. Hon. Leroy Mills	<i>Cypress</i>	District 18
34. Hon. Kris Murray	<i>Anaheim</i>	District 19
35. Hon. Andy Quach	<i>Westminster</i>	District 20
36. Hon. Art Brown	<i>Buena Park</i>	District 21
37. Hon. Brett Murdock	<i>Brea</i>	District 22
38. Hon. Bruce Barrows	<i>Cerritos</i>	District 23
39. Hon. Gene Daniels	<i>Paramount</i>	District 24
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43. Hon. Dan Medina	<i>Gardena</i>	District 28
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49. Hon. Barbara Messina	<i>Alhambra</i>	District 34
50. Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
51. Hon. Donald Voss	<i>La Cañada/Flintridge</i>	District 36
52. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
53. Hon. Paula Lantz	<i>Pomona</i>	District 38
54. Hon. James Gazeley	<i>Lomita</i>	District 39
55. Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
56. Hon. Frank Quintero	<i>Glendale</i>	District 42
57. Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
58. Hon. Mark Rutherford	<i>Westlake Village</i>	District 44
59. Hon. Bryan A. MacDonald	<i>Oxnard</i>	District 45
60. Hon. Ed P. Reyes	<i>Los Angeles</i>	District 48
61. Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
62. Hon. Dennis Zine	<i>Los Angeles</i>	District 50
63. Hon. Tom LaBonge	<i>Los Angeles</i>	District 51
64. Hon. Paul Koretz	<i>Los Angeles</i>	District 52



SOUTHERN CALIFORNIA  
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**Regional Council**  
*Members – February 2013*

<u>Members</u>		<u>Representing</u>
65. VACANT	<i>Los Angeles</i>	District 53
66. Hon. Richard Alarcón	<i>Los Angeles</i>	District 54
67. Hon. Bernard C. Parks	<i>Los Angeles</i>	District 55
68. Hon. Jan Perry	<i>Los Angeles</i>	District 56
69. Hon. Herb Wesson, Jr.	<i>Los Angeles</i>	District 57
70. Hon. Bill Rosendahl	<i>Los Angeles</i>	District 58
71. Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
72. Hon. Eric Garcetti	<i>Los Angeles</i>	District 60
73. Hon. José Huizar	<i>Los Angeles</i>	District 61
74. Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
75. Karen Spiegel	<i>Corona</i>	District 63
76. Hon. Matthew Harper	<i>Huntington Beach</i>	District 64
77. VACANT		District 65
78. Hon. Lupe Ramos Watson	<i>Indio</i>	District 66
79. Hon. Sylvia Ballin	<i>San Fernando</i>	District 67
80. VACANT		Tribal Government Representative
81. Hon. Lisa Bartlett	<i>Dana Point</i>	TCA
82. Mr. Randall Lewis	<i>Lewis Group of Companies</i>	(Ex-Officio)
83. Hon. Antonio Villaraigosa	<i>Los Angeles</i>	(At-Large)

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# REGIONAL COUNCIL

## AGENDA

### FEBRUARY 7, 2013

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*The Regional Council may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.*

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

*(Hon. Glen Becerra, President)*

**PUBLIC COMMENT PERIOD** – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Council, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker provided that the President has the discretion to reduce the time limit based upon the number of speakers. The President may limit the total time for all public comments to twenty (20) minutes.

#### **REVIEW AND PRIORITIZE AGENDA ITEMS**

**Page No.**

#### **EXECUTIVE DIRECTOR'S REPORT**

*(Hasan Ikhata, Executive Director)*

- Fiscal Outlook

#### **PRESIDENT'S REPORT**

- New Members
- New Committee Appointments

#### **COMMITTEE REPORTS/ACTION ITEMS**

##### **Executive/Administration Committee (EAC)**

*(Hon. Glen Becerra, Chair)*

1. 2013 State Legislative Priorities **Attachment** **1**

**Recommended Action:** Recommend State legislative top priorities for 2013 are: Project Streamlining & Expediting; Financing, Economic Development & Community Reinvestment; and Equitable Cap & Trade Expenditures for Transportation.

2. Support AB 14 (Lowenthal, B.) – State Freight Plan; SB 1 (Steinberg) – Sustainable Communities Investment Authority; SB 33 (Wolk) – Infrastructure Financing Districts **Attachment** **5**

**Recommended Action:** AB 14: Support in concept; SB 1 and SB 33: Support

# REGIONAL COUNCIL AGENDA FEBRUARY 7, 2013

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## COMMITTEE REPORTS/ACTION ITEMS - continued

Page No.

3. Voter Approval Threshold for Local Tax Measures

**Attachment**

**8**

**Recommended Action:** For information only.

4. Amendment 3 of FY 2012/13 Overall Work Program (OWP)

**Attachment**

**11**

**Recommended Action:** Adopt Resolution No. 13-546-1 approving Amendment 3 to the FY 2012/13 Overall Work Program (OWP) and authorizing the Executive Director to submit the necessary administrative documentation to the California Department of Transportation (Caltrans).

### Transportation Committee (TC)

*(Hon. Keith Millhouse, Chair)*

5. Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA) – Study Recommendations

**Attachment**

**15**

**Recommended Actions:** 1) Approve the Transportation Committee recommendations regarding the technology, stations, alignments, and phasing options that should be carried forward for further study; and 2) Authorize the Executive Director to finalize the AA report with the recommendations approved by the Regional Council and forward the report to the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA) for further study.

### Energy and Environment Committee (EEC)

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

6. Transportation Control Measure (TCM) Substitution by Orange County Transportation Authority (OCTA)

**Attachment**

**73**

**Recommended Action:** Adopt the TCM substitution of a bus purchases and service expansion project by OCTA and direct staff to forward the TCM substitution to U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB) for concurrence.

# REGIONAL COUNCIL AGENDA FEBRUARY 7, 2013

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## COMMITTEE REPORTS/ACTION ITEMS - continued

Page No.

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

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

## CONSENT CALENDAR

### Approval Items

- |  |            |     |
|--|------------|-----|
| 7. <u>Minutes of the January 3, 2013 Meeting</u> | Attachment | 96  |
| 8. <u>SCAG Sponsorships &amp; Memberships</u>    | Attachment | 103 |

### Receive & File

- |  |                                  |     |
|--|----------------------------------|-----|
| 9. <u>February 2013 State and Federal Legislative Update</u>                       | To be Distributed at the Meeting |     |
| 10. <u>Contracts/Purchase Orders and/or Amendments between \$5,000 - \$200,000</u> | Attachment                       | 105 |

## INFORMATION ITEMS

- |   |            |     |
|---|------------|-----|
| 11. <u>CFO Monthly Report</u>   | Attachment | 120 |
| 12. <u>Summary Report from Subcommittees</u>  | Attachment | 131 |
| 13. <u>California Department of Housing and Community Development (HCD) Final Housing Element Update Guidance</u> | Attachment | 134 |
| 14. <u>Information Regarding Local Input Process for 2016-40 RTP/SCS and Growth Forecast Development</u>          | Attachment | 170 |
| 15. <u>2013 Regional Council and Policy Committees Meeting Schedule</u>   | Attachment | 174 |

## FUTURE AGENDA ITEM(S)

### ADJOURNMENT

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

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**DATE:** February 7, 2013

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

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

**SUBJECT:** 2013 State Legislative Priorities

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Recommend State legislative top priorities for 2013 are Project Streamlining & Expediting; Financing, Economic Development & Community Reinvestment; and Equitable Cap & Trade Expenditures for Transportation.

**EXECUTIVE SUMMARY:**

*Upon direction from the Regional Council, at the last meeting, the state legislative priorities previously adopted by the Regional Council were reviewed by the LCMC at their January 15<sup>th</sup> meeting. After discussion, the LCMC discussed those legislative initiatives that have the greatest potential to show progress in the 2013-2014 Legislative Session and the most impact to the economic recovery of Southern California. Project Streamlining & Expediting, Financing, Economic Development & Community Reinvestment and Equitable Cap & Trade Expenditures for Transportation were recommended as the top three priorities, and to serve as the message points to state lawmakers at SCAG's Sacramento legislative reception and meetings with individual lawmakers and staff, to be held in Sacramento February 20-21, 2013.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

**BACKGROUND:**

The Regional Council adopted State and Federal legislative priorities at the last meeting (attached). They directed that the LCMC review the adopted legislative priorities and recommend the top priorities that would be presented to state lawmakers at the legislative reception and individual meetings SCAG will host in Sacramento February 20-21, 2013. The Regional Council expressed its view that a select number of priorities that are the most critical and have the greatest potential to show progress in this legislative session would be a more effective means of communicating SCAG's advocacy objectives with state lawmakers.

At its January 15, 2013 meeting, the LCMC approved from among its previous recommendations the following three state legislative priorities to serve as message points at SCAG's Sacramento legislative reception and meetings with state lawmakers and staff in February.

- 1. Project Streamlining & Expediting:** Support legislation directed at California Environmental Quality Act (CEQA) modernization and process reform that expedites project delivery and the creation of jobs.

For example, concurrent rather than consecutive environmental review, and expedited judicial review of challenges to environmental rulings.

There are a number of reasons this priority is offered for consideration. CEQA modernization and project acceleration outcomes consistently have been policy objectives approved by the Regional Council and have been part of SCAG's legislative program for several years. SCAG has worked successfully with its partner organizations at the local and national level to include similar, consistent provisions regarding federal environmental review processes contained within the "Breaking Down Barriers" provisions developed by the Orange County Transportation Authority (OCTA) within the surface transportation authorization law, MAP-21 (Moving Ahead for Progress in the 21st Century), passed by Congress in 2012. At SCAG's December 2012 Economic Summit, prominent economists from the SCAG region analyzed the impacts of accelerating project delivery, moving a 5-year tranche of the 2012–2035 RTP/SCS forward 5 years. This analysis concluded that approximately 300,000 jobs per year would be created or brought forward. Advancing five years of projects would result in a decrease in construction cost by \$1.25–1.95B (or 5–9% of construction cost).

At the state level, recently there have been public reports from both the legislative leadership and the Governor emphasizing pragmatic solutions that both encourage jobs as well as protect other aspects of public interest such as the environment, suggesting that the time may have come for CEQA modernization in this legislative session.

**2. Financing, Economic Development & Community Reinvestment:** Support legislation to expand use of innovative finance structures to create new opportunities for economic development, community reinvestment, and the development of transportation projects and infrastructure investment, including Public-Private Partnerships (P3s), Private Equity finance, and flexibility of local government to adopt alternate financing structures such as Infrastructure Financing Districts and local, targeted finance authorities.

In the 2011-2012 legislative session, Redevelopment Agencies (RDA's) were eliminated. The measure was opposed by many local government entities throughout the state, including the League of California Cities, as well as the business community. The Regional Council adopted "oppose" positions to RDA elimination and directed that SCAG support alternative financing structures to give local government the tools and flexibility to locally address economic development in the wake of reduced and/or eliminated funding from the state. SCAG supported SB 214 (Wolk), which enhanced flexibility regarding establishment and use of Infrastructure Finance Districts by local government; SB 1156 (Steinberg), which provided an alternate mechanism to use tax increment finance by local government to fund development according to a plan incorporating land-use strategies that help implement sustainable communities strategies; and opposed outright AB 26x1 and AB 27x1, the measures that effectively eliminated RDAs.

This year, Senate President Pro Tempore Steinberg has introduced SB 1, which is identical to SB 1156 from last year that SCAG supported, the Legislature passed, and the Governor vetoed. Speaker Perez, too, has introduced AB 32, a bill that would increase the amount of a tax credit allowed under existing law of a qualified investment made into a community development financial institution for local economic development. Other bills proposing to increase flexibility and/or provide additional local financing tools for economic development are expected to be introduced this session. The League of California Cities, too, recently adopted the legislative advocacy recommendations of its Strategic Initiatives Task Force which included the expansion of community and economic development tools and funding options for city services

as one of its top advocacy objectives of 2013. Likewise, there was significant support expressed by both state and local elected officials and business leaders at SCAG's December 2012 Economic Summit for enhanced local, community economic development and flexible, alternate finance structures to aid economic recovery at the local and regional level. This topic is clearly a priority that will deserve the continued attention of the legislature in the coming year and is essential to build and sustain the momentum necessary to achieve economic recovery in southern California.

3. **Equitable Cap & Trade Expenditures for Transportation:** Support legislation that ensures an equitable portion of revenues generated from the implementation of the Cap & Trade program are allocated to transportation improvements that result in the reduction of pollution and GHG emissions commensurate with the transportation sector's impact in causing these emissions.

Following the recommendations of the LCMC, the Regional Council, at its October 4, 2012 meeting, adopted support of principles developed by a statewide transportation coalition of which SCAG is an active, participating member, for the use of Cap & Trade auction revenues. Auction of carbon emissions credits by the California Air Resources Board have been estimated by the Department of Finance to generate between \$660 million to \$3.3 billion in FY 2013, depending upon the settlement price of credits at auction. The first auction, held in November, generated approximately \$300 million; there are two more auctions to be held this fiscal year in February and May. The coalition principles are consistent with long-standing SCAG objectives to seek enhanced financing sources for transportation purposes throughout the region, and to seek and support funding to implement sustainable communities strategies mandated by SB 375. The principles also provide for flexibility at the regional and local level to develop the most cost effective ways to meet GHG reduction goals through transportation and land use investments; and specify that project-funding determinations be made at the regional level under established statewide criteria to encourage local innovation and flexibility. Cap & Trade revenue is the only new, additional source of funding known during this time of severe budgetary and fiscal constraint at the state level to finance these important objects.

**ATTACHMENT:**

Adopted State & Federal Legislative Priorities.

# 2013 State Legislative Priorities

- ➔ **Project Streamlining & Expediting:** Support legislation directed at CEQA modernization and process reform that expedites project delivery and the creation of jobs. For example, concurrent rather than consecutive environmental review, and expedited judicial review of challenges to environmental rulings.
- ➔ **Financing, Economic Development & Community Reinvestment:** Support legislation to expand use of innovative finance structures to spur new opportunities for economic development, community reinvestment, and the development of transportation projects and infrastructure investment, including Public-Private Partnerships (P3s), Private Equity finance, and flexibility of local government to adopt alternate financing structures such as Infrastructure Financing Districts and local, targeted finance authorities.
- ➔ **Cap & Trade:** Support legislation that ensures an equitable portion of revenues generated from the implementation of the Cap & Trade program are allocated to transportation improvements that result in the reduction of pollution and GHG emissions commensurate with the transportation sector's impact in causing these emissions.
- ➔ **'MAP-21' Implementing Legislation:** Support state legislation that ensures funding under the new federal surface transportation reauthorization law, MAP-21 (Moving Ahead for Progress in the 21st Century), is invested in transportation projects that improve air quality and expand the capacity of the entire transportation system from state highways to intercity rail.
- ➔ **International Trade and Ports:** Support legislation that will increase exports congruent with President Barack Obama's National Export Initiative (NEI) to double exports and create two million jobs over five years. In addition, prevent the loss of international trade-related jobs in the Southern California region that are at jeopardy from the expanded investments by East and Gulf Coast Ports and the Panama Canal. Suggested/recommended ideas include providing tax credit certificates to exporters and importers and re-establishing the California Export Finance Office (CEFO).
- ➔ **Triple Bike Racks:** Support legislation that allows public buses to increase the bike rack length to allow for the transport of three bikes. Current regulations limit the capacity at two bikes and do not support the public's request for additional active transportation options.
- ➔ **Criminal Justice Realignment:** Support legislation that clarifies local governments' challenges and concerns with implementing criminal justice realignment.
- ➔ **Affordable Housing:** Support legislation that provides alternative sources of funding or structures for development of affordable housing.
- ➔ **Water Bond:** Support legislation that invests in water infrastructure that establishes a sufficient and reliable source of water to the Southern California region, which comprises approximately half of the state's population and commerce.
- ➔ **Entertainment Tax Credit:** Support legislation that will extend the entertainment tax credit long-term (i.e., five years or more) in order to stop the loss of entertainment jobs, investment and support industries unique to one of Southern California's touchstone industries.



**DATE:** February 7, 2013

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

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

**SUBJECT:** Support AB 14 (Lowenthal, B.) – State Freight Plan; SB 1 (Steinberg) – Sustainable Communities Investment Authority; SB 33 (Wolk) – Infrastructure Financing Districts

**EXECUTIVE DIRECTOR'S APPROVAL:** 

**RECOMMENDED ACTION:**

AB 14: Support In Concept; SB 1 and SB 33: Support

**EXECUTIVE SUMMARY:**

*On January 3, 2013, the SCAG Regional Council adopted the agency's 2013 State & Federal Legislative Priorities. The LCMC recommends support of the following bills that have been introduced in either the California State Assembly or Senate in the 2013-2014 Legislation Session consistent with adopted priorities. At its January 15, 2013 meeting the LCMC recommended a "Support: In Concept" position on AB 14 and a "Support" position on SB 1 and SB 33.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

**BACKGROUND:**

On January 3 2013, the SCAG Regional Council adopted the agency's 2013 State & Federal Legislative Priorities. SCAG staff identified the following bills that have been introduced in either the California State Assembly or Senate in the 2013-2014 Legislation Session consistent with adopted priorities. The LCMC met on January 15 and is recommending a support position on the bills listed below:

**AB 14 (Lowenthal, B.) – State Freight Plan**

Requires the Business, Transportation and Housing Agency to prepare a state freight plan with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. This bill would require the agency to establish a freight advisory committee with various responsibilities in that regard. The initial state freight plan would be submitted to the Legislature, the Governor, and certain state agencies by December 31, 2014, and updated every 5 years thereafter.

The current surface transportation authorization, MAP-21 (Moving Ahead for Progress in the 21st Century), requires the United States Department of Transportation (USDOT) to encourage each State to establish a freight advisory committee composed of a representative cross-section of public- and private-sector freight stakeholders. It also requires the USDOT to encourage each State to develop a comprehensive plan for its immediate and long-range freight-related planning and investment. AB 14 is consistent with the adopted priority supporting MAP-21 implementing legislation.

Both the League of California Cities and California State Association of Counties (CSAC) are currently maintaining a “watch” position. At the LCMC meeting on January 15, 2013, it was noted that the bill is likely a placeholder bill, and as such, is likely to be amended in the future. It was also noted that freight is a high State and Federal priority adopted by SCAG for numerous years. Successful implementation of MAP-21 freight policy is important to the Southern California economy. As a result, a motion was made to support the bill “in concept.” Staff has been invited to a February 11<sup>th</sup> hearing on the bill and will report back.

### **SB 1 (Steinberg) – Sustainable Communities Investment Authority**

Until 2011, the Community Redevelopment Law allowed local officials to set up redevelopment agencies (RDAs), prepare and adopt redevelopment plans, and finance redevelopment activities. Existing law, AB 26x1 (Blumenfeld, 2012) dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies.

SB 1 would authorize cities and/or counties representing a Sustainable Communities Investment Area (Area), as described, to form a Sustainable Communities Investment Authority (Authority) to carry out the Community Redevelopment Law. The bill would require the Authority to adopt a Sustainable Communities Investment Plan (Plan) for an Area, and would authorize the Authority to include in that Plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an Authority to dedicate any portion of its net available revenue, as defined, to the Authority through its Plan. The bill also provides that a Plan for an Area will terminate 40 years from the date of the first issuance of bond indebtedness by the Authority.

This bill provides that an Authority that collects tax increment revenues must dedicate no less than 20% of the allocated tax increment for affordable housing purposes. The bill would authorize the Authority to implement a local transaction and use tax (sales tax).

SB 1 is identical to the bill introduced in the previous legislative session by Senate President Pro Tempore Steinberg (SB 1156), which the LCMC voted to support at its May 2012 meeting; it is fully consistent with the adopted 2013 legislative priority supporting financing, economic development and community reinvestment. The Regional Council voted to support SB 1156 bill at its June 2012 meeting.

### **SB 33 (Wolk) – Infrastructure Financing Districts**

Existing law authorizes cities and counties to create an infrastructure financing district (IFD), adopt an infrastructure financing plan, and issue bonds (upon voter approval), for which only the district is liable to finance specified public facilities. Existing law also authorizes IFDs to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing, plan and agreement of affected taxing entities.

SB 33 would revise and recast the provisions governing IFDs. The bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body of a city or county to create the district. The bill would instead authorize a newly created public financing authority, consisting of 5 members, 3 of whom are members of the city council or board of supervisors that established the district, and 2 of whom are members of the public, to adopt the infrastructure financing plan, subject to approval by the legislative body, and issue bonds by majority vote of the authority by resolution. The bill would authorize a public financing authority to enter into

# REPORT

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joint powers agreements with affected taxing entities with regard to non-taxing authority or powers only. The bill would authorize a district to finance specified actions and projects, and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer. The bill would also create a public accountability committee to review the actions of the public financing authority.

Current law requires that an infrastructure financing plan created by a legislative body include a date on which the district will cease to exist, which cannot be more than 30 years from the date on which the ordinance forming the district is adopted. This bill instead would specify that the date on which the district would cease to exist would not be more than 40 years from the date on which the public financing authority adopted the resolution adopting the infrastructure financing plan.

SB 33 is virtually identical to the bill introduced in the previous legislative session by Senator Wolk (SB 214), which the LCMC voted to support at its April 2011 meeting. The Regional Council voted to support that bill at its May 2011 meeting. The bill is consistent with the adopted 2013 priority supporting financing, economic development and community reinvestment. The League of California Cities has worked with Senator Wolk on this bill, and currently maintains a “support” position.

**RECOMMENDATION:**

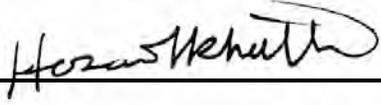
The LCMC at its January 15, 2013 meeting voted to refer a “Support: In Concept” position on AB 14 and a “Support” position on SB 1 and SB 33 to the Regional Council. It was noted that SB 1 and SB 33, in their prior incarnations from the 2011-2012 Legislative Session (SB 1156 and SB 214, respectively) were supported by both the Regional Council and LCMC.

**ATTACHMENT:**

None.

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**DATE:** February 7, 2013  
**TO:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**FROM:** Sharon A. Neely, Chief Deputy Executive Director, (213)-236-1992, [neely@scag.ca.gov](mailto:neely@scag.ca.gov)  
**SUBJECT:** Voter Approval Threshold for Local Tax Measures

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDATION:**  
For Information Only.

**EXECUTIVE SUMMARY:**  
*The Regional Council discussed but decided not to approve the EAC/LCMC recommendation at the January 3, 2013 meeting to lower the voter threshold to 55% for tax measures on a voluntary action by local officials. At its January 15, 2013 meeting, the LCMC discussed further clarification of the proposed recommendation. They recommended bringing back to the Regional Council for discussion the proposed legislative priority to lower the voter approval threshold to approve local tax measures to provide local government with the flexibility to approve measures that achieve targeted outcomes supported by the majority of its residents. The current of constitutional and statutory thresholds applying to the panoply of local tax measures was considered by the LCMC and is forwarded to RC to provide additional context to the discussion.*

**STRATEGIC PLAN:**  
This item supports SCAG's Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

**BACKGROUND:**  
This report is submitted to provide further information to the Regional Council regarding current law with respect to voter and governing body approval thresholds for state and local tax and other revenue measures.

**State and Local Revenue Approval Thresholds**  
Approval thresholds for state and local taxes; fees; general obligation and lease/revenue bonds; initiative debt and revenue proposals; and constitutional amendments affecting taxes or revenues are the result of various statutory authorities enacted over time, and are therefore complex and are not uniform. The attached table provided from information available from the non-partisan California Legislative Analyst's Office offers a concise summary of approval thresholds by the appropriate governing bodies and/or voters for most state and local taxes and other revenues.

# REPORT

Measure	Governing Body (Legislature, Bd. of Supr., City Council, etc.)	Voters
State Tax	2/3	-
State Fee	Majority	-
State General Obligation Bond	2/3	Majority
State Lease Revenue Bond	Majority	-
State Initiative Issuing Debt or Revenue	-	Majority
State Constitutional Amendment (Legislative)	2/3	Majority
Local Tax: Funds Used For General Purposes	2/3 <sup>a</sup>	Majority
Local Tax: Funds Used For Specific Purposes	Majority <sup>a</sup>	2/3
Local Tax: Property Assessment	Majority	Majority <sup>b</sup>
Local Fee	Majority <sup>c</sup>	
Local General Obligation Bond: K-14 Districts	2/3	55%
Local General Obligation Bond: Cities, Counties & Special Districts	2/3	2/3
Other Local Debt	Majority	-
<sup>a</sup> For most local agencies		
<sup>b</sup> Votes weighted by assessment liability of affected property owners		
<sup>c</sup> Fees on property (excluding water, sewer, refuse collection, gas, and electric fees) require voter approval.		

Source: 2013 CALFACTS, Legislative Analyst's Office

With respect to local taxes, Article XIIC of the California Constitution is the overriding statutory authority for voter approval of local taxes. Approval thresholds for state and local taxes, fees, bonds, and other revenues are generally either by 2/3's or majority approval of either/or the respective governing body and the voters of the jurisdiction proposing to impose.

However, local school bond measures which meet certain conditions require only **55% majority**, pursuant to Proposition 39 passed in 2000 (Ca. Const. Article XIII A, Sec. 1, and Article XVI, Section 18). Local transportation measures, such as Measure R in Los Angeles County or Measure M in Orange County, require approval of a majority of the local governing body and 2/3's voter approval within the affected jurisdiction. Both the California Association of Councils of Government (CALCOG) and the League of California Cities supported ACA 23 from the last legislative session that would have lowered the voter approval threshold to 55% for local taxes providing funding for local transportation projects. CALCOG supports the lowered threshold to other local tax measures. Similarly, the California State Association of Counties (CSAC) has maintained long-standing broad support generally for the lowering of voter approval thresholds for local tax measures and will address the issue of whether to support any specific bills that would lower specific or general voter thresholds for local revenue measures at its Executive Committee in January and possibly refer to its full Board in February.

# REPORT

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At its November 20, 2012 meeting, the LCMC recommended support lowering of the vote threshold to approve local tax measures; specifically, to support legislation that would require a 55% voter approval threshold for the creation, extension or increase of local city, county and transportation tax measures—similar to authority given to school districts. Following the RC’s action in January, the LCMC, at its January 15, 2013 meeting, discussed several instances of strong voter approval of various local measures that failed to achieve the two-thirds supermajority threshold.

Committee members discussed that it may be more sensible to subject a local tax measure that has specific, targeted uses more easily and clearly understood by voters to a lowered threshold than is required for a general tax for which the intended use may be less defined and transparent.

The LCMC encourages further EAC and RC consideration on the merits of a lowered voter threshold for locally proposed tax measures to give cities and counties more flexibility to responsively provide the specific services that local constituencies identify and are willing to pay for.

**ATTACHMENT:**

None.

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**DATE:** February 7, 2013

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

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

**SUBJECT:** Amendment 3 of the Fiscal Year (FY) 2012/13 Overall Work Program (OWP)

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

Adopt Resolution No. 13-546-1 approving Amendment 3 to the FY 2012/13 Overall Work Program (OWP) and authorizing the Executive Director to submit the necessary administrative documentation to the California Department of Transportation (Caltrans).

**EXECUTIVE SUMMARY:**

*Staff seeks the Regional Council's adoption of Resolution No. 13-546-1, Amendment 3 of SCAG's OWP for Fiscal Year 2012/13. Amendment 3 will reduce the overall budget by \$ 2.4 million, from \$49.8 to \$47.4 million. This Amendment reflects the \$1.9 million reduction to SCAG's FY2012/13 CPG funding in a letter received from Caltrans dated, October 31, 2012, as well as other minor changes.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

After Regional Council approval of FY 2012/13 OWP Amendment 2 on November 1, 2012, SCAG received a letter from Caltrans Headquarters (HQ) informing all MPOs of the release of updated federal FY 2012/13 estimated appropriations of FHWA Metropolitan (PL) and FTA Section 5303 Metropolitan Planning funds. SCAG's FY12/13 estimated allocation for FHWA (PL) decreased by \$2,150,505 million and FTA 5303 allocation increased by \$255,907. The net loss of funding totaled \$1,894,598 million. Amendment 3 reductions and changes are summarized below:

# REPORT

Project/Task No.	Project/Task Names	Incr(decr)	Explanation
010.SCG00170.07	Implementation Strategy for 2012 RTP	(100,000)	To balance funding shortfall
010.SCG02106.02	System Preservation	(150,000)	"
015.SCG00159.02	Mileage-Based User Fee—Groundwork Project Phase I	(50,000)	"
015.SCG00159.03	Regional Pavement Management System (RPMS Phase I)	(50,000)	"
015.SCG00159.04	Value Pricing Project Management Assistance	(175,000)	"
020.SCG00161.04	Environmental Analysis and Compliance for the Regional Transportation Plan (RTP)	(50,000)	"
055.SCG00133.05	Integrated Growth Forecasting Data Analysis & Development for 2016 RTP/SCS	(35,000)	"
055.SCG00151.02	ITLUM Implementation -System Development	(152,843)	"
060.SCG00124.02	Corridor Performance Assessment and Bottleneck Analysis	(300,000)	"
065.SCG00137.01	Partnerships for Demonstration Projects & Local Technical Assistance	(960,000)	"
080.SCG00153.06	Performance Monitoring	(200,000)	"
130.SCG00162.09	Urban Goods Movement	(125,000)	"
130.SCG00162.10	East-West Freight Corridor/I-15 Phase II	(125,000)	"
225.SCG01641.01	Call for Projects & Awards	(500,000)	"
120.SCG00175.01	OWP Development & Administration	194,258	Change in funding allocation from local funds to CPG resulted in savings to TDA funds and an increase to in-kind match.
070.SCG00130.10	Model Enhancement and Maintenance	89,420	Added local funds (City of LA)
065.SCG00137.01	Partnerships for Demonstration Projects & Local Technical Assistance	260,000	Added local funds (Cities of Long Beach, Pomona)
070.SCG00565.03	Development of Household Evolution Model (Prop 84)	3,606	Adjusted Grant fund balance
220.SCG01865.01	Synthesizing Policy Issues and Choices for the 2012 RTP and SCS	(11,327)	"
220.SCG01865.03	Jurisdiction and Project Level Sustainable Communities Planning	(14,802)	"
220.SCG01865.04	Outreach for Sustainable Communities Strategy (SCS) Development	(6,700)	"
225.SCG01641.03	Electric Vehicle (EV) Program	29,857	"
	<b>TOTAL REDUCTIONS</b>	<b>(2,428,531)</b>	

It should be noted that the reductions in CPG funding resulted in associated TDA match funding reductions and an increase to in-kind match.

**FISCAL IMPACT:**

The work that is affected by the proposed cuts above will be delayed until SCAG receives additional funding.

**ATTACHMENT:**

Resolution No. 13-546-1



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Cheryl Viegas-Walker, El Centro

Transportation  
Keith Millhouse, Ventura County  
Transportation Commission

**RESOLUTION NO. 13-546-1**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING  
AMENDMENT 3 TO THE FISCAL YEAR (FY) 2012/13  
OVERALL WORK PROGRAM (OWP)**

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

**WHEREAS**, in conjunction with the Overall Work Program Agreement and Master Fund Transfer Agreement, the Overall Work Program (OWP) constitutes the annual funding contract between the State of California Department of Transportation (Caltrans) and SCAG for Consolidated Planning Grant (CPG) funding; and

**WHEREAS**, the OWP is the basis for SCAG’s annual activities and budget; and

**WHEREAS**, SCAG’s Regional Council approved the OWP for FY 2012/13 in May 2012, which was subsequently approved by Caltrans in June 2012. In August 2012, the OWP for FY 2012/13 was amended in the form of Administrative Amendment 1 to adjust project labor budgets due to the internal SCAG reorganization; and

**WHEREAS**, in November 2012, the Regional Council approved Amendment 2 to the OWP for FY 2012/13 to increase funds to existing projects, add three new projects, adjust carryover estimates for continued projects from FY 2011/12, and include grant funds from the Statewide Transportation Planning and Partnership Grant; and

**WHEREAS**, after the Regional Council’s approval of Amendment 2, SCAG received notification from Caltrans of a reduction of approximately \$1.8 million of CPG funds for FY 2012/13; and

**WHEREAS**, Amendment 3 to the OWP for FY 2012/13 has been prepared to reduce the overall budget to address the \$1.8 million reduction of CPG funds; and

**WHEREAS**, Amendment 3 to the OWP for FY 2012/13, along with its corresponding staff report, has been reviewed and discussed by SCAG’s Executive/Administration Committee and Regional Council.

**NOW, THEREFORE, BE IT RESOLVED** by the Regional Council of the Southern California Association of Governments that SCAG does hereby approve and adopt Amendment 3 to the OWP for FY 2012/13.

**BE IT FURTHER RESOLVED:**

1. The Regional Council hereby authorizes submittal of Amendment 3 to the FY 2012/13 OWP to the participating State and Federal agencies.
2. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.
3. That SCAG's Executive Director, or in his absence, the Chief Financial Officer, is hereby designated and authorized to submit Amendment 3 to the FY 2012/13 OWP to the participating State and Federal agencies, and to execute all necessary agreements and other documents on behalf of the Regional Council in order to implement the purposes of this Resolution.

**APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at a regular meeting on the 7th day of February, 2013.

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Glen Becerra  
President, SCAG  
Councilmember, Simi Valley

Attested by:

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Hasan Ikhata  
Executive Director

Approved as to Form:

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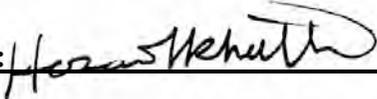
Joann Africa  
Chief Counsel

**DATE:** February 7, 2013

**TO:** Regional Council (RC)

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

**SUBJECT:** Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA) – Study Recommendations

**EXECUTIVE DIRECTOR’S APPROVAL:** 

**RECOMMENDED ACTIONS:**

- 1) Approve the Transportation Committee recommendations regarding the technology, stations, alignments, and phasing options that should be carried forward for further study; and
- 2) Authorize the Executive Director to finalize the AA report with the recommendations approved by the Regional Council and forward the report to the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA) for further study.

**EXECUTIVE SUMMARY:**

*On January 3, 2013, the Transportation Committee approved staff recommendations regarding the PE ROW/West Santa Ana Branch Corridor AA. The AA study findings are based upon an extensive analytical and outreach effort that resulted in recommendations regarding technology, stations, alignments, and phasing options to be carried forward for further study by Metro and OCTA. As the owners of the PE ROW, Metro and OCTA have the sole discretion to proceed with their portion of the project into the engineering and environmental phases. The recommendations are summarized below and discussed in further detail in the report attachments.*

<i>Category</i>	<i>Recommendations for Further Study by Metro/OCTA in Future EIR/EIS</i>
<i>Technology Alternatives</i>	<ul style="list-style-type: none"> <li>• <i>No Build</i></li> <li>• <i>Transportation Systems Management (TSM)</i></li> <li>• <i>Light Rail Transit (LRT)</i></li> </ul>
<i>Stations</i>	<i>The stations that were identified in city work sessions should be carried forward, except for the Cerritos/Bloomfield station, as requested by the Steering Committee</i>
<i>Northern Connection Alignment</i>	<ul style="list-style-type: none"> <li>• <i>West Bank 3</i></li> <li>• <i>East Bank</i></li> </ul>
<i>Southern Connection Alignment</i>	<ul style="list-style-type: none"> <li>• <i>Harbor Blvd./1<sup>st</sup> St.</i></li> </ul>
<i>Phasing</i>	<i>Los Angeles (LA) County segment should proceed first, and segments within LA County are to be prioritized by Metro based on further evaluation</i>

# REPORT

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## **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 TC directed staff to initiate the AA study based upon discussions held during the development of the 2008 Regional Transportation Plan (RTP) regarding the use of the PE ROW in LA and Orange Counties. Subsequent to the direction from the TC, the three (3) agencies – SCAG, Metro, and OCTA – agreed to work cooperatively on the proposed study. Metro and OCTA staff participated in SCAG's consultant procurement process and assisted with proposal reviews and consultant interviews. This inter-agency coordination remained ongoing throughout the duration of developing the AA study, through regular agency coordination meetings and advanced Metro and OCTA review of project deliverables. SCAG selected a consultant team led by AECOM, Inc., to conduct the technical work, which began in February 2010 and concluded in June 2012 at a total cost of \$1.9 million.

After considerable discussion at its January 3, 2013 meeting, TC recommended that the Regional Council approve staff recommendations with respect to the AA study. Upon approval from the Regional Council, staff will finalize the AA report and forward the study findings and RC-approved recommendations to Metro and OCTA. This project is included in the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as the "West Santa Ana Branch ROW Corridor" in LA County, and it is also included in Metro's LRTP and Measure R expenditure plan. The project details are as yet undefined, pending the completion of this study and potential action on a preferred strategy by Metro. The 2012 RTP may be amended in the future to reflect any Metro action that further defines the project.

## **FISCAL IMPACT:**

Consultant work on this study was completed on June 30, 2012. Contract funding was provided in the FY2011/12 Overall Work Program (OWP) WBS# 12-140.SCG01003.

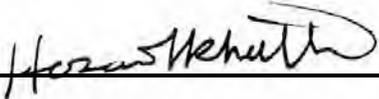
## **ATTACHMENT:**

Jan. 3, 2013 Staff Report to the Transportation Committee

To access Draft AA Report, please visit: <http://www.scag.ca.gov/perow/project-documents.html>.

# REPORT

**DATE:** January 3, 2013  
**TO:** Transportation Committee (TC)  
**FROM:** Philip Law, Acting Manager, Transit/Rail, 213-236-1841, law@scag.ca.gov  
**SUBJECT:** Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA) – Study Recommendations

**EXECUTIVE DIRECTOR’S APPROVAL:** 

**RECOMMENDED ACTIONS:**

Recommend that the Regional Council:

- 1) Accept the staff recommendations regarding the technology, stations, alignments, and phasing options that should be carried forward for further study; and
- 2) Consider the Steering Committee recommendation regarding the Low Speed Maglev alternative; and
- 3) Authorize the Executive Director to finalize the AA report with the recommendations approved by the Regional Council and forward the report to the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA) for further study.

**EXECUTIVE SUMMARY:**

*SCAG staff has concluded the technical work on the PE ROW/West Santa Ana Branch Corridor AA. The staff findings are based upon an extensive analytical and outreach effort that resulted in recommendations regarding technology, stations, alignments, and phasing options to be carried forward for further study by Metro and OCTA. As the owners of the PE ROW, Metro and OCTA have the sole discretion to proceed with their portion of the project into the engineering and environmental phases, consistent with federal and state requirements. The recommendations are summarized below and discussed in further detail in the staff report and attachments. The staff recommendations and the Steering Committee recommendations are identical, with the exception of the Low Speed Maglev alternative. Based upon the TC’s actions on January 3, 2013, the matter will be forwarded to the Regional Council in the following month for final action.*

*On October 4, 2012, Hasan Ikhata presented the study findings and staff recommendations to the TC. The TC requested that staff return with further clarification regarding the Steering Committee recommendations and the Maglev analysis methodology. The clarification is provided in this staff report and will be presented to the TC on January 3, 2013. All TC members were provided access to the full AA report via e-mail on October 9, 2012, and a reminder e-mail was sent on November 13, 2012.*

Category	Recommendations for Further Study by Metro/OCTA in Future EIR/EIS	
	Staff Recommendations	Steering Committee Recommendations
Technology Alternatives	<ul style="list-style-type: none"> <li>• No Build</li> <li>• Transportation Systems Management (TSM)</li> <li>• Light Rail Transit (LRT)</li> </ul>	<ul style="list-style-type: none"> <li>• No Build</li> <li>• Transportation Systems Management (TSM)</li> <li>• Light Rail Transit (LRT)</li> <li>• Low Speed Maglev</li> </ul>

# REPORT

<i>Category</i>	<i>Recommendations for Further Study by Metro/OCTA in Future EIR/EIS</i>	
	<i>Staff Recommendations</i>	<i>Steering Committee Recommendations</i>
<i>Stations</i>	<i>The stations that were identified in city work sessions should be carried forward, except for the Cerritos/Bloomfield station, as requested by the Steering Committee</i>	<i>The stations that were identified in city work sessions should be carried forward, except for the Cerritos/Bloomfield station, as requested by the Steering Committee</i>
<i>Northern Connection Alignment</i>	<ul style="list-style-type: none"> <li>• <i>West Bank 3</i></li> <li>• <i>East Bank</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>West Bank 3</i></li> <li>• <i>East Bank</i></li> </ul>
<i>Southern Connection Alignment</i>	<ul style="list-style-type: none"> <li>• <i>Harbor Blvd./1<sup>st</sup> St.</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Harbor Blvd./1<sup>st</sup> St.</i></li> </ul>
<i>Phasing</i>	<i>Los Angeles (LA) County segment should proceed first, and segments within LA County are to be prioritized by Metro based on further evaluation</i>	<i>Los Angeles (LA) County segment should proceed first, and segments within LA County are to be prioritized by Metro based on further evaluation</i>

**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 TC directed staff to initiate the AA study based upon discussions held during the development of the 2008 Regional Transportation Plan (RTP) regarding the use of the PE ROW in LA and Orange Counties. Subsequent to the direction from the TC, the three (3) agencies – SCAG, Metro, and OCTA – agreed to work cooperatively on the proposed study. Metro and OCTA staff participated in SCAG’s consultant procurement process and assisted with proposal reviews and consultant interviews. This inter-agency coordination remained ongoing throughout the duration of developing the AA study, through regular agency coordination meetings and advanced Metro and OCTA review of project deliverables. SCAG selected a consultant team led by AECOM, Inc., to conduct the technical work, which began in February 2010 and concluded in June 2012 at a total cost of \$1.9 million.

**Study Process**

The PE ROW is an abandoned railroad corridor that extends 20 miles from the City of Paramount to the City of Santa Ana. It is owned by Metro and OCTA, and is not currently used for mass transportation purposes. The study area extends from Downtown LA/Union Station in the north to the Santa Ana Regional Transportation Center (SARTC) in the south. The AA study assesses the feasibility of transit service on the corridor and its potential to improve mobility, provide the corridor communities with improved connections to the regional transit system, support local plans for economic development, and provide residents and workers with additional travel options. The study follows the Federal Transit Administration (FTA) guidelines for AA studies, to leave open the possibility for Metro and OCTA to pursue federal funding for the project.

SCAG staff and consultants (the project team) implemented an extensive stakeholder coordination and public participation process that included: the aforementioned agency coordination with Metro and OCTA, as well as with the Orangeline Development Authority (OLDA); two advisory committees—a Technical Advisory Committee (TAC) comprised of city and agency staff, and a Steering Committee comprised of elected officials representing the corridor cities and counties and co-chaired by Board Directors from Metro and OCTA; a total of 20 community meetings held throughout the corridor over the course of the study; a project website and electronic newsletter; presentations to neighborhood and community groups; and briefings with elected officials.

The study findings and recommendations are based upon an extensive analytical effort that involved the identification and evaluation of a wide range of technology and alignment alternatives. These alternatives were evaluated in a multi-step screening process that incorporated technical analysis and community and stakeholder input, leading to the identification of a final set of alternatives for detailed evaluation that includes No Build, TSM, and four (4) “build” alternatives: Bus Rapid Transit (BRT); Street Car; LRT; and Low Speed Maglev. For BRT, the study evaluated a street-running option and an option utilizing the high-occupancy vehicle (HOV) lanes on the I-105 and I-110 freeways. For the fixed guideway options (Street Car, LRT, and Low Speed Maglev), the study evaluated four northern connection alignments and two southern connection alignments, using various combinations of railroad rights-of-way and city streets. The northern alignments address the connection from the PE ROW in Paramount north to Union Station, while the southern alignments address the connection from the PE ROW in Santa Ana to SARTC.

The alternatives were evaluated with respect to project goals and evaluation criteria that were developed based upon input received through the public participation process and from the two advisory committees, the TAC and Steering Committee. These criteria include: stakeholder and public support; ridership; cost to build and to operate; cost-effectiveness; support for local economic development plans; and environmental effects such as noise, vibration, visual/privacy, traffic, air quality, and property acquisition. SCAG staff presented a summary of the final screening evaluation results to the TC at its May 3, 2012 meeting and again at its October 4, 2012 meeting.

As Metro and OCTA consider moving forward with this project, the AA report identifies a number of significant challenges. First, the northern connection alignments evaluated in the AA would include the construction of a new Metro Green Line station in the median of the I-105 freeway, and are proposed to use various railroad ROWs that are not currently owned by Metro. Most importantly, the San Pedro Subdivision ROW that would connect the PE ROW north towards Union Station is currently owned by the Ports of LA and Long Beach. Utilization of this railroad ROW would require provision of freight trackage, along with any new transit system, to accommodate service to the existing freight customers and provide emergency travel for the Alameda Corridor freight activity. Second, access to, and capacity constraints at, Union Station remain a significant challenge and Metro has recently begun work on a Union Station Master Plan. Third, there is limited funding secured for this project in LA County, with only \$240 million identified in Measure R. This amount is not sufficient to fund any of the build alternatives in the AA study, and the estimated shortfalls are significant—from \$1 billion for BRT to \$3 billion for LRT and up to \$9 billion for Low Speed Maglev (these figures reflect financing funding requirements).

## Methodology for Evaluating Low Speed Maglev

At its October 4, 2012 meeting, the Transportation Committee requested clarification on the methodology and process used to analyze the Low Speed Maglev alternative. The clarification is as follows. A High Speed Maglev alternative was evaluated during the initial screening phase of the AA, but the Steering Committee did not carry this alternative forward for further study due to: poor cost-effectiveness; high cost to build, operate, and ride the alternative; low ridership estimates; significant property acquisition; and the fact that the high speeds and wide station spacing did not support the corridor cities' more locally-based mobility needs and local economic revitalization and development goals. While the Steering Committee did not recommend the High Speed Maglev alternative for further study in the AA, the Steering Committee was interested in continuing to evaluate a lower-speed version of the technology due to its perceived environmental benefits, including low noise and vibration impacts. Although a Low Speed Maglev alternative was not part of the initial screening, and consequently no public input was received, the Steering Committee requested that SCAG include a Low Speed Maglev alternative in the final screening phase of the AA. On June 2, 2011, the Regional Council authorized an additional \$97,500 in funding to AECOM to provide for the additional analysis of the Low Speed Maglev alternative.

Currently, there is only one commercially deployed Low Speed Maglev system in the world—the Tobu Kyuryo (Linimo) Line, in Nagoya, Japan—and much of the information is proprietary and/or not readily available. There are also important differences between Japanese and California standards and processes, such as construction process, seismic standards, and Americans with Disabilities Act (ADA) and fire/life safety requirements. This presented a methodological challenge to the project team, because evaluating Low Speed Maglev as part of the AA final screening required readily-available information that is comparable to, or easily convertible to, U.S. labor and regulatory conditions. Additionally, it was not possible to obtain information directly from Japan due to the 2011 earthquake and tsunami. Some information on basic system characteristics and measurements was acquired from the 2009 FTA report titled “FTA Low-Speed Urban Maglev Research Program: Lessons Learned.” The key lesson reported by the FTA in this report was that conversion of the Linimo system to meet U.S. safety and ADA requirements would be very difficult, and would require fundamental design changes that would negatively impact costs.

Given these challenges, the project team developed a methodology to evaluate Low Speed Maglev using the information that was available for the Linimo system, and using additional assumptions to address the gaps in information. This methodology was vetted through the agency coordination team of Metro, OCTA, and OLDA staff. The methodology was presented to, and accepted by, Steering Committee member and Cerritos Councilmember Bruce Barrows on August 2, 2011. The methodology was also presented to, and accepted by, the TAC on July 19, 2011, and the OLDA Board on September 14, 2011. The methodology focused on the following key areas: ridership modeling, engineering and system design, capital cost, operating and maintenance (O&M) cost, engineering and system design.

For ridership modeling, Low Speed Maglev was modeled similar to LRT based on similar station spacing and average/maximum speed, with an assumed 100% aerial system. Ridership was estimated in two scenarios, assuming fares based on public and private operations.

For conceptual engineering and system design, the approach was to use available Linimo information combined with North American/Southern California aerial system design standards. At the AA conceptual level of design (3% to 5%), the lack of Maglev system details was not expected to significantly impact

system design, but would likely result in underestimated capital costs and higher contingencies due to many unknown operational system details.

Conceptual-level capital costs were developed by estimating quantities for individual line items in Standardized Cost Categories developed by FTA, and applying standardized unit costs from similar projects with recent estimates and/or bid information. In accordance with FTA guidance, contingencies were applied to reflect uncertainties due to the conceptual level of design. Consistent with recent Metro projects, an allocated contingency of 5% was applied for vehicles and up to 30% for all other cost categories, and an unallocated contingency of 10% was applied to the overall project cost. A majority of the construction elements for Low Speed Maglev are similar to other above-grade systems. The exceptions are the guideway, operating system, and vehicles. Therefore, an additional allocated contingency of 20% was applied to these three elements to reflect the unknown cost of migrating the technology to the U.S. and Southern California.

Information about the Linimo system O&M costs was not readily available, and the project team had additional concerns and difficulties as follows. It was unclear what was included in the reported Linimo O&M costs, and it was difficult to compare costs without a staffing organization chart. There are different labor structures and regulatory requirements in Japan, and Japan has a successful history of public/private partnerships, while the U.S. is still on a learning curve. Therefore, to develop O&M cost parameters, the project team referred to the Vancouver SkyTrain system, which is similar to Linimo in that it is 100% aerial with an automated, integrated power system. There are similar labor conditions and regulatory requirements, and O&M cost calculations are similar to U.S. methods. The information was also readily available. The project team also based storage and maintenance facility requirements on the SkyTrain system, and applied Metro design policies, such as those related to length of storage tracks, cross-over requirements, ADA and emergency access.

## **Recommendations**

The study recommendations are grouped into three (3) main categories: technology; stations and alignments; and project phasing. The project team developed initial recommendations based upon the technical analysis and input from public and stakeholder participation. The TAC reviewed and discussed the project team recommendations on June 12, 2012 and developed TAC recommendations to the Steering Committee (see Attachment 2). Subsequently, on June 20, 2012, the Steering Committee accepted all of the TAC recommendations, with two revisions: the Steering Committee deleted the Cerritos/Bloomfield station from further consideration, and the Steering Committee clarified that the decision on phasing within LA County would be determined upon further engineering and environmental analysis by Metro.

Staff concurs with all of the Steering Committee recommendations, with the exception of the recommendation regarding the Low Speed Maglev technology alternative. The recommendations are described below and discussed in greater detail in the attachments to the staff report.

## **Technology**

Regarding technology, the No Build and TSM alternatives are required to be carried forward. Of the remaining build alternatives, the project team recommended that only the LRT option be carried forward for further study due to its projected ridership (highest among all of the alternatives); its ability for potential interlining with the Metro rail system and use of existing facilities and operational experience; its cost-

effectiveness (best among the guideway alternatives); and its community and stakeholder support (highest among all the alternatives). The TAC and Steering Committee agreed with the project team recommendation for LRT, but recommended that the Low Speed Maglev alternative also be carried forward. The TAC and Steering Committee viewed Low Speed Maglev as an environmentally superior option that had the lowest noise, vibration, and traffic impacts among the fixed guideway alternatives and that offered a new, future-oriented technology. It should be noted that, in making this recommendation for the Low Speed Maglev alternative, neither the TAC nor the Steering Committee disputed the technical findings and evaluation results presented by the project team for the Low Speed Maglev alternative.

Staff does not concur with the Steering Committee recommendation for Low Speed Maglev, due to its unproven technology, highest cost and worst cost-effectiveness among all the alternatives, significant right-of-way impacts, and OCTA's adopted principles regarding emerging transit technologies (further discussion of OCTA's position is provided in a subsequent section of this report).

### Alignment and Stations

Regarding the horizontal alignment, the project team recommended that only the West Bank 3 option be carried forward for further study. The West Bank 3 alignment served a higher number of key cities and destinations, resulting in higher ridership, connectivity to the existing Metro rail system, and city and agency support. The TAC and Steering Committee agreed with the project team recommendations, but recommended that the East Bank alignment also be carried forward. The project team did not recommend the East Bank alignment due to the existing heavy freight and passenger rail utilization and capacity constraints. However, the TAC and Steering Committee recommended this alignment to allow for the consideration of two (2) alignment options connecting north to Union Station.

Regarding the vertical alignment, the TAC and Steering Committee also recommended that future study efforts should evaluate the LRT alternative operating in a fully grade-separated configuration.

Regarding stations, the project team recommended that the initial set of stations that were identified in working sessions with corridor cities and agencies be carried forward for further study (the stations list is included in Attachment 2). The TAC agreed with the project team recommendation, with the understanding that future study efforts may identify more precise station locations and result in the shifting, relocating, and/or adding of stations. The Steering Committee concurred, but also recommended the removal of the Cerritos/Bloomfield station from further study, based on a request by the Cerritos representative.

Staff concurs with all of the Steering Committee recommendations regarding alignments and stations.

### Phasing

Regarding phasing, the project team recommended that the LA County segment should proceed first, reflecting current funding availability and agency priorities. There are \$240 million in Measure R funding available for this corridor in LA County, and the project is included in Metro's Long Range Transportation Plan (LRTP). OCTA is currently addressing other transit priorities identified in its renewed Measure M program and LRTP. The TAC and Steering Committee agreed with the project team recommendation. The Steering Committee clarified that the Minimum Operable Segments (MOSSs) within LA County should be determined by Metro based upon more detailed engineering and environmental review work.

Staff concurs with the Steering Committee clarification regarding the phasing of MOSs within LA County.

### **OCTA Action Regarding Maglev Alternative**

At the June 20, 2012 Steering Committee meeting, the Orange County members of the committee opposed the technology recommendations and abstained from the alignment and phasing recommendations. Subsequently, the OCTA Board at its July 23, 2012 meeting took action to oppose the Steering Committee recommendations and directed OCTA staff to work with the SCAG Executive Director to remove the Low Speed Maglev option from the report's recommendation and from future follow-up studies. The OCTA Board has adopted policies and guiding principles in its LRTP regarding the evaluation and consideration of emerging and unproven transit technologies. The August 10, 2012 letter from OCTA regarding the Low Speed Maglev alternative is provided as Attachment 3 of the staff report. OCTA's position regarding the Low Speed Maglev alternative is consistent with the staff recommendation.

### **Next Steps**

Upon approval from the Transportation Committee and Regional Council, staff will finalize the AA report and forward the study findings and RC-approved recommendations to Metro and OCTA. As the owners of the PE ROW, Metro and OCTA have the sole discretion to proceed with their portion of the project into the engineering and environmental phases consistent with federal and state requirements.

This project is included in the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as the "West Santa Ana Branch ROW Corridor" in LA County, and it is also included in Metro's LRTP and Measure R expenditure plan. The project details are as yet undefined, pending the completion of this study and potential action on a preferred strategy by Metro. The 2012 RTP may be amended in the future to reflect any Metro action that further defines the project.

### **FISCAL IMPACT:**

Consultant work on this study was completed on June 30, 2012. Contract funding was provided in the FY 12 Overall Work Program (OWP) WBS# 12-140.SCG01003.

### **ATTACHMENTS:**

1. PowerPoint Presentation: "Pacific Electric Corridor – Study Recommendations"
2. TAC Recommendations
3. August 10, 2012 OCTA Letter
4. September 19, 2012 OLDA Letter and SCAG Response
5. Support Letters

To access Draft AA Report, please visit: <http://www.scag.ca.gov/perow/project-documents.html>

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WEST SANTA ANA BRANCH

## ***Pacific Electric Right-of-Way West Santa Ana Branch Corridor Alternatives Analysis***

### ***Study Recommendations***

Transportation Committee

January 3, 2013

 SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
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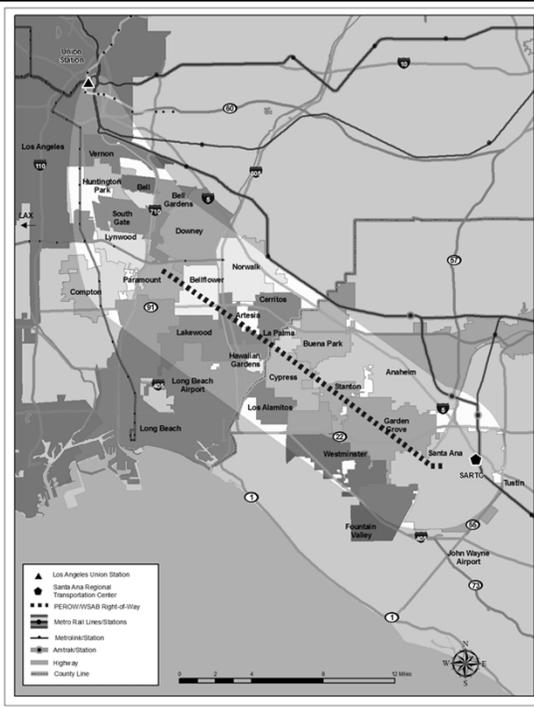


WEST SANTA ANA BRANCH

## **Study Area**

- Pacific Electric Right-of-Way / West Santa Ana Branch (PEROW/ WSAB) extends 20 miles from Paramount to Santa Ana, owned by Metro and OCTA
- Study evaluated alignment options to connect to: LA Union Station and Santa Ana Regional Transportation Center (SARTC)

2







# Final Set of Alternatives



No Build



Transportation Systems Management (TSM)



Bus Rapid Transit (BRT)



Street Car



Light Rail Transit (LRT)



Low Speed Magnetically Levitated Train (Maglev)

5



# BRT Alternative



Alternative defined as:

- High-capacity, high speed bus service similar to Metro Orange Line in Los Angeles County

Two options studied:

- HOV Lane-Running Option, similar to Metro Silver Line
- Street-Running Option, similar to Metro Rapid lines and planned OCTA BRT



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## BRT Alternative Alignments



### Northern Connection Area:

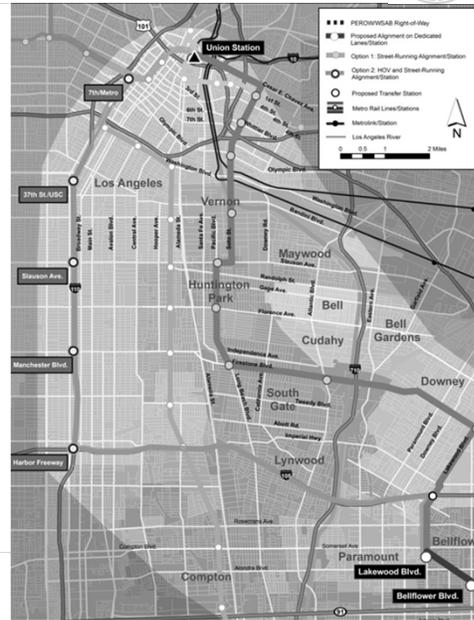
- Street service
- Transitway and freeway HOV Lane service

### PEROW/WSAB Area:

- Dedicated lane service
- Some street service

### Southern Connection Area:

- Street service



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## Guideway Alternatives



Portland Streetcar



Metro Gold Line



### Street Car

- Similar to Portland, Santa Ana
- At-grade, in street, mixed with auto traffic

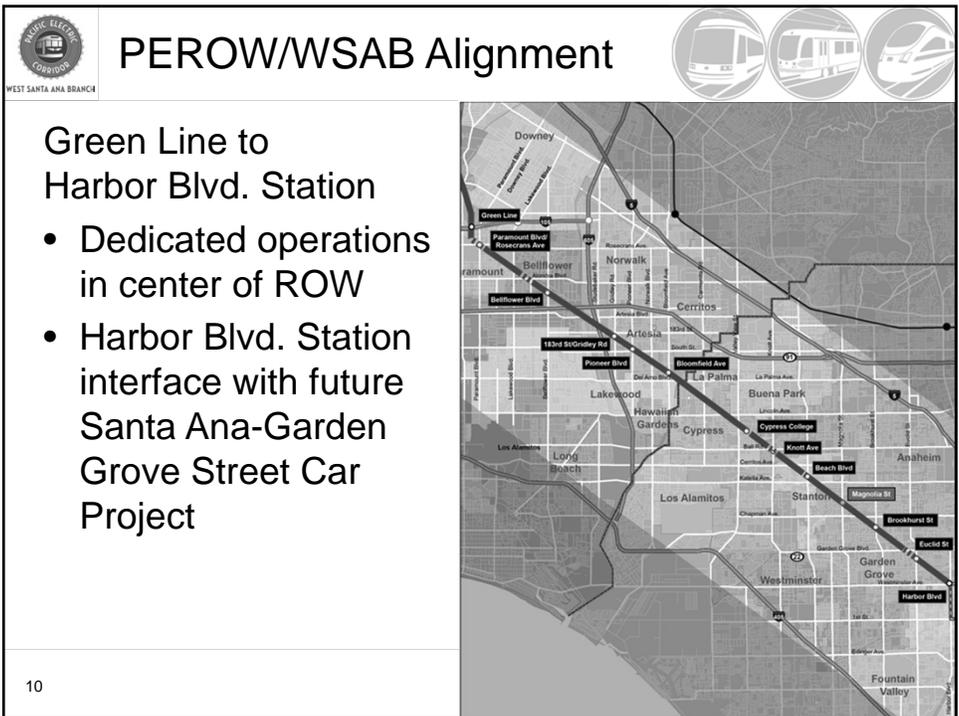
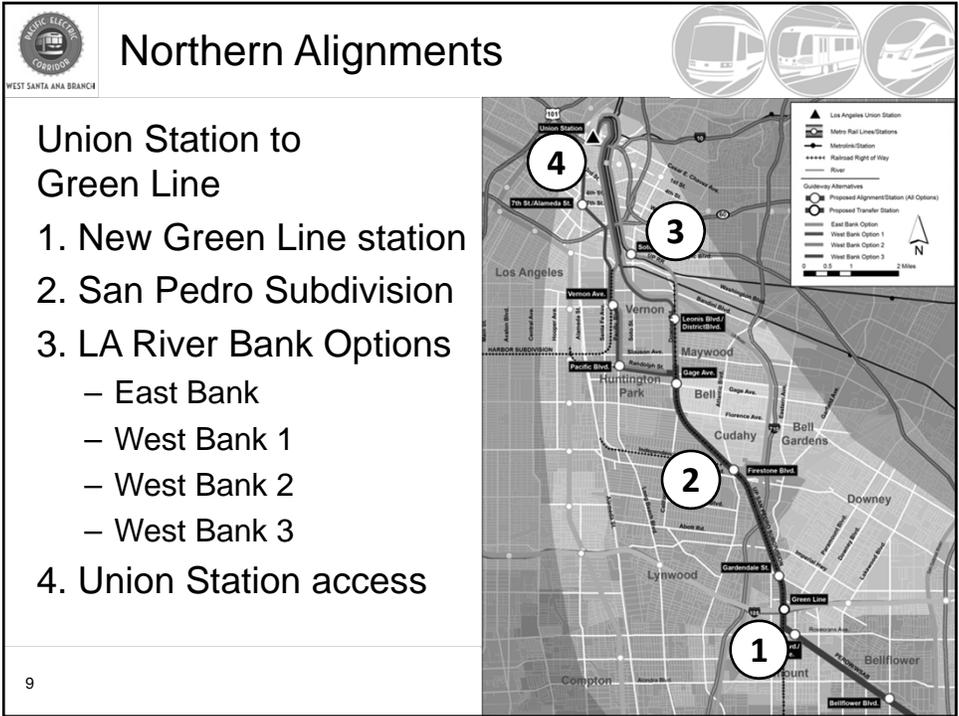
### LRT

- Similar to Metro Blue, Green, Gold, Expo Lines
- Operates in own right-of-way

### Low Speed Maglev

- Similar to Linimo Line in Nagoya, Japan
- Must be fully grade-separated

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WEST SANTA ANA BRANCH

## Southern Alignments



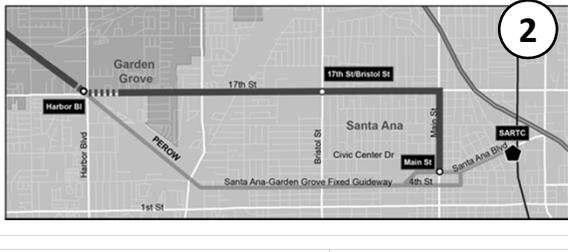
**Harbor Blvd. Station to SARTC**

1. Harbor Blvd./1<sup>st</sup> St./SARTC
2. Westminster Blvd./17<sup>th</sup> St./Main St./transfer to Santa Ana Street Car system

1



2



1

2

11



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WEST SANTA ANA BRANCH

## Capital Cost Methodology

**Cost to construct includes:**

- Direct costs such as guideway/tracks, operating systems, stations, vehicles, maintenance/storage facilities
- Indirect costs such as ROW acquisition, professional services

**Conceptual-level capital costs are developed based on:**

- Estimating quantities for individual line items in Standardized Cost Categories developed by FTA
- Applying standardized unit costs from similar projects with recent estimates and/or bid information
- Applying contingencies to reflect conceptual level of design
  - Allocated contingency, applied to each cost category
  - Unallocated contingency, applied to overall project cost

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## Engineering and System Design

Linimo Low Speed Maglev design information:

- Is proprietary and not readily available
- Must be converted to Southern California standards

Approach:

- Design based on available Linimo information combined with North American/Southern California aerial system design standards.
- At AA level of design (3-5%), lack of Maglev system details will not significantly impact system design, but may result in:
  - Underestimated capital costs
  - Higher contingencies

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## Contingency

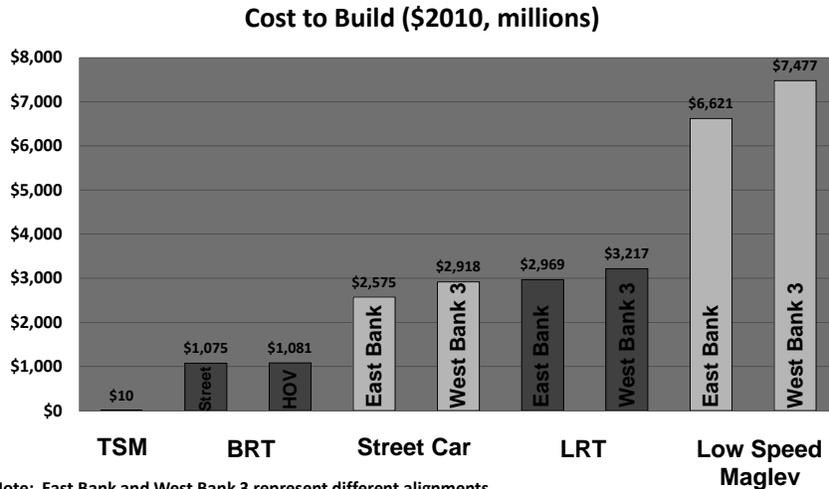
- AA cost estimates typically include high contingencies to reflect unknowns and uncertainties.
- Contingency factors used: 30 percent allocated and 10 percent unallocated (consistent with recent Metro project cost estimates).
- A majority of the construction elements for Low Speed Maglev are similar to other above-grade systems. The exceptions are the guideway, operating system, and vehicles.
- Contingency factors used for these Maglev-specific elements: an additional allocated contingency of 20 percent, reflecting the unknown cost of migrating the technology to the U.S. and Southern California.

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# Cost to Build



Note: East Bank and West Bank 3 represent different alignments evaluated for the fixed guideway alternatives.



# Funding Status

## Regional

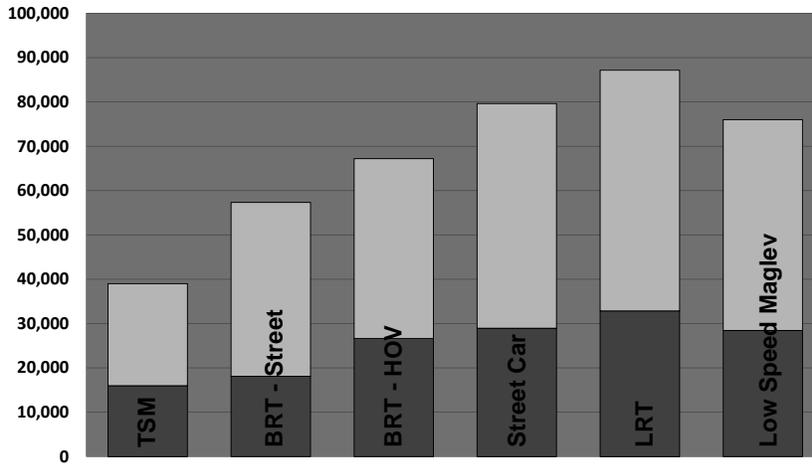
- Los Angeles County – Measure R funding = \$240 million (available FY 2015-17 to FY 2025-27)
- Orange County – currently no committed funding

## Federal

- New Starts funding – not currently in any Metro or OCTA request



## Daily Ridership Estimates



Note: Blue portion of each bar represents new transit riders.  
West Bank 3 alignment shown for Street Car, LRT, and Low Speed Maglev.

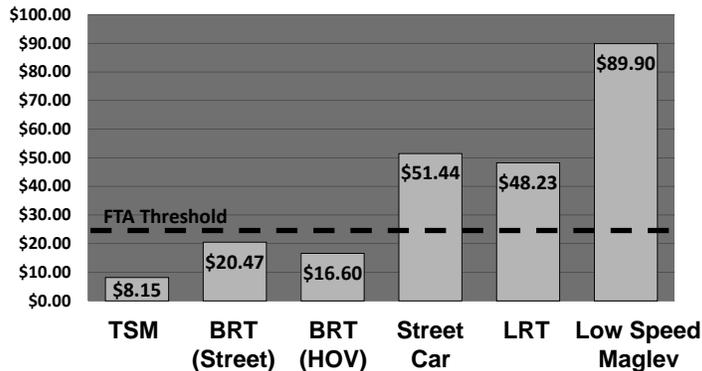
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## Cost-Effectiveness

The Cost-Effectiveness Index (CEI) compares the cost of constructing and operating each alternative to the ridership it attracts and serves.

A CEI of under \$25 is the goal when seeking federal funding.



Note: West Bank 3 alignment shown for Street Car, LRT, and Low Speed Maglev.

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## Environmental Impacts

- **Traffic:**
  - BRT, Street Car, LRT have major impacts from in-street operations
  - Low Speed Maglev has minor impacts from column placements
- **Visual & Aesthetics:**
  - Low Speed Maglev has major impacts due to elevated structure
  - LRT, Street Car have medium impacts from overhead catenary
- **Noise & Vibration:**
  - LRT has major impacts from steel wheel-on-steel rail operations
  - Low Speed Maglev and BRT have minor impacts
- **Parks, Cultural & Historic Resources:**
  - Low Speed Maglev has major impacts due to elevated structure
  - BRT, Street Car, LRT have minor impacts
- **Property Acquisition:**
  - All build alternatives require property for maintenance facility
  - Low Speed Maglev has major property impacts due to turning radius

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## Recommendations

- For further study by Metro and OCTA in future engineering/environmental phases (e.g., EIR/EIS)
- Reflect the technical evaluation, public input, and input from the two advisory committees
- TAC and Steering Committee agreed with the staff findings and technical evaluation
  - LA County members voted to add Low Speed Maglev to the recommendations
- Staff recommendations and Steering Committee recommendations are identical, with the exception of the Low Speed Maglev alternative.

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## Northern Alignment Recommendations

### Union Station to Green Line

- West Bank 3 is recommended
  - More destinations, higher ridership and city/agency support
  - Connectivity to existing Metro Rail system
- East Bank is recommended
  - Recommended by advisory committees to allow for a second alignment north to LA
- West Bank 1 and 2 are not recommended
  - West Bank 1 conflicts with high-power electrical transmission towers
  - West Bank 2 has cost and operational issues and capacity constraints



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## Southern Alignment Recommendations

### Harbor Blvd. Station to SARTC

- Harbor Blvd./1<sup>st</sup> Street is recommended
  - Higher ridership and fewer impacts
  - Direct connection to SARTC
- Westminster Blvd./17<sup>th</sup> St./Main St. is not recommended
  - Constrained street width, sensitive land uses, lower ridership
- Future studies should evaluate the most appropriate horizontal and vertical configurations to maintain street lane capacity



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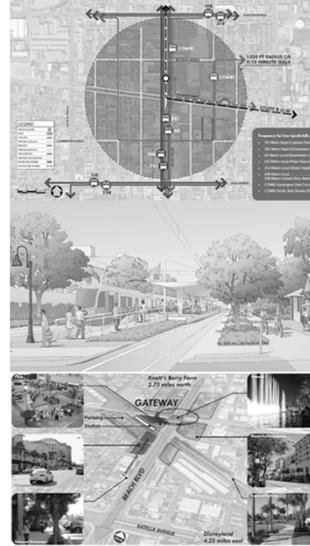
## Alignment and Station Recommendations

### Vertical Alignment:

- Future studies should evaluate fully grade-separated LRT.

### Stations:

- Carry forward station locations identified in city work sessions
- Recognize that future studies may shift, relocate, and/or add stations
- Remove Bloomfield/Cerritos station from further consideration, as requested by Steering Committee



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## Phasing Recommendations

- LA County segments are recommended to be implemented first
  - Project has Measure R funding in LA County and is in Metro Long Range Transportation Plan (LRTP)
  - Orange County has other transit priorities in Measure M and OCTA LRTP
- Within LA County, the sequencing of minimum operable segments (MOS) will be determined by Metro after further study

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## Technology Recommendations



- No Build and Transportation Systems Management are required



- BRT is not recommended
  - 2035 ridership demand exceeds capacity
  - Operates on congested highway system at northern and southern ends of ROW
  - Lack of community/stakeholder support

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## Technology Recommendations (cont.)



- Street Car is not recommended
  - Similar cost to LRT without the same capacity
  - Vehicle issues (e.g., single cars, seating vs. standee)
  - No local operator experience (new staff, facilities)



- LRT is recommended
  - Highest ridership and capacity
  - Best cost-effectiveness and highest
  - Greatest stakeholder support
  - Connectivity/interoperability with Metro LRT system
  - Traffic impacts must be balanced against benefits

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## Technology Recommendations (cont.)



- Low Speed Maglev
  - Is not recommended by staff:
    - Highest capital cost and least cost-effective
    - Significant property acquisition and visual/aesthetic impacts
    - Unproven technology and no U.S. system (lengthy/costly approval process)
  - Is recommended by Steering Committee:
    - Lowest noise, vibration, and traffic impacts
    - Lowest operating and maintenance cost

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## Recommended Action

Recommend that the Regional Council:

1. Accept the staff recommendations regarding the technology, stations, alignments, and phasing options that should be carried forward for further study; and
2. Consider the Steering Committee recommendation regarding the Low Speed Maglev alternative; and
3. Authorize the Executive Director to finalize the AA report with the recommendations approved by the Regional Council and forward the report to the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA) for further study.

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**PEROW/WSAB CORRIDOR AA STUDY  
TAC RECOMMENDATIONS FOR  
STEERING COMMITTEE CONSIDERATION**

The Southern California Association of Governments (SCAG), in coordination with the Los Angeles County Metropolitan Authority (Metro) and the Orange County Transportation Authority (OCTA), has completed an Alternatives Analysis (AA) for the former Pacific Electric Railway Corridor known as the Pacific Electric Right-of-Way (PEROW) in Orange County and the West Santa Ana Branch (WSAB) in Los Angeles County. System connections north to downtown Los Angeles and south through downtown Santa Ana were evaluated as part of this study effort. The AA study identified and assessed a full range of technology or modal options, transit system alignments, and system phasing alternatives.

Based on the technical evaluation results and stakeholder input, the following findings and project team and TAC recommendations have been developed. These recommendations are provided to the Steering Committee to review, discuss, and revise, in order to develop consensus on the recommendations to be forwarded to the SCAG Transportation Committee and Regional Council. As owners of the PEROW/WSAB right-of-way (ROW), Metro and OCTA will make the ultimate decision on whether to move forward or not with future study efforts.

**Findings**

The AA study clearly identified that development of an effective transit system is imperative to meet the future mobility needs of the Corridor residents and businesses by providing vital linkages both within the Corridor and beyond to the expanding regional rail system. The publicly-owned, 20-mile long PEROW/WSAB Corridor ROW provides Corridor communities and the region with the unique opportunity to build a new transit system connecting to the regional rail system with minimal displacement impacts and right-of-way acquisition costs. It should be noted that the Corridor right-of-way would provide approximately 60 percent of the alignment length of the identified alternatives. The key AA findings included the following:

- There is a high-level of potential transit demand in the Corridor. All of the modes increase Corridor transit ridership and attract new riders. The guideway alternatives (Street Car, LRT, and Low-Speed Magnetic Levitation) would attract and serve a significant number of new riders – people who do not currently use transit.
- The future Corridor ridership potential is so high that it exceeds the capacity that several of the modal alternatives can provide.
- While not universal, there is a significant level of city support for implementation of a future transit system as demonstrated by adopted transit-oriented plans and policies.
- There is a high level of community support for implementation of a future transit system as residents view congestion and mobility as worsening in the future.

## RECOMMENDATIONS

Recommendations regarding the technology, alternative description, and phasing options have been developed based on the technical analysis and stakeholder input and are presented for committee consideration.

### Technology/Modal Options

Through the AA process, a wide range of technology options was identified and evaluated. The following proposed recommendations have been identified for the six modal options included in the Final Set of Alternatives.

- The **No Build Alternative is required** to move forward to provide a baseline comparison in future environmental evaluation study efforts. It should be noted that in the last set of community meetings, this alternative was overwhelmingly identified as not viable as the public voiced the strong opinion that the Corridor required a transit system with connections to the regional rail system to function successfully in the future.
- The **Transportation System Management (TSM) Alternative is required** to move forward to provide a baseline comparison in future environmental evaluation study efforts. This alternative was supported by the public as a way to address the region's transportation challenges in the short term, but was not seen as providing a comprehensive long term solution. This alternative would provide additional bus transit service and capacity, but was projected to have the lowest ridership of the alternatives. The TSM Alternative would have negative impacts on traffic and air quality due to the large number of additional buses operating through the Corridor. The bus service improvements proposed in this alternative were not perceived to be attractive to new riders, nor were they viewed as permanent transportation system improvements that could support city economic development and revitalization needs and efforts. Many stakeholders did support provision of pedestrian and bicycle paths that was proposed in this alternative, which may be incorporated with the other alternatives.
- The **Bus Rapid Transit (BRT) Alternative is not recommended** for further study as this alternative would not provide sufficient capacity to accommodate future Corridor ridership demand. While this alternative has the lowest initial capital cost among the build alternatives, funding for vehicle replacement costs would have to be found every 12-15 years. This 35-mile long alternative was not perceived to be attractive for getting people out of their cars as it would operate on the same congested highway system either end of the dedicated 20-mile long PEROW/WSAB ROW, and not provide a high enough travel time savings. BRT was not viewed as being supportive of city economic development and revitalization needs and efforts, and many cities did not want this option to operate on the former Pacific Electric ROW through their communities. It should be noted that many cities did not want the ROW used for bus or BRT operations, and that street-running alignments would have to be identified through this portion of the Corridor if these modal alternatives are studied further. The cities were not supportive of BRT operations on the PEROW/WSAB ROW due to three key reasons: 1) they did not support any transit system use of the ROW; 2) they felt BRT services would work better, and integrate more closely with local bus services, on city streets; or 3) they wanted the ROW preserved for future use by a high-capacity guideway system.

- The ***Street Car Alternative is not recommended*** for further study primarily because this community-based alternative would not serve the identified more-regional Corridor trip purpose and length. It would not provide sufficient capacity to accommodate future Corridor ridership demand due to required single car operations. This option could not interline with the existing Metro rail system and facilities due to the low-floor design and different catenary requirements, as a result it would require all new facilities. This modal option's capital cost was identified to be similar to that of the LRT alternative, without providing sufficient capacity to serve forecasted ridership or connectivity with existing rail facilities.
- The ***Light Rail Transit Alternative is recommended*** for further study based on its projected ridership, which is the highest among all of the alternatives, and its ability to provide sufficient capacity for the projected Corridor demand. LRT would address the Corridor trip purpose and length, and allow for interlining with the Metro rail system and use of existing facilities and operational experience. It is the most cost-effective of the guideway alternatives, and has the highest community and stakeholder support among all of the alternatives. The resulting noise and vibration impacts could be mitigated based on long-term Metro experience and community precedence in addressing these impacts. While traffic impacts can be mitigated to a lower level of impact, there still would be impacts that may be expected to be balanced by the resulting benefits.
- The ***Low Speed Magnetic Levitation Alternative is recommended*** for further study. The TAC acknowledges that the project team did not recommend this alternative for further study primarily due to the cost and uncertainty of using an unproven technology, including the need for unknown changes to meet the federal and state regulatory setting, which would have related implementation cost and schedule impacts. In addition, this option would have the highest capital cost and the lowest cost-effectiveness when weighed against the resulting system ridership. This system must be totally grade-separated and would not allow the flexibility to meet different city vertical alignment needs related to development plans and existing city scale. Additionally, the OCTA has indicated that this option will not be considered or approved based on its adopted principles on transit technologies in its *2010 Long Range Transportation Plan*. However, the TAC does recommend this alternative for further study because it was viewed as faster, quieter, cleaner, and safer, and would cause minimal traffic impacts compared to the other alternatives. The TAC expressed the desire to continue to explore the Low Speed Maglev Alternative as it was seen as the best long-term solution to meet the Corridor's future transportation needs, and that the technology would improve and would become easier to implement in Southern California.

### **Alternative Descriptions**

Detailed descriptions for each of the modal alternatives have been developed including the following three key elements: 1) ***stations*** identified in working sessions with the Corridor cities; 2) ***vertical configuration*** or whether the option would operate in an at-grade, aerial, or a combination of the two cross-section; and 3) ***horizontal alignment*** or how the system alignment would be designed to operate through the Corridor.

## Stations

An initial set of stations was identified in working sessions with affected Corridor cities and agencies, and while future system design and station area land use planning and operational analysis may refine the location of the stations identified in Attachments A and B, the TAC confirmed the city-based location and number of stations identified in the AA study process with the understanding that any future study efforts identifying the more precise station locations may result in the shifting, relocating, and/or adding of stations.

## Vertical Alignment

While the Low Speed Maglev Alternative was designed as an entirely grade-separated system, the Light Rail Transit Alternative was conceptually designed in a combination of at-grade and grade-separated operations based on Metro's *Grade Crossing Policy for LRT*. The TAC requested that future study efforts evaluate all alternatives operating in a fully grade-separated configuration.

## Horizontal Alignment

Alignment options have been identified and studied for the three segments of the Corridor Study Area: the Northern Connection, PEROW/WSAB Corridor, and the Southern Connection areas.

**Northern Connection Area** – This portion of the Corridor Study Area extends from Los Angeles Union Station south to the Metro Green Line. Of the four alignment options studied in this section of the Corridor, the ***West Bank 3 Alternative is recommended*** for further study based on the higher number of key cities and destinations served, the resulting higher level of ridership, connectivity to the existing Metro rail system, and city/agency support. The TAC also approved the ***East Bank 1 Alternative as recommended*** for further study to allow for the consideration of two possible alignments north connecting to Los Angeles Union Station or other viable downtown Los Angeles terminus. Additional engineering, traffic, and right-of-way evaluation work is required to identify the most viable alignment and Metro rail system connections in the Little Tokyo and Union Station areas.

- The ***West Bank 1 Alternative is not recommended*** for further study as the proposed alignment along the west bank of the Los Angeles River is occupied by a system of high-power electrical transmission towers. There is insufficient room to add a transit system without negatively impacting electrical power operations.
- The ***West Bank 2 Alternative is not recommended*** for further study due to two findings. First, this alignment option would require a significant and costly structure to cross over the Redondo Junction, which is where the Alameda Corridor freight trains surface after traveling north in from the ports in a tunnel section. While initial engineering work has shown that it is possible to construct such a structure, the resulting transit system configuration may exceed current rail operational and passenger comfort standards. In addition, the proposed operation along the west bank of the Los Angeles River into Union Station is constrained by heavy activity related to the Metro Red Line storage and maintenance facility, and Metrolink and Amtrak operations.
- It should be noted that the East Bank Alternative was not recommended for further study by the Project Study Team primarily due to the heavy utilization and capacity constraints of this section of the regional freight and passenger rail system by the UPRR, Metrolink, and Amtrak, along with

the proposed use by the future CHSR system. Passenger rail operations along this alignment would negatively impact operations related to the UP and Burlington Northern-Santa Fe (BNSF) intermodal facilities.

**PEROW/WSAB Corridor** – This portion of the Corridor Study Area extends from just short of the Metro Green Line in the City of Paramount south along the 20-mile long ROW of the former Pacific Electric Railway Company to Harbor Boulevard located in the cities of Garden Grove and Santa Ana. During the AA study, a center-running alignment along the PEROW/WSAB Corridor was studied. As this alignment is owned by Metro and OCTA and has sufficient ROW width to accommodate any of the selected transit options, along with related pedestrian and bicycle facilities (except at freeway underpasses), this alignment should be studied further to define the most appropriate alignment to meet system operational and city-specific development needs.

**Southern Connection Area** – This portion of the Corridor Study Area extends from Harbor Boulevard, located in the cities of Garden Grove and Santa Ana, through the city of Santa Ana to the Santa Ana Regional Transportation Center (SARTC). Of the two alignments studied, identified with Santa Ana city staff, the Harbor Boulevard/1<sup>st</sup> Street/Santa Ana Regional Transportation Center (SARTC) provided higher ridership and fewer impacts to the city’s historic/cultural resources and sensitive land uses than the Westminster Boulevard/ 17<sup>th</sup> Street/Main Street alignment option. The **Harbor Boulevard/1<sup>st</sup> Street/SARTC alignment is recommended** for further study. Future study efforts should evaluate the most appropriate horizontal and vertical system configurations that maintain street lane capacity working closely with Santa Ana city staff.

#### **City-Specific Alignment Recommendations**

The TAC recommends that the following city-specific preferences be addressed in any future study efforts:

- The City of Huntington Park City Council has adopted a resolution requesting the relocation of the Gage Station to Florence Boulevard, and the consideration of an alternative alignment that would travel north from the Randolph Street median alignment to connect north with the Metro-owned Harbor Subdivision to avoid operations on Pacific Boulevard.
- The City of Vernon has submitted a letter requesting that an alignment through their city consider operating in an elevated configuration and avoiding use of Pacific Boulevard.
- The City of Downey will be submitting a letter concerning their preferred station location.
- A letter was received from the Little Tokyo community requesting consideration of a station serving their community to be located along the West Bank 3 alignment alternative.

#### **Phasing Options**

It is likely that a 35-mile long transit system would be built in segments known as Minimal Operable Segments (MOSS) to reflect funding availability and construction capacity issues. The **Los Angeles County segments are recommended to be constructed first** in recognition of project priorities and funding availability. Orange County is currently addressing other transit priorities identified in their

renewed Measure M program and 2010 Long Range Transportation Plan. In Los Angeles County, the two MOSs identified as providing viable operational segments were:

- **MOS 1** – This 6.9-mile segment runs between Los Angeles Union Station and the Metro Green Line, and has five stations. This segment would operate along street ROWs, the Harbor Subdivision, and the San Pedro Subdivision to a new Metro Green Line station.
- **MOS 2** – This 7.5-mile segment runs from the Metro Green Line (either from a new station located on the San Pedro Subdivision or from the existing Lakewood Boulevard Station) to the Los Angeles-Orange County Line, and has six stations. This segment would operate south along the West Santa Ana Branch ROW to the county line.

While the decision on the MOS sequencing will be based on future more detailed engineering and environmental review work, *implementation of MOS 1 first is recommended for consideration by Metro.*

Construction of MOS 1 first and then extending the system south along the WSAB ROW towards Orange County would have several advantages. First, it would provide the Corridor transit system with the vital connections to downtown Los Angeles from the start. Secondly, it would provide the northern communities, who have lost and will continue to lose jobs, with the much needed connections to the regional rail system for employment opportunities elsewhere in the region. These communities currently have a 15 percent transit mode share and providing improved transit service would build on and increase that ridership base, making the system viable from the start. In addition, constructing this section first would provide these communities with station area economic development and revitalization opportunities early in the process. The possible maintenance and storage yard facility sites are all located in this portion of the Los Angeles County section.

The major challenges related to this segment, whether constructed first or not, will be addressing the design challenges in this segment and securing use of two railroad rights-of-way for any future transportation project. Designing the portion of the system connecting north from the Metro Green Line into downtown Los Angeles must address significant challenges including: multiple freeway crossings; interfacing with freight and passenger rail operations and city street-running operations; integrating into developed residential neighborhoods and commercial and industrial areas; and minimizing impacts to the large number historic resources, including several significant bridges. Two railroad rights-of-way would require the cooperation of multiple rail agencies or possible acquisition: the San Pedro Subdivision and the Randolph Street median. The San Pedro Subdivision, which would be used to provide the connection north from the end of the PEROW/WSAB Corridor ROW in Paramount to downtown Los Angeles, is currently owned by the Ports of Long Beach and Los Angeles and the Union Pacific Railroad (UPRR) has the first right to repurchase the right-of-way. The median-running Randolph Street rail operations are now owned by UPRR for shuttling of empty rail cars to storage along the rail lines that run parallel to the Metro Blue Line.

While MOS 2 is projected to attract and serve more new riders, providing the important connections to downtown Los Angeles from the beginning will enhance the system's attractiveness to non-transit users. This segment also requires the construction of a system section north from the PEROW/WSAB Corridor ROW to the existing Metro Green Line Lakewood Boulevard Station in the center of Lakewood

Boulevard to provide riders with a connection to the regional rail system via the Metro Green Line until MOS 1 is constructed. When the system is extended further north using the PEROW/WSAB Corridor ROW through the City of Paramount to connect with the San Pedro Subdivision, this connection would be removed. Extending the system south to the county line could position consideration of extension of the system into Orange County as proposed local transit systems are constructed and in operation. Additionally, timing of further project development could coincide with the possible renewal of Measure M, where new transit projects could be identified and included in the program.

**Attachment A**  
**Stations Identified during the AA Study Process**  
**For the LRT Alternative**

City	East Bank Alignment Stations	West Bank 3 Alignment Stations
Los Angeles	Union Station	Union Station
	Soto St.	7 <sup>th</sup> St. /Alameda St.
Vernon	Leonis/District Blvds.	Vernon Ave.
Huntington Park		Pacific Blvd./Randolph St.
	Gage Ave. (Florence Ave.)	Gage Ave. (Florence Ave.)
South Gate	Firestone Blvd.	Firestone Blvd.
Downey	Gardendale St.	Gardendale St.
Paramount	Green Line (new)	Green Line (new)
	Paramount Blvd./Rosecrans Ave.	Paramount Blvd./Rosecrans Ave.
Bellflower	Bellflower Blvd.	Bellflower Blvd.
Cerritos	183 <sup>rd</sup> St./Gridley Rd.	183 <sup>rd</sup> St./Gridley Rd.
	Bloomfield Ave.	Bloomfield Ave.
Artesia	Pioneer Blvd.	Pioneer Blvd.
Cypress	Cypress College	Cypress College
Anaheim	Knott Ave.	Knott Ave.
Stanton	Beach Blvd.	Beach Blvd.
Garden Grove	Brookhurst St.	Brookhurst St.
	Euclid St.	Euclid St.
Garden Grove/ Santa Ana	Harbor Blvd.	Harbor Blvd.
Santa Ana	Harbor Blvd./1 <sup>st</sup> St.	Harbor Blvd./1 <sup>st</sup> St.
	1 <sup>st</sup> St./Fairview St.	1 <sup>st</sup> St./Fairview St.
	1 <sup>st</sup> St./Bristol St.	1 <sup>st</sup> St./Bristol St.
	SARTC	SARTC

**Attachment B**  
**Stations Identified during the AA Study Process**  
**For the Low Speed Maglev Alternative**

City	East Bank Alignment Stations	West Bank 3 Alignment Stations
Los Angeles	Union Station	Union Station
	Soto St.	7 <sup>th</sup> St. /Alameda St.
Vernon	Leonis/District Blvds.	Vernon Ave.
Huntington Park		Pacific Blvd./Randolph St.
	Gage Ave. (Florence Ave.)	Gage Ave. (Florence Ave.)
South Gate	Firestone Blvd.	Firestone Blvd.
Downey	Gardendale St.	Gardendale St.
Paramount	Green Line (new)	Green Line (new)
	Paramount Blvd./Rosecrans Ave.	Paramount Blvd./Rosecrans Ave.
Bellflower	Bellflower Blvd.	Bellflower Blvd.
Cerritos	183 <sup>rd</sup> St./Gridley Rd.	183 <sup>rd</sup> St./Gridley Rd.
	Bloomfield Ave.	Bloomfield Ave.
Artesia	Pioneer Blvd.	Pioneer Blvd.
Cypress	Cypress College	Cypress College
Stanton	Beach Blvd.	Beach Blvd.
Garden Grove	Brookhurst St.	Brookhurst St.
	Euclid St.	Euclid St.
Garden Grove/ Santa Ana	Harbor Blvd.	Harbor Blvd.

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*AFFILIATED AGENCIES*

*Orange County  
Transit District*

*Local Transportation  
Authority*

*Service Authority for  
Freeway Emergencies*

*Consolidated Transportation  
Service Agency*

*Congestion Management  
Agency*

*Service Authority for  
Abandoned Vehicles*

August 10, 2012

Mr. Glen Becerra, President, Regional Council  
Mr. Keith Millhouse, Chairman, Transportation Committee  
Southern California Association of Governments  
818 W. Seventh Street, 12th Floor  
Los Angeles, CA 90017

**Subject: Pacific Electric Right-of-Way/West Santa Ana Branch Alternatives  
Analysis Recommendations**

Dear President Becerra and Chairman Millhouse:

The Orange County Transportation Authority (OCTA) appreciates the opportunity to be involved in the preparation of the Pacific Electric Right of Way (PE ROW)/West Santa Ana Branch Alternatives Analysis (AA) Report. As owners of the right-of-way in Orange County, OCTA has the final decision on the technology/modal options that best fits the corridor for future engineering and environmental studies.

Throughout the preparation of the AA Report, OCTA staff worked with the Southern California Association of Governments (SCAG) to identify issues and concerns as it relates to the proposed transit uses along the PE ROW. During this effort, OCTA had expressed that the low-speed magnetic levitation alternative would not be supported along the PE ROW in Orange County based on policies adopted by the OCTA Board of Directors (Board) regarding emerging transportation technologies. We believe that proven technologies with real world data on costs and operations are more prudent choices for use of public funds.

On June 20, 2012, the AA Steering Committee approved the Technical Advisory Committee recommendations for the study, which included no-build, transportation systems management, light-rail transit, and low-speed maglev alternatives. Orange County representatives on the AA Steering Committee voted against the recommendations because bus rapid transit, which was the most cost-effective alternative, was excluded from consideration.

On July 23, 2012, the OCTA Board approved OCTA staff recommendations that oppose the AA Steering Committee's actions. The Board also reaffirmed

Mr. Glen Becerra  
Mr. Keith Millhouse  
August 10, 2012  
Page 2

OCTA's "right-of-way protection" principle for the PE ROW. In addition, staff was directed to work with SCAG's Executive Director, Hasan Ikhata, to address OCTA's concerns regarding the low-speed maglev alternative for further study.

Furthermore, OCTA has identified and is actively developing a set of transportation projects as part of the Measure M2 Program that includes potential transit uses along the PE ROW, from Riatt Street to Harbor Boulevard. The cities of Garden Grove and Santa Ana have proposed a streetcar system that would use this section of the PE ROW. As part of OCTA's recommendations, the Board directed staff to continue working with Garden Grove and Santa Ana on potential uses on the PE ROW, and provide utilization options on the remaining section of the PE ROW following the completion of the environmental document. A copy of the staff report is included as an attachment.

Thank you for having OCTA participate during the preparation of the AA Report, and we look forward to working with SCAG on addressing OCTA's issues and concerns regarding the alternatives recommended for further study.

Should you have any questions, please contact Will Kempton, OCTA Chief Executive Officer, at (714) 560-5584.

Sincerely,



Paul G. Glaab  
Chairman, OCTA Board of Directors

PGG:ea  
Attachment

c: OCTA Board of Directors  
Hasan Ikhata, Executive Director, SCAG  
Alan Wapner, Vice Chair, Transportation Committee, SCAG  
Will Kempton, Chief Executive Officer, OCTA  
Art Leahy, Chief Executive Officer, Los Angeles County Metropolitan  
Transportation Authority



# OLDA

The Orangeline Development Authority (OLDA) is a joint powers authority (JPA) formed to pursue development of a high speed, grade separated, environmentally friendly and energy efficient transit system in Southern California. The Authority is composed of the following public agencies:

- City of Artesia
- City of Bell
- City of Bellflower
- City of Cerritos
- City of Cudahy
- City of Downey
- City of Glendale
- City of Huntington Park
- City of Maywood
- City of Paramount
- City of Santa Clarita
- City of South Gate
- City of Vernon
- Burbank-Glendale-Pasadena Airport Authority

Chairman

Frank Quintero  
Mayor  
City of Glendale  
Commissioner  
Burbank Glendale Pasadena Airport Authority

Vice Chairman

Luis H. Marquez  
Council Member  
City of Downey

Secretary

Maria Davila  
Council Member  
City of South Gate

Treasurer

Michael McCormick  
Council Member  
City of Vernon

Auditor

Scott A. Larsen  
Council Member  
City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy  
Caltrans, District 7

September 19, 2012

Mr. Hasan Ikhata  
Executive Director  
Southern California Association of Governments (SCAG)  
818 West Seventh Street, 12<sup>th</sup> Floor  
Los Angeles, California 90017

Re: Letter Supporting PEROW/West Santa Ana Branch Steering Committee Recommendations

Mr. Ikhata:

This communication serves as the Orangeline Development Authority's (OLDA) response to the Southern California Association of Governments' (SCAG) recommendations related to the Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis study. At the September 12, 2012 OLDA Board meeting, the OLDA Board Members unanimously voted to support the full recommendations of the study Steering Committee and urge you to respect their decision at your October Transportation Committee meeting and include all recommended alternatives into the next phase of study.

OLDA is a Joint Powers Authority (JPA) comprised of fourteen (14) members (thirteen (13) cities and the Burbank-Glendale-Pasadena Airport Authority) formed to pursue development of a high speed, grade separated, environmentally friendly and energy efficient transit system in Southern California.

SCAG recently completed work on the PE ROW/West Santa Ana Branch Alternatives Analysis which directly impacts our members. The Technical Advisory Committee (TAC) and the Steering Committee were established to assist SCAG by providing technical and policy guidance on the study. The Steering Committee, comprised of elected officials representing the corridor cities in two counties (Los Angeles and Orange), including OLDA members and member cities, worked diligently and in good faith with SCAG staff and their consultant project team to assist in guiding the study and making recommendations.

Despite a significant level of collaboration and participation from members of the Steering Committee, the final recommendations proposed by SCAG staff



# OLDA

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City of Paramount  
City of Santa Clarita  
City of South Gate  
City of Vernon  
Burbank-Glendale-Pasadena  
Airport Authority

Chairman

Frank Quintero  
Mayor  
City of Glendale  
Commissioner  
Burbank Glendale Pasadena  
Airport Authority

Vice Chairman

Luis H. Marquez  
Council Member  
City of Downey

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Maria Davila  
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City of South Gate

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City of Vernon

Auditor

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Council Member  
City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy  
Caltrans, District 7

as part of the September 6, 2012 Transportation Committee agenda were inconsistent with those of the study Steering Committee. We understand that this item was pulled from the agenda and will be discussed at your October meeting. OLDA and its member cities were dismayed to discover that one of the Steering Committee recommendations was discarded by SCAG without further discussion or interaction with the Steering Committee members. This is particularly troubling since the Steering Committee viewed the Low Speed Maglev Alternative favorably (i.e. environmentally friendly, lower noise and vibration, etc.) and agreed that it should be forwarded along with other alternatives for further study.

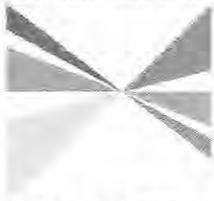
Given the level and intensity of effort by the Steering Committee, TAC, SCAG staff and its consultant project team on study issues as well as the "good-will" and team effort developed between SCAG staff (thank you to Rich Macias and Philip Law) and the corridor cities over the course of the study, OLDA believes that SCAG should reconsider its current position, and recommend that all the Steering Committee recommendations be respected and forwarded to the Los Angeles County Metropolitan Transportation Authority and Orange County Transportation Authority for further study and consideration.

If you have any questions, please contact Michael Kodama, OLDA Executive Director at 562 663-6850.

Sincerely,

Frank J. Quintero  
Chairman

C: OLDA Board Members  
Diane DuBois, Metro Board of Directors and Chair, SCAG Steering  
Committee  
Richard Powers, Gateway Cities COG  
Art Leahy, Metro



**ASSOCIATION of GOVERNMENTS**

**Main Office**

818 West Seventh Street  
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Paula Lantz, Pomona

Energy & Environment

Cheryl Viegas-Walker, El Centro

Transportation

Keith Millhouse, Ventura County  
Transportation Commission

October 3, 2012

Hon. Frank Quintero  
Chairman  
Orangeline Development Authority  
16401 Paramount Blvd  
Paramount, CA 90723

Dear Chairman Quintero,

Thank you for your letter dated September 19, 2012, supporting the Steering Committee recommendations related to the Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis. I appreciate the ongoing interest and participation of the Orangeline Development Authority (OLDA) and its member agencies in the PE ROW study, and the ongoing collaboration between our two agencies.

Throughout the course of the study, SCAG has fully respected the Steering Committee's input and gladly responded to requests such as the addition of Low-Speed Maglev to the final set of alternatives for evaluation. Staff included the Steering Committee recommendations in the October staff report but will ensure that we clarify further in the beginning of the report for the agenda item going to the Transportation Committee in January, 2013. Ultimately, staff's recommendations are based upon the technical merits of the study. Staff will also advise the Transportation Committee and Regional Council of the Steering Committee input, and the Regional Council will make the final decision.

I will share your letter with the Regional Council at their October 4, 2012 meeting, along with this response. Given the importance of the subject matter, I will discuss this study as an information item with the Transportation Committee on October 4, 2012. The staff recommendations for the PE ROW study will then be brought to the Transportation Committee for their action in January, 2013 and subsequently to the Regional Council for their action in February, 2013.

If you have any questions, please do not hesitate to contact me at 213-236-1944.

Sincerely,

Hasan Ikhrata  
Executive Director

cc: Regional Council

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# OLDA

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- City of Maywood
- City of Paramount
- City of Santa Clarita
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City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Officio

James McCarthy  
Caltrans, District 7

June 15, 2012

Diane DuBois

2<sup>nd</sup> Vice Chair

Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

SUBJECT: OLDA LETTER OF SUPPORT REGARDING THE FINAL  
RECOMMENDATIONS OF THE PEROW/WASB ALTERNATIVES ANALYSIS

Dear Ms. DuBois,

The Orange Line Development Authority (OLDA) strongly supports the findings and recommendations, as modified by the Technical Advisory Committee, for the Pacific Electric Right of Way/West Santa Ana Branch Alternatives Analysis (PEROW/WSAB AA). The work performed by the Southern California Association of Governments (SCAG) clearly identified a set of viable project alternatives and need for further consideration of a fixed guideway alternative to improve mobility and transit access in the study corridor.

OLDA is a joint powers authority (JPA) which includes 14 members from Cerritos to Santa Clarita. OLDA strongly supports moving forward with the required next steps which include: further refinement and analysis of the recommended transit alternatives, preliminary engineering, and preliminary environmental scoping prior to the preparation of an Environmental Impact Study/Environmental Impact Report (EIS/EIR) to define the final preferred project alternative on the Los Angeles County corridor segments.

Sincerely,

Frank Quintero

Chairman of the Board of Directors

# The City of Bellflower

*Families. Businesses. Futures.*

16600 Civic Center Drive, Bellflower, CA 90706

Tel 562.804.1424 Fax 562.925.8660 www.bellflower.org



June 19, 2012

Honorable Diane DuBois, Co-Chair  
PE ROW Alternatives Analysis Steering Committee  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

## **Re: Pacific Electric Right of Way (PE ROW) Corridor Alternatives Analysis**

Dear Ms. DuBois :

The City of Bellflower has closely followed and actively participated in the PE ROW Alternatives Analysis over the past two years. We appreciate the support of the Southern California Association of Governments (SCAG) in bringing this study to fruition. We have long worked to see the corridor put to its best use to benefit the adjacent Cities. The Analysis has been a positive step in that direction.

As the Steering Committee approaches its final meeting, the City of Bellflower wishes to express its support for the following conclusions:

We strongly support the findings and recommendations, as modified by the Technical Advisory Committee, for the PE ROW Alternatives Analysis. The work performed by SCAG and its consulting team clearly identified the need for further consideration of a fixed guideway alternative to improve mobility and transit access in the study corridor.

The study further identified a set of viable project alternatives. The City of Bellflower urges further study of alternatives that best promise to meet our ultimate goals:

- maximize travel speed, to the extent consistent with meeting both regional and local travel needs
- minimize environmental impacts
- minimize noise
- minimize vibration

For reasons of travel speed, traffic and pedestrian safety, traffic congestion and stormwater quality, we specifically request further study of an elevated guideway *for all alternatives* through our City.

**Page 1 of 2**

> Dan Koops  
Mayor

Raymond Dunton  
Mayor Pro Tem

Randy Bomgaars  
Council Member

Scott A. Larsen  
Council Member

Sonny Santa Ines  
Council Member

**Honorable Diane DuBois**  
**June 19, 2012**  
**Page 2 of 2**

Finally, we reaffirm our support for a station at Bellflower Blvd. A Bellflower Blvd. Station would be consistent with our long standing transit oriented development vision, policies and plans for our Town Center area. In addition, it was a historic stop on the PE West Santa Ana Branch is a part of our transportation heritage, now honored by the restored PE Depot.

We look forward to continuing to work with you and our neighbors in the next phase of this project.

Sincerely,



Dan Koops  
Mayor

cc: Philip Law, SCAG Corridors Program Manager  
Bellflower City Council Members  
Jeffrey L. Stewart, City Manger

Doc 260764



# CITY OF CERRITOS<sup>SM</sup>

CIVIC CENTER • 18125 BLOOMFIELD AVENUE  
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130  
PHONE: (562) 916-1310 • FAX: (562) 468-1095  
RESIDENCE PHONE: (562) 924-6582  
E-mail: jimedwards123@aol.com  
WWW.CERRITOS.US



OFFICE OF THE MAYOR  
**JIM EDWARDS**

June 22, 2012

Ms. Diane DuBois, 2nd Vice Chair  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Dear Ms. DuBois:

**SUBJECT: LETTER OF SUPPORT REGARDING PEROW FINAL RECOMMENDATIONS**

The City of Cerritos strongly supports the findings and recommendations, as modified by the Technical Advisory and Steering Committees, for the Pacific Electric Right of Way/West Santa Ana Branch Alternatives Analysis. The work performed by the Southern California Association of Governments clearly identified a set of viable project alternatives and the need for further consideration of a fixed guideway alternative to improve mobility and transit access in the study corridor.

Cerritos strongly supports moving forward with the required next steps which include: further refinement and analysis of the recommended transit technology alternatives; further refinement and analysis of the recommended guideway horizontal and vertical alignments; further refinement and analysis of the recommended station locations; and preliminary environmental scoping to define the final preferred project alternative on the Los Angeles County corridor segments.

Sincerely,

Jim Edwards  
MAYOR



# CITY OF CUDAHY CALIFORNIA

*Incorporated November 10, 1960*

P.O. Box 1007  
5220 Santa Ana Street  
Cudahy, California 90201-6024  
(323) 773-5143  
Fax: (323) 771-2072

June 20, 2012

Diane DuBois  
2nd Vice Chair  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

SUBJECT: OLDA LETTER OF SUPPORT REGARDING THE FINAL  
RECOMMENDATIONS OF THE PEROW/WASB ALTERNATIVES ANALYSIS

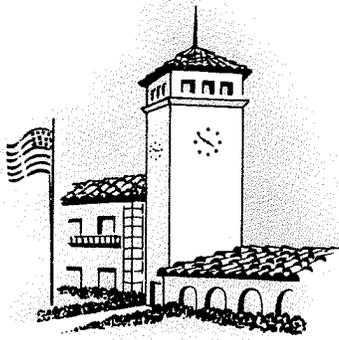
Dear Ms. DuBois,

The City of Cudahy strongly supports the findings and recommendations, as modified by the Technical Advisory Committee, for the Pacific Electric Right of Way/West Santa Ana Branch Alternatives Analysis (PEROW/WSABAA). The work performed by the Southern California Association of Governments (SCAG) clearly identified a set of viable project alternatives and need for further consideration of a fixed guideway alternative to improve mobility and transit access in the study corridor.

The City of Cudahy is a member of The Orange Line Development Authority. OLDA is a joint powers authority (JPA) which includes 14 members from Cerritos to Santa Clarita. OLDA strongly supports moving forward with the required next steps which include: further refinement and analysis of the recommended transit alternatives, preliminary engineering, and preliminary environmental scoping prior to the preparation of an Environmental Impact Study/Environmental Impact Report (EIS/EIR) to define the final preferred project alternative on the Los Angeles County corridor segments.

Sincerely,

David M. Silva, Mayor



City of  
**HUNTINGTON PARK** California

**ANDY MOLINA**  
MAYOR

**ELBA GUERRERO**  
VICE MAYOR

**OFELIA HERNANDEZ**  
Council Member

**MARIO GOMEZ**  
Council Member

**ROSA E. PEREZ**  
Council Member

May 17, 2012

Hasan Ikhata  
Executive Director  
Southern California Association  
of Governments (SCAG)  
818 West 7th Street, 12th Floor  
Los Angeles, California 90017

RE: City of Huntington Park Preferred Alignment Alternative for Northern Connection  
Area of the Pacific Electric Right-of-Way / West Santa Ana Branch Corridor

To Whom It May Concern:

The City of Huntington Park is excited to be a part of the proposed Pacific Electric Right-of-Way (PEROW) / West Santa Ana Branch (WSAB) Corridor examined in the Alternatives Analysis (AA) Report. As an affected community, the City understands the importance of being involved in the decision-making process and of providing input to the Southern California Association of Governments (SCAG) regarding the proposed alternatives and the findings of the AA Report. Therefore, at a regularly scheduled City Council meeting held May 7, 2012, the Huntington Park City Council considered the alignment alternatives for the Northern Connection Area of the Pacific Electric Right-of-Way / West Santa Ana Branch Corridor to formally identify a preferred alternative for the City's constituents. After review and discussion, the City Council selected the Light Rail Transit (LRT) West Bank Alternative 3, with a few modifications, as the City's preferred alignment alternative.

The Council reached this conclusion by focusing on the Northern Connection Area of the project and recognized that this alternative has the potential to provide the most opportunities for economic development, support of existing activity centers, and optimal connectivity with existing public transit systems. The East Bank Alternative and West Bank Alternative 1 alignments only have one station stop within the City of Huntington Park and travel only along an outlying corridor of the City. Based on this, it was concluded that these alternatives would not be preferred for the community. In contrast, the second station proposed in West Bank Alternative 2 and West Bank Alternative 3 presents an important desirable component for the community, particularly because of its close proximity to the City's downtown.

*"The City of Perfect Balance"*

6550 Miles Avenue, Huntington Park, CA 90255-4393  
Office (323) 584-6221 • Fax (323) 584-6361 [www.huntingtonpark.org](http://www.huntingtonpark.org)

Although West Bank Alternative 2 and West Bank Alternative 3 have identical alignments within the City, the Council realizes the importance of considering local and regional benefits and access to activity centers outside the City's limits as the alignment travels into downtown Los Angeles. In an effort to further narrow the City's preferred alternative and provide more direct input to SCAG, the City Council compared these two alternatives and noted that the major differences lay in the alignment path and number of stations. In short, Alternative 3 presented greater community and regional benefits, which included, but are not limited to, increased mobility and transit accessibility, connectivity, and utility as well as economic development opportunities. Therefore, Alternative 3 is the preferred City alignment with the recommended modifications and general comments below. The recommended modifications are made in an effort to optimize the local benefits of Alternative 3 and are based on site surveys taking into account the existing built environment, connections to existing transit, and existing traffic and land use patterns.

1. Recommended modifications (see attached map):
  - Relocate the Salt Lake Avenue station from Gage Avenue to south of Florence Avenue
  - Relocate the Pacific Boulevard station north of Randolph Street to an in-line location along the existing rail track within the Randolph Street right-of-way
  - Eliminate the northerly segment on Pacific Boulevard by continuing the alignment west along Randolph Street railroad right-of-way for connection to the Harbor Subdivision heading north to Union Station
2. General comments:
  - Incorporation of mitigation measures relating to noise, aesthetics, safety, traffic and circulation impacts
    - Implementation of quiet zones (for train bells/horns)
    - Incorporation of decorative elements (e.g. wrought iron work), screening, landscaping, etc., particularly near sensitive receptors
    - Synchronization of train travel with existing traffic signal timing
    - Completion of a traffic circulation/management plan during peak activity hours especially near schools and east/west traffic across Pacific Boulevard

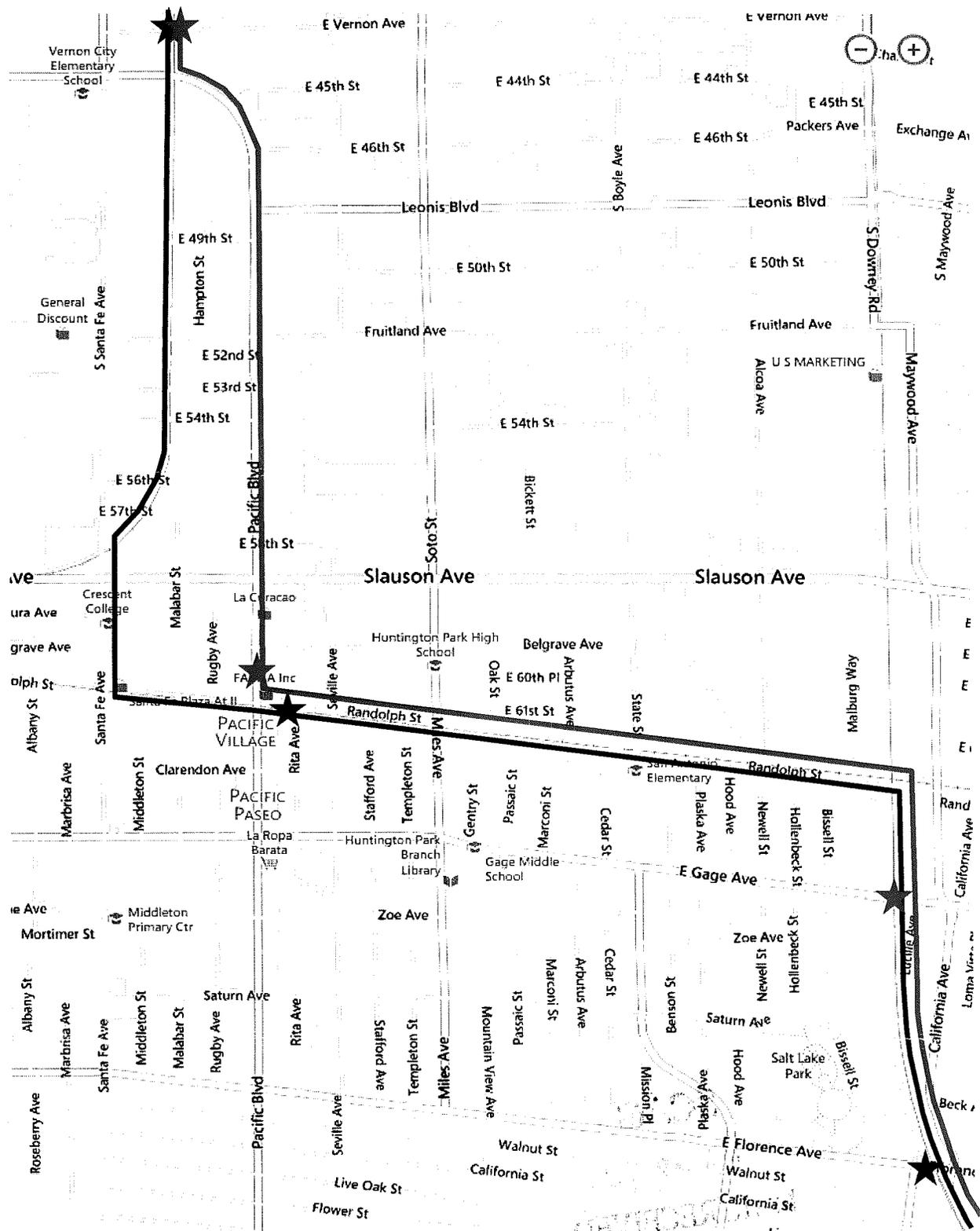
Our community is committed and highly enthusiastic about being involved in the input process as the project moves forward. The Huntington Park City Council hopes that the information herein is considered as the alternatives are further analyzed. Should you have any questions, please contact Mr. Jack Wong, Interim Community Development Director, at (323) 584-6300.

Sincerely,  
CITY OF HUNTINGTON PARK



Andy Molina  
Mayor

Attachment  
cc: Philip Law, Project Manager



-   West Bank Alternative 3 as Proposed in AA Report – Line and Station Stops
-   West Bank Alternative 3 with Recommended Modifications – Line and Station Stops

# City Recommended Alternative with Modifications



# City of South Gate

8650 CALIFORNIA AVENUE • SOUTH GATE, CA 90280-3075 • (323) 563-9543  
www.cityofsouthgate.org FAX (323) 569-2678

W.H. (BILL) DE WITT, Mayor  
GIL HURTADO, Vice Mayor  
MARIA DAVILA, Council Member  
HENRY C. GONZALEZ, Council Member  
JORGE MORALES, Council Member

June 19, 2012

Diane DuBois  
2<sup>nd</sup> Vice Chair  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, California 90012-2952

**SUBJECT: SUPPORT OF THE FINAL RECOMMENDATIONS OF THE PACIFIC ELECTRIC RIGHT OF WAY/WEST SANTA ANA BRANCH ALTERNATIVES ANALYSIS**

Dear Ms. DuBois:

As Mayor of the City of South Gate and as South Gate Council Member/OLDA Board Member, respectively, we strongly support the findings and recommendations, as modified by the Technical Advisory Committee, for the Pacific Electric Right of Way/West Santa Ana Branch Alternative Analysis (PEROW/WSABAA). The work performed by the Southern California Association of Governments (SCAG) clearly identified a set of viable project alternatives and need for further consideration of a fixed guideway alternative to improve mobility and transit access in the study corridor.

The City of South Gate adopted a General Plan Update in 2009 in anticipation of this project and is now in the process of a corresponding Zoning Update and two Specific Plans that are intended to lay the foundation for the use of PEROW/WASBAA as a regional future development and transit corridor economic development opportunity.

South Gate is a founding member of the Orange Line Development Authority (OLDA) which includes 14 City members from Cerritos to Santa Clarita. We strongly support moving forward with the required next steps which include: further refinement and analysis of the recommended transit alternatives, preliminary engineering, and

*June 19, 2012*  
*Diane DuBois*  
*Page 2 of 2*

preliminary environmental scoping prior to the preparation of an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) to define the final preferred project alternative on the Los Angeles County corridor segments.

Thank you for your time and consideration. Please feel free to contact us at 323/563-9543, if you have any questions.

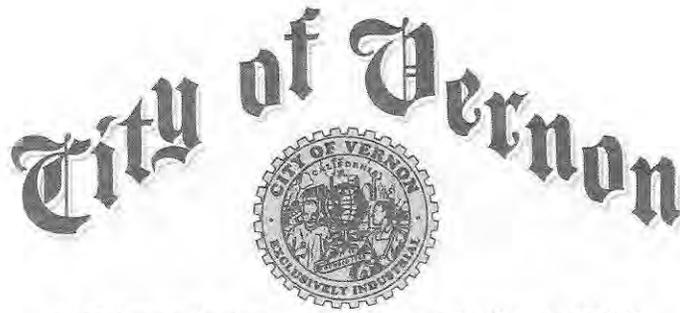
Sincerely,



W.H. (Bill) DeWitt  
Mayor



Maria Davila  
Council Member/OLDA Board Member



4305 Santa Fe Avenue, Vernon, California 90058  
Telephone (323) 583-8811

June 19, 2012

S-7a

Diane DuBois  
2<sup>nd</sup> Vice Chair  
Los Angeles County Metropolitan Authority  
One Gateway Plaza  
Los Angeles, Ca 90012-2952

Phillip Law  
Southern California Association of Governments  
818 W. 7<sup>th</sup> St., 12<sup>th</sup> Floor  
Los Angeles, Ca 90017

RE: Preferred Alternatives for the PEROW/WSAB Alternative Analysis

Dear Ms. DuBois and Mr. Law:

The City of Vernon has reviewed the TAC recommendations for the alternatives to be carried forward to the next phase of the study Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis Study. The City appreciates the effort that the Southern California Association of Government's (SCAG) staff and its consulting team have performed in conducting the study. The City Council at its June 19, 2012 meeting unanimously voted to endorse the TAC recommendations a copy of which is attached herewith.

In particular, the City of Vernon believes that the Light Rail Transit Alternative and Low Speed Magnetic Levitation be approved for further study along with the No Build and Transportation System Management (TSM) Alternatives. Additionally, the City of Vernon recommends that the West Bank 3 and East Bank alternatives be further studied along with an alternative alignment that would travel west of Santa Fe Avenue from Randolph Street to the Metro owned Harbor Subdivision thereby avoiding the use of Pacific Boulevard. Lastly, the City of Vernon recommends that a grade separated alignment be studied in any City requesting this option. The City of Vernon specifically request that this option be studied within our community.

The City of Vernon appreciates the opportunity to provide these recommendations and strongly urges SCAG and Metro concur with these findings and move forward with the required

June 19, 2012

Page 2

next steps including further refinements of the recommended alternatives, preliminary engineering and environmental analysis.

Sincerely,

A handwritten signature in black ink, appearing to read "William Davis", written over a horizontal line.

William Davis  
Mayor Pro Tem

SKW  
Enclosure

# Central City East Association

CCEA

Business Improvement Districts

- Arts District
- Los Angeles Downtown Industrial District



## Board of Directors

October 11, 2011

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Young's Market Company

### Vice-Chair/Secretary

Larry Rauch  
Los Angeles Cold Storage

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Matt Klein  
Factory Arts Complex

Michael Tansey  
Peterson/Tansey

Richard Meruelo  
Alameda Produce Market Inc.

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**Executive Assistant**  
Herlinda Chico

Diane DuBois  
Second Vice Chair  
Metro Board of Directors  
One Gateway Plaza  
Los Angeles, CA 90012

Hasan Ikhmeta  
Executive Director  
Southern California Association of Governments (SCAG)  
818 W. 7<sup>th</sup> St., 12<sup>th</sup> Floor  
Los Angeles, CA 90017

Dear Ms. DuBois and Mr. Ikhmeta:

For nearly 25 years, Central City East Association (CCEA) has served as the principal voice and advocate of eastern Downtown Los Angeles. We are a 501(c)(6) not-for-profit business organization that also administers the Arts District and Downtown Industrial Business Improvement Districts (BIDs). Through these two BIDs, we represent 97 blocks made up of 1,063 property owners, 1,275 businesses, and 12,500 employees. We provide maintenance, security, marketing and economic development advocacy to our members in the eastern half of Downtown Los Angeles. Maps of our districts are attached.

CCEA has been following the efforts of the Southern California Association of Governments (SCAG), Metro and other regional transportation leaders to examine potential for new streetcar, light rail or low-speed maglev service along the Pacific Electric Right-of-Way / West Santa Ana Branch Corridor. CCEA strongly supports **West Bank Alternative 3**, which would include a station at 7<sup>th</sup> & Alameda.

A station at 7<sup>th</sup> & Alameda would help serve many different area constituencies, and would undoubtedly be catalytic to the revitalization of the area. The station would serve the growing Arts District resident population, the Central City East resident population, and the existing industrial and wholesale employment base of Central City East – all of which are woefully underserved by existing transit options. This station would also provide an opportunity for improved pedestrian and transit connections to the Blue and Red Line (7<sup>th</sup> & Metro station), the Regional Connector (2<sup>nd</sup> & Central), the Los Angeles Greyhound Station at 7<sup>th</sup> & Alameda.

Many of the area's employees already come from Gateway Cities southeast of Los Angeles. New service would expand opportunities for Los Angeles residents to seek employment to the south, and for Gateway Cities' residents to seek employment to the north. It would link residential, commercial and industrial areas of each city to provide efficient and cost-effective transportation alternatives to driving, thereby reducing

pollution and environmental impacts on neighboring communities, most of which experience significant environmental justice concerns.

A station at 7<sup>th</sup> & Alameda provides Los Angeles and Orange County residents with equal access to both the Greyhound Station and Union Station, providing more options for consumers. New circulars on both 7<sup>th</sup> and Alameda could provide the new line with connectivity to Metro's existing Red, Blue, Gold and future lines. Current commuters from South LA and Long Beach cannot easily reach industrial and wholesale jobs in Central City East, as it is too far east of the Blue Line Terminus 7<sup>th</sup> & Flower to be practical or efficient; therefore, most employees from these areas still drive to work, creating congestion and pollution along the 710, 110 and 5 freeway corridors.

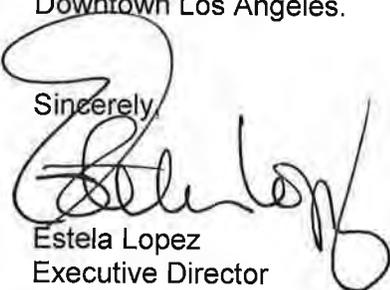
Lastly, CCEA would argue that a station at 7<sup>th</sup> & Alameda truly would pay for itself in economic impact. Valuable industrial land in this area has seen no significant private investment in job-creating uses for more than fifteen years. The current generation of users are unable to expand, and are being driven gradually from the area by parcelization, land acquisition costs, crumbling infrastructure, antiquated building stock and continually evolving technologies that change the time, place and manner in which these companies do business in order to remain competitive and profitable.

Public investment in new infrastructure, however, is key to a new generation of lighter industrial and creative uses that can create a new generation of quality jobs and stem the tide of incremental marginalization of our scarce industrial land. Forces are aligning that could bring a significant influx of new investment to the area. The Regional Connector project will bring a new station to 2<sup>nd</sup> & Central, approximately a half-mile from 7<sup>th</sup> & Alameda. The High Speed Rail (HSP) project is moving forward and would bring additional service to the area. While only theoretical for now, there is the possibility of extending Metro's Red Line into the Arts District with a station near 2<sup>nd</sup> and Santa Fe. And just this year, the Community Redevelopment Agency of Los Angeles (CRA/LA), with substantial support from CCEA, was successful in obtaining nearly \$3.8 million (with a secure \$3.3 million CRA/LA match) through Metro's Call for Projects in order to improve Alameda between 7<sup>th</sup> Street and the 10 freeway, enhancing goods movement through turning radii, upgrading signals, adding lighting and signage, removing old railroad tracks, improving storm drains and eliminating hazards.

We are very excited, therefore, about the many possibilities for investment in the area's infrastructure. When we ask our members what government can do to help the private sector, the overwhelming response is "*fix the infrastructure!*"

We believe that **West Bank Alternative 3** provides an exciting opportunity not only to improve Southern California rail service while alleviating the negative environmental impacts of automobile travel, but also an opportunity to drive the vision for a new, vibrant, job-rich future for eastern Downtown Los Angeles.

Sincerely,

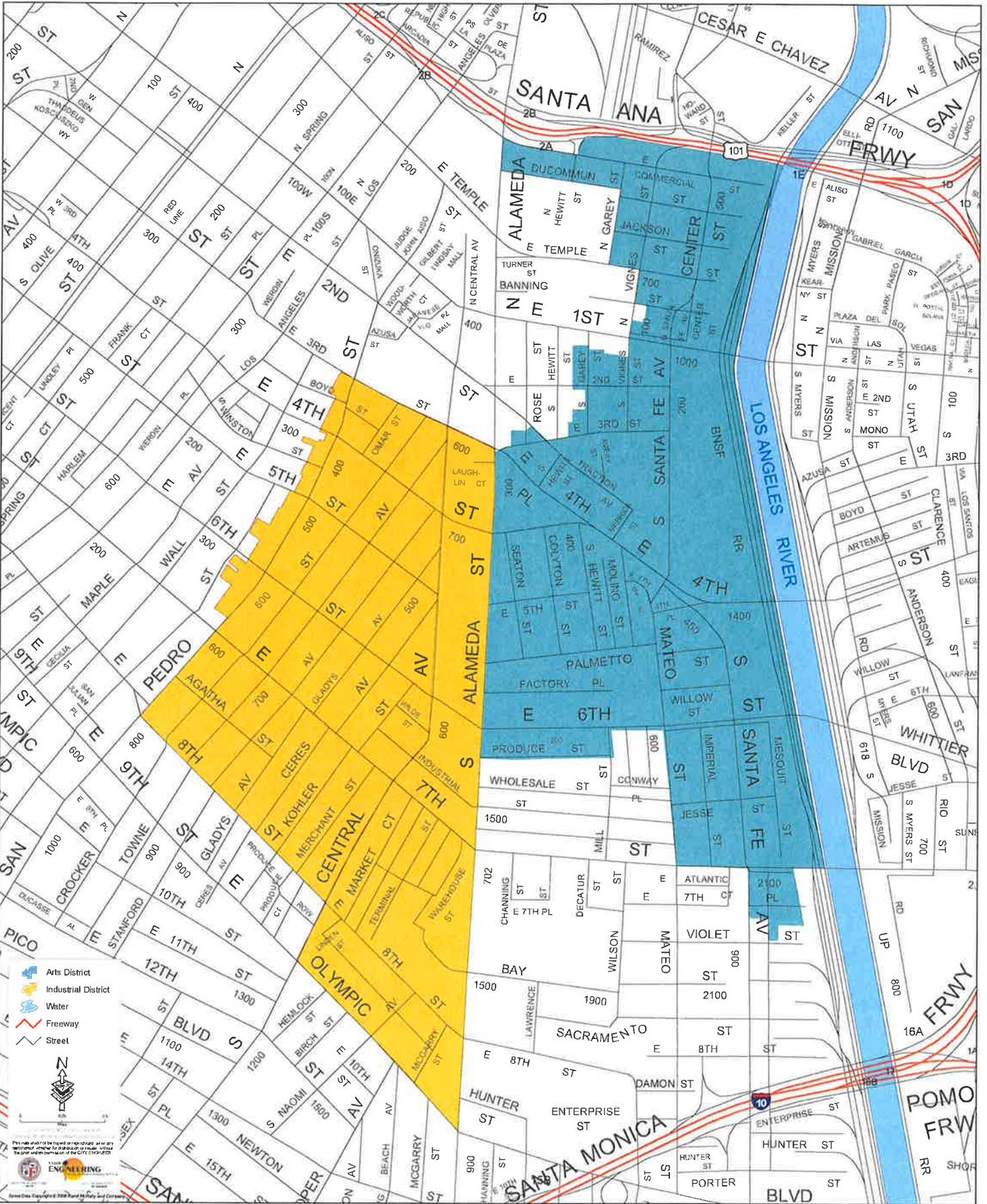


Estela Lopez  
Executive Director

- cc. The Honorable Antonio Villaraigosa, Mayor
- The Honorable José Huizar, Councilmember, 14<sup>th</sup> District
- The Honorable Jan Perry, Councilmember, 9<sup>th</sup> District
- Martha Welbourne, Executive Director, Countywide Planning, Metro
- Renee Berlin, Executive Officer, Transportation Development & Implementation, Metro
- Karen Heit, Transportation Deputy, Metro
- Philip Law, Corridors Program Manager, SCAG

# Downtown Industrial District & Arts District Business Improvement Districts managed by CCEA

City of Los Angeles



**Legend:**

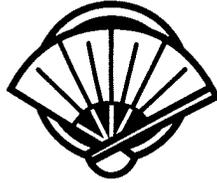
- Arts District (Blue square)
- Industrial District (Yellow square)
- Water (Blue wavy line)
- Freeway (Red double line)
- Street (Black line)

**Scale:** 0 to 1000 feet

**North Arrow:** Points North

**City of Los Angeles Engineering Department**

This map and its contents are the property of the City of Los Angeles. No part of this map may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the City of Los Angeles.



**Little Tokyo  
Business Association**

February 27, 2012

Hasan Ikhata  
Southern California Association of Governments  
818 West 7th Street, 12th Floor  
Los Angeles, CA 90017

Re: Pacific Electric Right-of-Way/West Santa Ana Branch

The Little Tokyo Business Association and Little Tokyo BID is aware that SCAG is leading a study and working with the Los Angeles County Metropolitan Transportation Authority (MTA), Orange County Transportation Authority (OCTA) and the Orangeline Development Authority (OLDA) on the Pacific Electric Right-of-Way/West Santa Ana Branch Alternative Analysis. We understand that the Alternative Analysis is looking at options for accessing Los Angeles Union Station in Downtown Los Angeles and that one of the alternatives (West Bank #3) proposes a route through Little Tokyo. We want you to know that **we support the West Bank #3 option, providing that you add a transit station to serve Little Tokyo at 1<sup>st</sup> and Alameda.**

The Little Tokyo Station will link our community with populations in Gateway Cities and in Orange County. It provides access to a historical cultural resource, shopping, dining, entertainment and religious activities. A Little Tokyo Station can create economic vitality and much needed job opportunities in the station area.

If West Bank #3 is your preferred alternative, we believe that you can design an underground station at this location to enhance travel options to and from Little Tokyo. The station should be designed to be either part of or to provide seamless connections to existing and planned rail stations (Gold Line and Regional Connector) at 1<sup>st</sup> and Alameda. Please carefully examine station design and rail transit operational issues so that it enhances and supports the economic vitality of our community while supporting other access options (including vehicle, bike and pedestrian) to destinations in the station area. We also would like you to develop a construction mitigation program that ties these projects together and minimizes potential negative impacts. This is important to reduce disruptions as you build the system.

In conclusion, we applaud your efforts and encourage you to select West Bank #3 Alternative with a station at Little Tokyo. We want to work with you as you explore project options. Thank you for your consideration of our request and taking our comments into consideration as you develop alternatives for this project. This is an exciting opportunity and we want to be part of this project.

Sincerely,

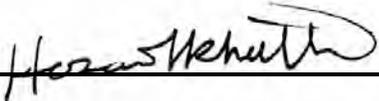
Wilson Liu, President

**DATE:** February 7, 2013

**TO:** Regional Council (RC)

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

**SUBJECT:** Transportation Control Measure (TCM) Substitution by Orange County Transportation Authority (OCTA)

**EXECUTIVE DIRECTOR'S APPROVAL:** 

---

**RECOMMENDED ACTION:**

Adopt the substitution of an OCTA TCM project of bus purchases and service expansion and direct staff to forward the TCM substitution to U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB) for concurrence.

**EXECUTIVE SUMMARY:**

*SCAG received a request from OCTA to substitute a committed TCM of bus purchases and service expansion with regional traffic signal synchronization projects throughout Orange County. SCAG staff has determined that the proposed TCM substitution meets all federal and state requirements. On January 3, 2013, the EEC approved the TCM substitution and recommended that the Regional Council adopt the TCM substitution and direct staff to forward it to U.S. EPA and ARB for concurrence.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

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

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

OCTA has requested that SCAG substitute a bus purchase and service expansion TCM project (FTIP Project ID #: ORA041501) programmed in the SCAG FTIP with ten (10) regional traffic signal synchronization projects throughout Orange County. For further details about the proposed TCM substitution, please refer to the attachment.

# REPORT

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The Draft TCM Substitution Report was released for a 15-day public review concluding December 13, 2012; no comments were received. As documented in the attachment, the proposed substitution is consistent with all federal and state requirements.

At its January 3, 2013 meeting, the EEC approved the TCM substitution by OCTA and recommended the Regional Council adopt the TCM substitution and direct staff to forward to U.S. EPA and ARB for concurrence.

The TCM substitution does not require a new conformity determination or a formal SIP revision, and the SCAG region maintains transportation conformity after the substitution. SCAG's adoption of the new TCMs with concurrence of EPA and ARB will rescind the original bus purchases and service expansion TCM project and the new traffic signal synchronization projects TCM will become effective.

**FISCAL IMPACT:**

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

**ATTACHMENT:**

Transportation Control Measure (TCM) Substitution Report (ORA041501 – Bus Purchases and Service Expansion)

SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

**Main Office**

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

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

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Cheryl Viegas-Walker, El Centro

Transportation

Keith Millhouse, Ventura County

Transportation Commission

# TRANSPORTATION CONTROL MEASURE (TCM) SUBSTITUTION REPORT

## (ORA041501 – Bus Purchases and Service Expansion)

**February 2013.**

## TRANSPORTATION CONTROL MEASURE (TCM) SUBSTITUTION REPORT (ORA041501 – BUS PURCHASES AND SERVICE EXPANSION)

### INTRODUCTION

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

The Orange County Transportation Authority (OCTA) has requested that SCAG substitute a planned project for bus purchases and service expansion which is included as a committed TCM in the South Coast Ozone SIP with ten regional traffic signal synchronization projects throughout Orange County (see Appendix A). As documented herein, the proposed substitution is consistent with federal and state requirements including the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

### TCM SUBSTITUTION PROCESS

The substitution process set forth in the Transportation Conformity Regulations is included in the 2007 AQMP for the South Coast Air Basin and described in SCAG's 2013 FTIP Guidelines.

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

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

"(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is consistent with the current methodology used for evaluating the replaced control measure in the implementation plan;



- "(ii) if the substitute control measures are implemented-
  - "(I) in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan; or
  - "(II) if the implementation plan date for implementation of the control measure to be replaced has passed, as soon as practicable after the implementation plan date but not later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan;
- "(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;
- "(iv) if the substitute and additional control measures were developed through a collaborative process that included--
  - "(I) participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies);
  - "(II) consultation with the Administrator; and
  - "(III) reasonable public notice and opportunity for comment; and
- "(v) if the metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures."

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

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

## PROJECT DESCRIPTION

The 2013 Federal Transportation Improvement Program (FTIP) includes a programmed project for bus purchases (71 buses) and service expansion with a completion date of June 30, 2016 in Orange County. Obstacles to the planning and implementation of the bus purchases and service expansion project by the completion date have been identified. Consequently, OCTA proposes to substitute ten regional traffic signal synchronization projects, with a total funding over \$6 million and covering 102 miles of roadway and 355 signalized intersections throughout Orange County, for the bus purchases and service expansion project. The signal synchronization will not include bus override. The ten regional traffic signal synchronization projects, expected to be completed by June 2014, are new projects and are not yet classified as committed TCMs.

## COMPLIANCE WITH SUBSTITUTION REQUIREMENTS

*Interagency Consultation.* Interagency consultation on the proposed substitution occurred at two publicly noticed TCWG meetings on September 25 and October 23, 2012 respectively. The



TCM substitution request document was released for a 15-day public review period; No comments were received by the conclusion of the public review period.

*Equivalent Emissions Reduction.* OCTA has analyzed the countywide emissions impacts of the substitute projects and concluded that the replacement projects provide equal or greater emission reductions. SCAG staff has reviewed and concurred with the methodology OCTA used for the analysis.

*Similar Geographic Area.* Both the bus purchases and service expansion project and the ten regional traffic signal synchronization projects are located within the Orange County portion of the South Coast Air Basin.

*Full Funding.* OCTA has secured over \$6 million reserved for traffic signal synchronization from Measure M2 and local agencies for the ten regional traffic signal synchronization projects.

*Similar Time Frame.* The proposed projects will be operational by June 2014, ahead of the schedule of the bus purchases and service expansion project.

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

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

*Agency Review and Adoption.* On January 3, 2013, SCAG's Energy and Environment Committee (EEC) approved the TCM substitution and recommended that SCAG's Regional Council adopt and direct staff to forward to U.S. EPA and ARB for concurrence. As recommended by the EEC, the substitution will be presented to the Regional Council for adoption. Upon Regional Council's adoption, concurrence from U.S. EPA and ARB will rescind the original TCM and the new measures will become effective.

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



## **Appendix A**

---

### **OCTA Substitution Request**





AFFILIATED AGENCIES

Orange County  
Transit District

Local Transportation  
Authority

Service Authority for  
Freeway Emergencies

Consolidated Transportation  
Service Agency

Congestion Management  
Agency

Service Authority for  
Abandoned Vehicles

September 25, 2012

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

Dear Mr. Ikhtrata: *Hassem*

The current economic downturn has significantly impacted the Orange County Transportation Authority's (OCTA) ability to absorb new bus transit capital costs. OCTA has a transportation control measure in the current Federal Transportation Improvement Program (FTIP) that must be delayed in order to bring capital costs into balance with ongoing operation costs and available resources. This project is the bus purchase and service expansion project (ORA041501).

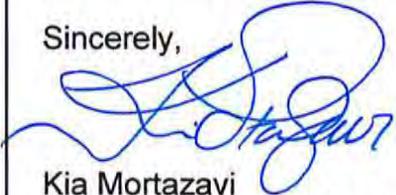
OCTA recognizes that substitute projects are required by air quality regulations if a project is to be removed from the FTIP. OCTA requests that the bus purchase and service expansion project be substituted with ten regional signal synchronization projects throughout Orange County. The signal synchronization projects offer equivalent air quality benefits and will be implemented on an equivalent schedule to the bus purchase and service expansion project. OCTA and the local agency partners have committed over \$6 million towards the signal synchronization projects. I have attached a report prepared by OCTA staff describing the specifics of the request, the air quality analysis methodology, and its benefits.

OCTA would like to proceed with the substitution process for the bus purchase and service expansion project at your earliest convenience. We understand the substitution process starts with the Southern California Association of Governments' recommendation to the Transportation Conformity Working Group (TCWG). We would greatly appreciate your assistance in preparing for and working through the substitution process with our state and federal partners on the TCWG.

Mr. Hasan Ikhata  
September 25, 2012  
Page 2

Please contact Anup Kulkarni, Section Manager, Regional Modeling, at (714) 560-5867 for the next steps on the substitution process and follow-up on the attachment. Thank you for your assistance in this important matter.

Sincerely,



Kia Mortazavi  
Executive Director, Planning

KM:ak  
Attachments

c: Huasha Liu, SCAG  
Rongsheng Luo, SCAG  
Jonathan Nadler, SCAG  
Kia Mortazavi, OCTA  
Kurt Brotcke, OCTA  
Anup Kulkarni, OCTA  
Domingo MacLang, OCTA

# **Replacement of Bus Purchase Transportation Control Measure with Regional Signal Synchronization Transportation Control Measure**

## Introduction

The Orange County Transportation Authority previously committed to funding of the purchase of an additional 71 buses by June 2016 (ORA041501) in support of increased bus service as a single transportation control measure (TCM). Due to financial pressures, the implementation of this bus purchase and service expansion TCM is recommended to be replaced. For air quality conformity purposes, OCTA is proposing signal synchronization along ten regional corridors (regional signal synchronization) as a single replacement TCM to the previously planned bus purchase TCM in the Federal Transportation Improvement Program. The project description and air quality modeling results are discussed below.

## Project Description

The regional signal synchronization TCM consists of the following set of corridors listed below and graphically illustrated in Attachment A.

- Crown Valley Parkway
- Goldenwest Street
- Marguerite Parkway
- Talbert Avenue/MacArthur Boulevard
- Warner Avenue
- Bastanchury Road
- Jamboree Road
- Lambert Road
- Lincoln Avenue/Nohl Ranch Road
- Euclid Street

Synchronized signal timing will be implemented on all the listed corridors. The regional signal synchronization TCM includes 102 miles of roadway, 355 signalized intersections, and will be completed by June 2014 with equivalent air quality benefits to the region.

## Compliance with Substitution Requirements

- Equivalent Emissions Reduction: OCTA has analyzed the countywide emissions impacts of the substitute TCM (regional signal synchronization) and concluded that it provides equal or greater emission reductions to the original TCM. See the Air Quality Analysis Methodology below.

- Similar Geographic Area: Both the bus purchase and service expansion TCM and the regional signal synchronization TCM are located in the Orange County portion of the South Coast Air Basin.
- Full Funding: OCTA has current funding from Measure M2 and local agency in an amount of over \$6 million for the regional signal synchronization TCM.
- Similar Time Frame: The proposed regional signal synchronization TCM will be operational by June 2014, equivalent to the schedule of the bus purchase and service expansion TCM schedule.
- Timely Implementation: The proposed substitution is the means by which the obstacle to implementation of the bus purchase and service expansion TCM is being overcome.
- Legal Authority: OCTA has legal authority and personnel to implement and operate the substitute regional signal synchronization TCM.

#### Air Quality Analysis Methodology

The air quality impacts of the projects were calculated with the proposed regional signal synchronization TCM using a multi-step method based on the SCAG emission methodology focused on Orange County. The following process was used:

Step 1: Obtain daily vehicle miles traveled (VMT) and speed data for freeways and arterials from Orange County Transportation Analysis Model (OCTAM). OCTAM is a conventional transportation model used to forecast travel demand with a forecast year of 2035. It is consistent with SCAG's regional model as it incorporates the most recent socio-economic data for Orange County and the surrounding region. Each alternative was modeled separately using OCTAM and post-processed using the NCHRP 255 process. This process provides a standard methodology to refine forecasted volumes on links based on a combination of base year traffic counts, base year model estimates, and forecasted model estimates using incremental adjustments. The output of the travel demand model and post-processing included travel information on both the bus purchase and service expansion TCM and regional signal synchronization TCM. Loaded link information, intrazonal travel speeds, and intrazonal travel volumes were extracted for all modeled time periods for both alternatives.

The coding of both TCM's was consistent with previous OCTAM modeling practices. This included modeling additional bus routes and increased bus frequency on established routes. On local streets and roads, OCTAM includes freeflow speeds that reflect a combination of classification of the roadway along with delays associated traffic signals, driveways and other impediments. To reflect the implementation of the signal synchronization, these freeflow travel speeds were

increased by five percent to represent the impact of signal coordination on that roadway.

Step 2: Run the SCAG emissions program for the base and forecast year 2035 using the extracted information from Step 1 as input to obtain vehicle starts, VMT, and vehicle population data. The program automatically updates all required inputs to reflect the OCTAM runs and produces files that are input to the California Air Resources Board Emission Factors (EMFAC) model. EMFAC is used throughout California to calculate emission rates from motor vehicles, such as passenger cars and heavy-duty trucks, operating on freeways and local roads for typical summer, winter, and annual conditions. EMFAC provides an estimate of the level of exhaust emissions (via Reactive Organic Gases [ROG] and Nitrogen Oxides [NOx]) for all Orange County. Note that interpolation between base and forecast year 2035 results was used to estimate the emissions changes for both interim years 2014 and 2023.

Step 3: Using the emissions output from Step 2 (see Attachments) to identify the potential emissions-related impacts of the bus purchase and service expansion TCM and regional signal synchronization TCM.

Findings

The air quality forecasts for the bus purchase and service expansion TCM were compared with those of the regional signal synchronization TCM using the methodology described in the previous section. Three forecast years - 2014, 2023, and 2035 – as well as three conditions – summer, winter, and annual – were compared and their results follow in the tables below.

**Bus Purchase and Service Expansion TCM**

Ozone - Summer Planning Emissions (Tons/Day)

	<b>2014</b>	<b>2023</b>	<b>2035</b>
ROG	38.6	28.6	15.4
NOx	69.9	48.6	20.2

Carbon Monoxide, Nitrogen Dioxide - Winter Emissions (Tons/Day)

	<b>2014</b>	<b>2023</b>	<b>2035</b>
NOx	77.0	53.3	21.7
CO	368.4	257.2	108.9

PM<sub>10</sub>, PM<sub>2.5</sub> - Annual Emissions (Tons/Day)

	<b>2014</b>	<b>2023</b>	<b>2035</b>
ROG	38.7	28.6	15.1
NOx	70.7	49.1	20.3
PM <sub>10</sub>	4.3	4.4	4.5
PM <sub>2.5</sub>	2.9	2.9	2.9

Regional Signal Synchronization TCM

Ozone - Summer Planning Emissions (Tons/Day)

	<b>2014</b>	<b>2023</b>	<b>2035</b>
ROG	38.6	28.6	15.4
NOx	69.9	48.6	20.2

Carbon Monoxide, Nitrogen Dioxide - Winter Emissions (Tons/Day)

	<b>2014</b>	<b>2023</b>	<b>2035</b>
NOx	77.0	53.3	21.7
CO	368.3	257.2	108.9

PM<sub>10</sub>, PM<sub>2.5</sub> - Annual Emissions (Tons/Day)

	<b>2014</b>	<b>2023</b>	<b>2035</b>
ROG	38.7	28.6	15.1
NOx	70.7	49.1	20.3
PM <sub>10</sub>	4.3	4.4	4.5
PM <sub>2.5</sub>	2.9	2.9	2.9

The results indicate that the proposed regional signal synchronization TCM will have equivalent or greater air quality benefits to the bus purchase and service expansion TCM in Orange County and the region.

## Attachments

- A. Regional Signal Synchronization TCM Map
- B. 2014 Bus Purchase and Service Expansion TCM Emissions Results
- C. 2014 Regional Signal Synchronization TCM Emissions Results
- D. 2023 Bus Purchase and Service Expansion TCM Emissions Results
- E. 2023 Regional Signal Synchronization TCM Emissions Results
- F. 2035 Bus Purchase and Service Expansion TCM Emissions Results
- G. 2035 Regional Signal Synchronization TCM Emissions Results
- H. Southern California Association of Governments TIP Sheet for ORA041501

Regional Signal Synchronization  
 Transportation Control Measure

ATTACHMENT A



June 28, 2012

Portions of this map copyrighted by Thomas Bros Maps and reproduced with permission.

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**ATTACHMENT B**

2014 Bus Purchase and Service Expansion TCM Emissions Results

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
 Scen Year : 2014  
 Season : Summer  
 I/M Stat : Enhanced Interim (2005)  
 Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
ROG Total	32.9	5.3	0.4	38.6
NOx	31.0	35.4	3.5	69.9
PM10	3.0	1.2	0.1	4.3
PM2.5	1.8	1.0	0.1	2.9
CO	317.5	41.5	6.0	365.0

-----

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
 Scen Year : 2014  
 Season : Winter  
 I/M Stat : Enhanced Interim (2005)  
 Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
NOx	35.4	37.8	3.8	77.0
CO	317.0	45.2	6.2	368.4

-----

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
 Scen Year : 2014  
 Season : Annual  
 I/M Stat : Enhanced Interim (2005)  
 Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
ROG	32.7	5.6	0.4	38.7
NOx	32.0	35.2	3.5	70.7
PM10	3.0	1.2	0.1	4.3
PM2.5	1.8	1.0	0.1	2.9
CO	322.1	45.0	6.2	373.3

-----

**ATTACHMENT C**

2014 Regional Signal Synchronization TCM Emissions Results

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
Scen Year : 2014  
Season : Summer  
I/M Stat : Enhanced Interim (2005)  
Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
ROG	32.9	5.3	0.4	38.6
NOx	31.0	35.4	3.5	69.9
PM10	3.0	1.2	0.1	4.3
PM2.5	1.8	1.0	0.1	2.9
CO	317.5	41.5	6.0	365.0

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
Scen Year : 2014  
Season : Winter  
I/M Stat : Enhanced Interim (2005)  
Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
NOx	35.4	37.8	3.8	77.0
CO	316.9	45.2	6.2	368.3

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
Scen Year : 2014  
Season : Annual  
I/M Stat : Enhanced Interim (2005)  
Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
ROG	32.7	5.6	0.4	38.7
NOx	32.0	35.2	3.5	70.7
PM10	3.0	1.2	0.1	4.3
PM2.5	1.8	1.0	0.1	2.9
CO	322.0	45.1	6.2	373.3

**ATTACHMENT D**

2023 Bus Purchase and Service Expansion TCM Emissions Results

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
Scen Year : 2023  
Season : Summer  
I/M Stat : Enhanced Interim (2005)  
Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
ROG	24.5	3.8	0.3	28.6
NOx	20.4	25.1	3.1	48.6
PM10	3.4	0.9	0.1	4.4
PM2.5	2.1	0.7	0.1	2.9
CO	223.1	28.4	4.1	255.6

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
Scen Year : 2023  
Season : Winter  
I/M Stat : Enhanced Interim (2005)  
Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
NOx	23.3	26.7	3.3	53.3
CO	221.8	31.2	4.2	257.2

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
Scen Year : 2023  
Season : Annual  
I/M Stat : Enhanced Interim (2005)  
Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
ROG	24.3	4.0	0.3	28.6
NOx	21.1	25.0	3.0	49.1
PM10	3.4	0.9	0.1	4.4
PM2.5	2.1	0.7	0.1	2.9
CO	225.5	31.0	4.2	260.7

**ATTACHMENT E**

2023 Regional Signal Synchronization TCM Emissions Results

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
Scen Year : 2023  
Season : Summer  
I/M Stat : Enhanced Interim (2005)  
Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
ROG	24.5	3.8	0.3	28.6
NOx	20.4	25.1	3.1	48.6
PM10	3.4	0.9	0.1	4.4
PM2.5	2.1	0.7	0.1	2.9
CO	223.0	28.4	4.1	255.5

-----

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
Scen Year : 2023  
Season : Winter  
I/M Stat : Enhanced Interim (2005)  
Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
NOx	23.3	26.7	3.3	53.3
CO	221.8	31.2	4.2	257.2

-----

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
Scen Year : 2023  
Season : Annual  
I/M Stat : Enhanced Interim (2005)  
Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
ROG	24.3	4.0	0.3	28.6
NOx	21.1	25.0	3.0	49.1
PM10	3.4	0.9	0.1	4.4
PM2.5	2.1	0.7	0.1	2.9
CO	225.5	31.0	4.2	260.7

-----

**ATTACHMENT F**

2035 Bus Purchase and Service Expansion TCM Emissions Results

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
Scen Year : 2035  
Season : Summer  
I/M Stat : Enhanced Interim (2005)  
Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
ROG Total	13.3	1.9	0.2	15.4
NOx	6.3	11.4	2.5	20.2
PM10	3.8	0.6	0.1	4.5
PM2.5	2.4	0.4	0.1	2.9
CO	97.1	11.0	1.5	109.6

-----

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
Scen Year : 2035  
Season : Winter  
I/M Stat : Enhanced Interim (2005)  
Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
NOx	7.2	11.8	2.7	21.7
CO	94.9	12.5	1.5	108.9

-----

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
Scen Year : 2035  
Season : Annual  
I/M Stat : Enhanced Interim (2005)  
Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
ROG	12.9	2.0	0.2	15.1
NOx	6.5	11.4	2.4	20.3
PM10	3.8	0.6	0.1	4.5
PM2.5	2.4	0.4	0.1	2.9

CO

96.7

12.3

1.5

110.5

---

**ATTACHMENT G**

2035 Regional Signal Synchronization TCM Emissions Results

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
Scen Year : 2035  
Season : Summer  
I/M Stat : Enhanced Interim (2005)  
Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
ROG Total	13.3	1.9	0.2	15.4
NOx	6.3	11.4	2.5	20.2
PM10	3.8	0.6	0.1	4.5
PM2.5	2.4	0.4	0.1	2.9
CO	97.1	11.0	1.5	109.6

-----

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
Scen Year : 2035  
Season : Winter  
I/M Stat : Enhanced Interim (2005)  
Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
NOx	7.2	11.8	2.7	21.7
CO	94.9	12.5	1.5	108.9

-----

Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
Scen Year : 2035  
Season : Annual  
I/M Stat : Enhanced Interim (2005)  
Emissions : Tons per Period

ON-ROAD EMISSIONS

\*\*\*\*\*

VRIABLS	L & MDV	HDV	OTHER	ALL VEHICLE
ROG	12.9	2.0	0.2	15.1
NOx	6.5	11.3	2.5	20.3
PM10	3.8	0.6	0.1	4.5
PM2.5	2.4	0.4	0.1	2.9
CO	96.7	12.3	1.5	110.5

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**Southern California Association of Governments TIP Sheet for ORA041501**

**Orange County Transportation Authority  
2013 Federal Transportation Improvement Program (\$000)**

<b>ORA041501</b>		Implementing Agency: <b>Orange County Transportation Authority (OCTA)</b>																											
SCAG RTP Project # <b>ORA041501</b>		Project Title <b>PURCHASE (71) STANDARD 30FT EXPANSION BUSES - ALTERNATIVE FUEL - (31) IN FY08-09, (9) IN FY09-10, (7) IN FY11-12, (6) IN FY12-13 AND (18) IN FY13-14</b>																											
PPMO:		Project Description <b>PURCHASE (71) STANDARD 30FT EXPANSION BUSES - ALTERNATIVE FUEL - (31) IN FY08-09, (9) IN FY09-10, (7) IN FY11-12, (6) IN FY12-13 AND (18) IN FY13-14</b>																											
EA Number:																													
IFAS #:																													
System	Route	Mileage																											
<b>Transit</b>		<b>0 to 0</b>																											
Program Code <b>BUR17 - BUSES-REPLACEMENT-ALTERNATIVE FUEL</b>		<table border="1"> <thead> <tr> <th>Fiscal Year</th> <th>Revenue Source</th> <th>Engineering</th> <th>Right of Way</th> <th>Construction</th> <th>Total Revenue</th> </tr> </thead> <tbody> <tr> <td>10/11</td> <td>TDA - Transportation Development Act</td> <td></td> <td></td> <td>\$5,351</td> <td>\$5,351</td> </tr> <tr> <td>11/12</td> <td>TDA - Transportation Development Act</td> <td></td> <td></td> <td>\$3,647</td> <td>\$3,647</td> </tr> <tr> <td></td> <td></td> <td>\$0</td> <td>\$0</td> <td>\$8,998</td> <td>\$8,998</td> </tr> </tbody> </table>				Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue	10/11	TDA - Transportation Development Act			\$5,351	\$5,351	11/12	TDA - Transportation Development Act			\$3,647	\$3,647			\$0	\$0	\$8,998	\$8,998
Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue																								
10/11	TDA - Transportation Development Act			\$5,351	\$5,351																								
11/12	TDA - Transportation Development Act			\$3,647	\$3,647																								
		\$0	\$0	\$8,998	\$8,998																								
Environmental Document <b>CATEGORICALLY EXEMPT -</b>																													
Compliance Category <b>TCM</b>																													
Air Basin <b>SCAB</b>																													
Project Completion Date <b>06/30/2016</b>																													
Current Information Status <b>Bid/Advertise Phase - 05/16/2008</b>																													
Project Manager <b>William Dineen - (714) 560-5917</b>																													
Lead Modified By <b>Ben Ku on 03/05/2012</b>																													
Administrative Comments <b>Given the poor economic environment, the OCTA has decided not to expand their 30-foot bus fleet. Therefore, this project has been canceled/deleted. It will be deleted and substituted later</b>																													
Last Revised <b>Adoption 13-00 - SCAG PENDING</b>		Total Cost		<b>\$8,998</b>																									

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**NO. 545**  
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**  
**REGIONAL COUNCIL**  
**MINUTES OF THE MEETING**  
**JANUARY 3, 2013**

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: [www.scag.ca.gov/scagtv/index.htm](http://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. Greg Pettis, 1 <sup>st</sup> Vice-President	<i>Cathedral City</i>	District 2
Hon. Carl Morehouse, 2 <sup>nd</sup> Vice President	<i>Ventura</i>	District 47
Hon. Pam O’Connor, Immediate Past President	<i>Santa Monica</i>	District 41
Hon. Michael D. Antonovich		Los Angeles County
Hon. Gary Ovitt		San Bernardino County
Hon. Jeff Stone		Riverside County
Hon. Jack Terrazas		Imperial County
Hon. Linda Parks		Ventura County
Hon. Mary Craton	<i>Canyon Lake</i>	RCTC
Hon. Alan Wapner	<i>Ontario</i>	SANBAG
Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
Hon. Jim Hyatt	<i>Calimesa</i>	District 3
Hon. Ronald Roberts	<i>Temecula</i>	District 5
Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. Ed Graham	<i>Chino Hills</i>	District 10
Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
Hon. Steven Choi	<i>Irvine</i>	District 14
Hon. Leslie Daigle	<i>Newport Beach</i>	District 15
Hon. Michele Martinez	<i>Santa Ana</i>	District 16
Hon. Leroy Mills	<i>Cypress</i>	District 18
Hon. Brett Murdock	<i>Brea</i>	District 22
Hon. Bruce Barrows	<i>Cerritos</i>	District 23
Hon. Gene Daniels	<i>Paramount</i>	District 24
Hon. Jim Morton	<i>Lynwood</i>	District 26
Hon. Steven Neal	<i>Long Beach</i>	District 29
Hon. Stan Carroll	<i>La Habra Heights</i>	District 31
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Keith Hanks	<i>Azusa</i>	District 33
Hon. Barbara Messina	<i>Alhambra</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35

**Members Present - continued**

Hon. Donald Voss	<i>La Cañada/Flintridge</i>	District 36
Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
Hon. Paula Lantz	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Frank Quintero	<i>Glendale</i>	District 42
Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
Hon. Mark Rutherford	<i>Westlake Village</i>	District 44
Hon. Bryan A. MacDonald	<i>Oxnard</i>	District 45
Hon. Dennis Zine	<i>Los Angeles</i>	District 50
Hon. Tom LaBonge	<i>Los Angeles</i>	District 51
Hon. Matthew Harper	<i>Huntington Beach</i>	District 64
Hon. Sylvia Ballin	<i>San Fernando</i>	District 67
Hon. Lisa Bartlett	<i>Dana Point</i>	TCA
Mr. Randall Lewis, Ex-officio		Lewis Operating Group

**Members Not Present**

Hon. Glen Becerra, President	<i>Simi Valley</i>	District 46
Hon. Shawn Nelson		Orange County
Hon. Jerry Amante	<i>Tustin</i>	OCTA
Hon. Jon Harrison	<i>Redlands</i>	District 6
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Paul Eaton	<i>Montclair</i>	District 9
Hon. John Nielsen	<i>Tustin</i>	District 17
Hon. Kris Murray	<i>Anaheim</i>	District 19
Hon. Andy Quach	<i>Westminster</i>	District 20
Hon. Frank Gurulé	<i>Cudahy</i>	District 27
Hon. Dan Medina	<i>Gardena</i>	District 28
Hon. James Johnson	<i>Long Beach</i>	District 30
Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
Hon. Ed P. Reyes	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
Hon. Paul Koretz	<i>Los Angeles</i>	District 52
Hon. Tony Cárdenas	<i>Los Angeles</i>	District 53
Hon. Richard Alarcón	<i>Los Angeles</i>	District 54
Hon. Bernard Parks	<i>Los Angeles</i>	District 55
Hon. Jan Perry	<i>Los Angeles</i>	District 56
Hon. Herb Wesson, Jr.	<i>Los Angeles</i>	District 57
Hon. Bill Rosendahl	<i>Los Angeles</i>	District 58
Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
Hon. Eric Garcetti	<i>Los Angeles</i>	District 60
Hon. José Huizar	<i>Los Angeles</i>	District 61
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Lupe Ramos Watson	<i>Indio</i>	District 66

**Staff Present**

Hasan Ikhata, Executive Director  
Sharon Neely, Chief Deputy Executive Director  
Joe Silvey, General Counsel  
Joann Africa, Chief Counsel  
Basil Panas, Acting Chief Financial Officer  
Rich Macias, Director of Transportation Planning  
Huasha Liu, Director of Land Use & Environmental Planning  
Darin Chidsey, Director of Strategy, Policy and Public Affairs  
Lillian Harris-Neal, Clerk of the Board  
Tess Rey-Chaput, Office of Regional Council Support

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

First Vice-President Greg Pettis announced that he would preside over the Regional Council meeting as President Glen Becerra is ill. First Vice-President Pettis called the meeting to order at approximately 12:16 p.m. Councilmember Michele Martinez led the Pledge of Allegiance.

**PUBLIC COMMENT PERIOD**

There were no Public Comment speakers.

**REVIEW AND PRIORITIZE AGENDA ITEMS****EXECUTIVE DIRECTOR'S REPORT**

Hasan Ikhata, Executive Director, announced that former Regional Councilmember Sharon Quirk-Silva was recently elected to represent California's 65<sup>th</sup> Assembly District. SCAG Board Officers presented a Plaque of Recognition to Assemblymember Quirk-Silva and expressed thanks for her dedication and service. Assemblymember Quirk-Silva thanked the Regional Council and indicated her interest in working together on key legislative matters benefitting Southern California communities.

Mr. Ikhata introduced Mr. Linn Warren, Director, California Department of Housing and Community Development (HCD). Mr. Warren provided a presentation on "Housing Element Updates and Streamlining Opportunities." HCD's Housing Policy Development Deputy Director Lisa Bates; Assistant Deputy Director Glen Campora; and Program Manager Jennifer Seegar were also in attendance and provided the Regional Council with additional information regarding HCD's current activities. A question and answer session with the RC members followed the presentation.

Mr. Ikhata announced new personnel changes: Darin Chidsey as Acting Director for Strategy, Policy and Public Affairs; and Lillian Harris-Neal as Clerk of the Board.

Mr. Ikhata provided an update on the lawsuit against the San Diego Association of Governments (SANDAG). He reported that the San Diego Superior Court ruled against SANDAG and indicated that, later in the meeting, the Regional Council would be asked to consider filing an Amicus Brief along with other agencies on behalf of SANDAG in the event that SANDAG appeals the trial court decision.

Mr. Ikhata reported that the California Department of Transportation (Caltrans) notified SCAG of the reduction of federal planning funds by approximately \$3M for FY 13 and FY 14. As a result, Mr. Ikhata stated that he is working with Caltrans and preparing options. He noted an OWP budget amendment will be submitted to Caltrans in February for FY 13 at the March 2013 meeting, he will provide a draft FY 14 budget.

### **PRESIDENT'S REPORT**

First Vice-President Pettis announced that, as a General Assembly Delegate, the RC members have the opportunity to propose resolutions and revisions to the Bylaws for consideration by the General Assembly. The deadline for submission is on Friday, February 1, 2013.

First Vice-President Pettis reported that the Third Annual Economic Summit held on December 6, 2012 was attended by over 300 business leaders, elected officials and dignitaries. He stated that various newspaper articles and press releases regarding the Summit were included in the Regional Council Board Information Packet.

He invited the Regional Council members to attend the Legislative Reception to be held in Sacramento scheduled for Wednesday, February 20, 2013, 5:00 p.m. to 7:00 p.m. Invitations will be mailed to state legislators and SCAG stakeholders.

First Vice-President Pettis also reported that the California Environmental Protection Agency (Cal/EPA) Workshop, held at SCAG on December 12, 2012, was well-attended.

He announced that the General Assembly Host Committee will hold its kick-off meeting immediately following the Regional Council meeting. First Vice-President Pettis also announced that the deadline to submit the 2013-14 SCAG Board Officers application is on Monday, February 4, 2013, to allow time for the Nominating Committee to review and forward recommendations.

First Vice-President Pettis also announced that SCAG President Becerra requested a February Joint Regional Council and Policy Committee meeting to discuss the Energy Outlook for 2013 and beyond.

### **PRESIDENT'S APPOINTMENTS**

#### Appointments to the Regional Council

Hon. Sylvia Ballin, San Fernando, District 67

Hon. Steven Choi, Irvine, District 14

#### Appointments to the CEHD Committee

Hon. Tom Hansen, Paramount, GCCOG

Hon. Sonny R. Santa Ines, Bellflower, GCCOG

#### Appointment to TC

Hon. Linda Parks, Ventura County, VCCOG

## **COMMITTEE REPORTS/ACTION ITEMS**

### **Executive/Administration Committee (EAC)**

***(Hon. Glen Becerra, Chair)***

#### 1. 2013 State and Federal Legislative Priorities

Sharon A. Neely, Chief Deputy Executive Director, provided a report on the item and noted a memo from Councilmember James Johnson to add language to the State Legislative Priorities related to lowering the vote threshold to approve local tax measures to incorporate life-cycle costs with respect to future transportation tax measures and to report back to the Regional Council on February 7, 2013.

Councilmember Tom LaBonge commented that in order to build voter support for local tax measures, he suggested that a request be made to the County of Los Angeles Agricultural Commissioner/Weights & Measures to place a visible sticker at fuel pumps to show taxpayers where gas taxes go. Hasan Ikhata, Executive Director, noted the request.

A motion was made (Wapner) to support the 2013 State and Federal Legislative Priorities as recommended by the Legislative/Communications and Membership Committee (LCMC), except the priority related to lowering the voter threshold to 55% for local tax measures. Motion was **SECONDED** (Antonovich) and **UNANIMOUSLY APPROVED**. It was noted that the Executive/Administration Committee (EAC) requested a report back from LCMC at the next meeting on the top priorities for the next state legislative session.

A motion was made (O'Connor) to include as part of the 2013 State and Federal Legislative Priorities a Legislative Priority regarding lowering of the voter threshold to 55% for local tax measures and to incorporate life-cycle costs in future transportation local tax measures [not statewide]. Motion was **SECONDED** (Wapner). The motion **FAILED** due to a tie-vote, as follows: 21 "Yes" votes (MacDonald, Viegas-Walker, Finlay, LaBonge, Bartlett, O'Connor, Morehouse, Pettis, Quintero, Neal, Robertson, Wapner, Ovitt, Ballin, Murdock, Herrera, Gazeley, Voss, Morton, Martinez and Terrazas); and there were 21 "No" votes (Antonovich, Barrows, Daniels, Stone, Carroll, Mills, Harper, Roberts, Clark, Messina, Hanks, Zine, Jahn, Hofbauer, Choi, Hyatt, Lantz, Craton, Rutherford, Graham and Daigle); and two (2) "Abstentions" (Millhouse and Parks).

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

A motion was made (Pettis) to authorize SCAG to file an amicus brief along with other interested agencies in support of SANDAG should it appeal the trial court decision in the *Cleveland National Forest Foundation, et al. v. SANDAG; Case No. 2011-001011593*. Motion was **SECONDED** (LaBonge) and **UNANIMOUSLY APPROVED**.

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

A motion was made (Hanks) to send to the Transportation Committee for consideration a Video-Conferencing Pilot Program that would include: 1) waiving for six months for the Transportation Committee only existing policies prohibiting member participation in Regional Council and Policy Committee meetings via video-conference; and 2) approving video-conference protocols to satisfy the

provisions of the Brown Act and to facilitate an organized meeting process. The Transportation Committee is to provide its recommendation to the Regional Council at the February 7, 2013 meeting. Motion was SECONDED (Parks) and PASSED with a MAJORITY VOTE; with nine (9) IN OPPOSITION (Antonovich, Barrows, Stone, Carroll, Harper, Wapner, Daigle, Rutherford and Hofbauer).

A motion was made (Jahn) to approve Agenda Item Nos. 4 and 5. Motion was SECONDED (Parks) and UNANIMOUSLY APPROVED.

4. Amendment Increasing the Contract's Original Value Over \$200,000: Contract No. 12-021-C1, Regional Plug-In Electric Vehicle (PEV) Readiness Plan for Southern California
5. Amendment Greater Than Thirty Percent (30%) of the Contract's Original Value: Contract No. 12-001-BR08, Compass Blueprint Demonstration Project for City of Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures

#### **Community, Economic and Human Development Committee (CEHD)**

Councilmember Paula Lantz provided an update.

#### **Energy and Environment Committee (EEC)**

Councilmember Cheryl Viegas-Walker provided an update.

#### **Transportation Committee (TC)**

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

A motion was made (Wapner) to adopt Resolution No. 13-545-1, approving the 2013 Amendment to the Joint Powers Agreement (JPA) concerning the Los Angeles - San Diego – San Luis Obispo (LOSSAN) Corridor Rail Agency. Motion was SECONDED (Pettis) and UNANIMOUSLY APPROVED.

#### **Legislative/Communications and Membership Committee (LCMC)**

The January 2013 State and Federal monthly legislative report was received.

#### **CONSENT CALENDAR**

A motion was made (Pettis) to approve the Consent Calendar. Motion was SECONDED (Morehouse) and UNANIMOUSLY APPROVED.

#### **Approval Items**

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

**Receive & File**

- 9. Fiscal Year (FY) 2011/12 External Financial Audit
- 10. December 2012 State and Federal Legislative Update

**INFORMATION ITEMS**

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

**FUTURE AGENDA ITEM(S)**

First Vice-President Pettis announced that President Becerra has asked staff to provide an update on the Southern California energy capacity at the February 7, 2013 Regional Council meeting.

**ADJOURNMENT**

There being no further business, the Regional Council meeting adjourned at approximately 1:46 p.m.

  
\_\_\_\_\_  
Lillian Harris-Neal, Clerk of the Board

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**DATE:** February 7, 2013

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

**FROM:** Sharon A. Neely; Chief Deputy Executive Director; (213) 236-1992; [neely@scag.ca.gov](mailto:neely@scag.ca.gov)

**SUBJECT:** SCAG Sponsorships & Memberships

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

Approve.

**EXECUTIVE SUMMARY:**

*The Legislative/Communications and Membership Committee met on January 15, 2013, and recommended approval up to \$6,000 in sponsorships for: 1) Urban Land Institute Los Angeles Urban Marketplace on April 16, 2013 (\$5,000); and 2) California State University, Long Beach Regional Economic Forum on April 26, 2013 (\$1,000).*

**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:**

Urban Land Institute Los Angeles – Urban Marketplace (\$5,000)

The Urban Land Institute Los Angeles 13th Annual Urban Marketplace on April 16, 2013 will bring together real estate industry professionals to learn best practices and solidify relations with key professionals and leaders at the forefront of revitalizing the inner city. The Urban Marketplace brings together Southern California cities and public agencies at a time when operating funds are limited and the need for smart growth and balanced has become an increasing priority.

The Urban Marketplace convenes leaders, planners and deal makers and provides opportunities to learn how deals are being structured, partnerships are forged and innovation is leveraged in this new economy. The event will include leader dialogue on the urban development challenges think tank series, 20+ intimate roundtable discussions on the most pressing topics facing the development industry, and exhibitor marketplace and networking.

SCAG staff is recommending a Silver Sponsorship in the amount of \$5,000, which will include the following benefits:

- One (1) quarter-page advertisement in the program;
- Six (6) complimentary registrations to the conference (value of \$540);
- Placement on all publicity and marketing;
- One (1) eight-foot table-top exhibit space

California State University, Long Beach Regional Economic Forum (\$1,000)

California State University, Long Beach (CSULB) will be hosting their annual Regional Economic Forum (previously the Regional Economic Forecast) on April 26, 2013. For more than 20 years, the CSULB Forum has provided businesses, governments, and other organizations with insightful commentary about the economic trends that impact Southern California, one of the most important economic areas in the United States.

Funds raised will enable the Office of Economic Research in the Department of Economics at CSULB to continue to provide a clearer understanding of the economic issues that directly impact the region,

In line with the Southern California Economic Recovery & Job Creation Strategy, and continued economic analysis conducted by SCAG staff and consultants, SCAG staff recommends a Silver Level sponsorship in the amount of \$1,000, which includes:

- Eight (8) tickets (i.e., one table); and
- Program recognition at the Forum.

**FISCAL IMPACT:**

Up to \$6,000 (these funds are included in the approved FY13 budget).

**ATTACHMENT:**

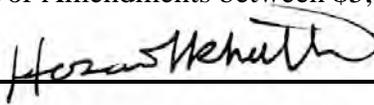
None.

**DATE:** February 7, 2013

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

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

**SUBJECT:** Contracts/Purchase Orders and/or Amendments between \$5,000 - \$200,000

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**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 Contracts between \$25,000 and \$200,000**

<b><u>Consultant/Contract #</u></b>	<b><u>Contract's Purpose</u></b>	<b><u>Contract Amount</u></b>
1. Calthorpe Associates(13-015-SS)	The consultant shall develop comprehensive land use scenario modeling software to assist to staff's modeling efforts.	\$188,861
2. Ryan Snyder Associates (12-028-C1)	The consultant shall conduct a Bicycle Data Clearinghouse study to develop a more accurate estimate of the current state of bicycling and bicycle-to-transit access within Los Angeles County.	\$149,993
3. Studio One Eleven (12-001-B01)	As part of the Compass Blueprint Program the consultant shall analyze the City of Downey's peak parking demands to help improve mobility throughout the City.	\$114,687
4. Logic House, Inc. (13-021-C1)	The consultant shall provide technical assistance to SCAG's Application Development Department to help maintain and support SCAG's Geographic Information Systems (GIS) related tools, databases, and applications.	\$89,000
5. Dalkey Software, dba EmergingSoft. (13-001-C1)	The consultant shall provide software, hardware and services to implement a meeting room management system that will optimize meeting room and audio visual resource scheduling and service delivery.	\$52,160

# 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>
6. University of Southern California (12-034-C1)	The Consultant shall provide SCAG with land use, employment, and transit baseline data for the Exposition ("Expo Line") Light Rail Transit Line corridor to help measure the effectiveness of the Expo Line in changing travel patterns.	\$48,872

## 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>
Metrans/USC	Membership & Sponsorship	\$25,000
Digital Map Products, LLC	New Construction Activity Data	\$20,000
Typecraft Wood and Jones Inc.	Printing Services	\$8,691
The Palm Restaurant	SCAG Board Officers/Staff Luncheon	\$5,394
Imperial County Transportation Comm.	Imperial County Office Expenses	\$5,385

## SCAG executed the Amendment between \$5,000 and \$200,000

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
Regional Economic Models, Inc. (REMI), 13-003-SS	The purpose of this amendment is to add funding to enable the consultant to conduct the required additional technical analysis.	\$8,000

### **FISCAL IMPACT:**

Funding is available in the FY 2012/13 budget.

### **ATTACHMENT:**

Contract and Amendment Summaries

## CONSULTANT CONTRACT 13-015-SS

**Recommended  
Consultant:**

Calthorpe Associates (“Calthorpe”)

**Background &  
Scope of Work:**

State and Federal law encourages the use of the latest modeling tools as part of transportation planning. Senate Bill (SB) 375 requires each Metropolitan Planning Organization (MPO) to provide the public with the necessary modeling information and tools for an informed assessment of the issues and policy choices in the development of Sustainable Communities Strategy (SCS). SB 375 further recommends the use of urban simulation computer modeling to the extent practicable at each workshop to create visual representations of the SCS. Most recently, the Governor’s Office of Planning and Research has encouraged responsible agencies to enhance their land use scenario planning capabilities. Since that time, SCAG in cooperation with the other three large MPO’s (MTC, SANDAG, and SACOG) have met to discuss reducing costs, sharing modeling best practices, and lessons learned. SCAG has learned that SACOG and SANDAG are underway in implementing a more refined scenario planning analysis and have selected a provider to implement the “Urban Footprint Model” software program developed by Calthorpe Associates. After a thorough investigation, SCAG staff has determined that upgrading the model used in the 2012-2035 RTP/SCS efforts costs would be reduced by working with the other MPO’s through a letter of agreement.

As background, SCAG used Calthorpe’s “Rapid Fire” software program under Contract 11-045-C1, which ended June 30, 2012, to perform scenario planning analysis and public workshops for the development of the 2012-2035 Regional Transportation Plan (RTP) and SCS. Calthorpe upgraded its software to a program platform known as the “Urban Footprint” tool through a contract with SACOG. Urban Footprint was developed as part of the Vision California process (funded with Proposition 84 funds) to function as a web-based, dynamic scenario creation and land use modeling tool. Calthorpe also conducted peer reviews on Urban Footprint with California MPOs and State agencies including the Office of Planning and Research (OPR) and the Air Resources Board (ARB).

Approval of the contract would provide SCAG use of the Urban Footprint to develop a comprehensive scenario planning model to assist regional and local planners and policy makers in their general plan and 2016 RTP/SCS work. For these reasons, a sole source contract 13-015-SS was provided to Calthorpe Associates. They will develop a non-proprietary model of the Urban Footprint model for the SCAG region to serve as the agency’s new land use scenario tool and to build upon and maintain the continuity of staff’s existing modeling efforts.

**Project’s Benefits  
& Key Deliverables:**

The project's key benefit and deliverable includes, but is not limited to, providing planning support for developing a shared growth vision for the future in the SCAG region, as part of the development and evaluation of the 2016 RTP/SCS.

**Strategic Plan:**

This item supports SCAG’s Strategic Plan Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective a: Develop and maintain planning models that support regional planning.

**Contract Amount:** **Total not-to-exceed** **\$188,861**  
Calthorpe Associates (prime consultant)

**Contract Period:** Notice to Proceed through August 31, 2013

**Project Number:** 13-070.SCG2656.01 \$150,000  
13-220.SCG1385.01 \$38,861  
Funding sources: CPG/TDA, State Other – Strategic Growth Council - Prop 84 Modeling Grant

**Request-for-Proposal (RFP):** Not Applicable – Sole Source

**Selection Process:** Not Applicable – Sole Source

**Basis for Selection:** To meet the requirements of SB 375, SCAG used Calthorpe’s Rapid Fire software program for scenario planning. Staff selected Calthorpe after a competitive procurement process that staff conducted under contract 11-045-C1. Contract 11-045-C1 ended June 30, 2012. However, since that time, Calthorpe has upgraded its software to a program platform known as the Urban Footprint, which provides additional advanced scenario planning functionality. For the 2016-2040 RTP/SCS, staff intends to create and test various planning scenarios at a finer level of geography. Staff also desires to be consistent with various State agencies’ goal of making the Urban Footprint software user friendly, easily accessible to the public (using a web-based platform) and free to any agency hosting or using the software. The Urban Footprint software meets all of these objectives.

Further, the Urban Footprint software has undergone extensive peer review, and is currently being enhanced and customized for use by the Sacramento Area Council of Governments (SACOG) and the San Diego Association of Governments (SANDAG). SCAG will be able to leverage (use) any additional software enhancements that Calthorpe develops for these MPO’s. However, Urban Footprint uses software coding (open source), that contains customizations and configuration that may or may not be available to the public (open source community) until sometime in 2013 after Calthorpe completes its contracts with SACOG and SANDAG. Until such time, it is determined if these customizations and configuration will be available to the public, the customizations and configuration are effectively proprietary to Calthorpe.

If SCAG did not award this contract, the agency would incur significantly more costs to meet modeling and public outreach commitments under SB 375 estimated at \$325,000 to procure another consultant to effectively redevelop what Calthorpe has already developed under Contract 11-045-C1; nor would SCAG have been in the position to fully execute model analysis required for the 2016-2040 RTP/SCS within the project schedule.

Lastly, the Urban Footprint software tool is anticipated to become a state wide standard and upgrading to it will greatly assist SCAG to collaborate the information with other agency stakeholders reviewing the RTP/SCS with this advanced scenario planning functionality.

Given all these circumstances, staff awarded a sole source contract to Calthorpe to

begin development of the Urban Footprint model for the SCAG region and build upon and maintain the continuity of staff's existing modeling efforts.

It should be noted as part of a larger comprehensive approach related to achieving the goals of SB 375, in addition to executing contract 13-015-SS with Calthorpe, SCAG is also collaborating with SACOG and SANDAG on an agreement to combine resources in an effort to save money on future SB 375 scenario planning for all California MPO's.

## CONSULTANT CONTRACT 12-028-C1

<b>Recommended Consultant:</b>	Ryan Snyder Associates										
<b>Background &amp; Scope of Work:</b>	<p>The Bicycle Data Clearinghouse study will develop a more accurate estimate of the current state of bicycling and bicycle-to-transit access within Los Angeles County. The outcome of the study will provide a valuable database for SCAG and local jurisdictions to better estimate existing numbers of bicyclists within Southern California.</p> <p>The consultant shall develop standard survey methodologies for counting, surveying and forecasting bicyclist behavior on streets, dedicated bike facilities, and access to transit while developing a database for housing bicycling and pedestrian data. They will gather existing bicycle and pedestrian counts, survey data from Los Angeles County jurisdictions and develop a training manual for local jurisdictions in order to properly collect bicycle and pedestrian data.</p>										
<b>Project's Benefits &amp; Key Deliverables:</b>	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"><li>• A standard methodology for collecting active transportation data;</li><li>• A common set of data that will allow SCAG transportation modeling staff and county transportation modeling departments to better incorporate active transportation into the transportation modeling process; and</li><li>• A central repository for local jurisdictions to input, use and share active transportation data for transportation planning purposes.</li></ul>										
<b>Strategic Plan:</b>	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.										
<b>Contract Amount:</b>	<table><tr><td><b>Total not-to-exceed</b></td><td style="text-align: right;"><b>\$149,993</b></td></tr><tr><td>Ryan Snyder (prime consultant)</td><td style="text-align: right;">\$53,891</td></tr><tr><td>Kittelson &amp; Associates (subconsultant)</td><td style="text-align: right;">\$41,686</td></tr><tr><td>UCLA (subconsultant)</td><td style="text-align: right;">\$36,436</td></tr><tr><td>LA County Bicycle Coalition (subconsultant)</td><td style="text-align: right;">\$17,980</td></tr></table> <p>Note: Ryan Snyder Associates originally proposed \$182,158, but staff negotiated the price down to \$149,993 without reducing the scope of work.</p>	<b>Total not-to-exceed</b>	<b>\$149,993</b>	Ryan Snyder (prime consultant)	\$53,891	Kittelson & Associates (subconsultant)	\$41,686	UCLA (subconsultant)	\$36,436	LA County Bicycle Coalition (subconsultant)	\$17,980
<b>Total not-to-exceed</b>	<b>\$149,993</b>										
Ryan Snyder (prime consultant)	\$53,891										
Kittelson & Associates (subconsultant)	\$41,686										
UCLA (subconsultant)	\$36,436										
LA County Bicycle Coalition (subconsultant)	\$17,980										
<b>Contract Period:</b>	August 23, 2012 through June 30, 2013										
<b>Project Number:</b>	13-145.SCG01526.01 \$149,993 Funding sources: Consolidated Planning Grant – FHWA (5304)										
<b>Request-for-Proposal (RFP):</b>	SCAG staff notified 1,524 firms of the release of RFP 12-028-C1. Staff also advertised the RFP in the American Planning Association's website and the Urban Transportation Monitor, and posted it on SCAG's bid management system. A total of 107 firms downloaded the RFP. SCAG received the following four (4) proposals in response to the solicitation:										

<b>Ryan Snyder Associates (3 subconsultants)</b>	<b>\$182,158</b>
Chen Ryan Associates (4 subconsultants)	\$149,942
Multiregional Policy Analysis (1 subconsultant)	\$149,985
Alta Planning (4 subconsultants)	\$182,555

Note: Caltrans awarded SCAG a grant to fund this contract. Caltrans posted the grant award, along with all its other grant awards, on its website thereby making the project's budget public information.

**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 three (3) highest ranked offerors.

The PRC consisted of the following individuals:

Dale Benson, Senior Transportation Engineer, SCAG, Caltrans District 7  
 Robert Farley, Transportation Planning Manager, LA County MTA  
 Anthony Jusay, Transportation Planning Manager IV, LA County MTA  
 Alan Thompson, Senior Planner, SCAG

**Basis for Selection:** The PRC recommended Ryan Snyder Associates for the contract award because the consultant:

- Provided the best overall value to SCAG. Although the price proposed was not the lowest, it was in the range of what the PRC determined it would take to meet the required deliverables. One of the lower priced firms did not provide a technical approach that fully met the requirements delineated in the RFP. Their focus was primarily on establishing the counting process and locations, and less on the database development, which is a significant part of the scope of work. The PRC expressed concerns about the other firm's ability to familiarize themselves with local plans, data sources and various local agencies within the timeframe required. The selected consultant provided the immediate availability of key staff and an overall better starting position having performed numerous active transportation planning projects for cities throughout Southern California;
- Demonstrated the best understanding of the project through their experience with local plans and their ability to integrate their knowledge and familiarity into developing the survey methodologies and database; and
- Demonstrated the most extensive experience with projects of similar size and scope. Specifically, the selected firm is well known for their superior local knowledge, performing similar work as part of bicycle/pedestrian plans throughout Southern California. For example, the City of Burbank Bicycle Master Plan, Orange County Transportation Authority Bicycle Master Plan (including bicycle plans for every city in Orange County), and the Coachella Valley Association of Governments Non-Motorized Plan (including bicycle plans for every city in the Coachella Valley).

## CONSULTANT CONTRACT 12-001-B01

**Recommended Consultant:** Studio One Eleven

**Background & Scope of Work:** Studio One Eleven provide consultant services for a Compass Blueprint Demonstration Project for the City of Downey. The Downey Civic Center and Transit Plan will improve mobility throughout the City of Downey, bolstering alternative transportation opportunities and encouraging sustainable planning in downtown Downey.

The consultant shall analyze the City's peak parking demands to help ensure: shared parking in a designated park-once structure; surface parking for private development; and new public open space. This analysis will help strengthen connections between Downey Avenue retail and the Downey Civic Center to maximize DowneyLINK Transit Service routes and frequency to help increase ridership.

**Project's Benefits & Key Deliverables:** The project's benefits and key deliverables include, but are not limited to:

- A report containing recommendations on how to maximize the use of the DowneyLINK Transit Service;
- A draft master plan for the Downey Civic Center;
- An economic development analysis of potential findings; and
- Supporting graphics and images.

**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.

<b>Contract Amount:</b>	<b>Total not-to-exceed</b>	<b>\$114,687</b>
	Studio One Eleven (prime consultant)	\$69,826
	Stantec (subconsultant)	\$44,861

**Contract Period:** September 4, 2012 through June 30, 2013

**Project Number:** 12-065.SCG0137.01 \$114,687  
Funding sources: Consolidated Planning Grant – FHWA, TDA

**Request-for-Proposal (RFP):** SCAG staff notified 1,867 firms of the release of RFP 12-001-B01. Staff also advertised the RFP in the American Planning Association's website and the Urban Transportation Monitor, and posted it on SCAG's bid management system. A total of 202 firms downloaded the RFP. SCAG received the following eight (8) proposals in response to the solicitation:

<b>Studio One Eleven (1 subconsultant)</b>	<b>\$114,687</b>
IBI Group (2 subconsultants)	\$86,440
RRM Design Group (1 subconsultant)	\$124,963
Mainstreet Architects (4 subconsultants)	\$150,936
Hogle-Ireland (2 subconsultants)	\$164,796

Field Paoli Architects (5 subconsultants)	\$248,085
Johnson Favaro (4 subconsultants)	\$269,385
SWA Group (4 subconsultants)	\$328,864

**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 three (3) highest ranked offerors.

The PRC consisted of the following individuals:

Marco Anderson, Regional Planner, SCAG  
 David Blumenthal, Senior Planner, City of Downey  
 Shanon Delong, Associate City Manager, City of Downey  
 Arlene Salazar, Interim Director of Parks and Recreation, City of Downey  
 Charles Lau, Associate Transportation Planner, Caltrans District 7

**Basis for Selection:** The PRC recommended Studio One Eleven for the contract award because the consultant:

- Provided the best overall value to SCAG. Although the proposed price was not the lowest, the price was in the range of what the PRC determined would take to meet the required deliverables. The one lower priced firm did not provide sufficient work hours to conduct a thorough analysis of the DowneyLINK Transit Service. Also, the selected consultant was the only firm to include the required task of on-board passenger counts as part of their scope of work. All other firms identified this task as an additional cost;
- Provided the best expertise and well-rounded team in planning, urban design and transit service analysis. Each of these areas are equally important to a successful outcome, and the PRC determined that the selected consultant demonstrated the best and most balanced approach towards each specific objective in the RFP scope of work, and had the best representation in terms of understanding transit service analysis;
- Demonstrated the best most relevant experience with other cities of the same size, and socio-economic conditions while providing the best understanding and familiarity of the City's current planning objectives. They identified specific projects for the Cities of Long Beach and San Juan Capistrano, that demonstrated the similarity to the unique needs of the city of Downey. Furthermore, their consultant team identified projects covering both transit service analysis and shared parking analysis; and
- Identified the most creative approach to recreating public space out of the existing parking lots in the Downey Civic Center. They demonstrated the best experience creating both large scale public spaces, as well as identifying smaller scale projects such as parklets, and streetscape enhancements.

## CONSULTANT CONTRACT 13-021-C1

**Recommended Consultant:** Logic House, Inc.

**Background & Scope of Work:** SCAG has a need to obtain professional Information Technology (IT) support because there is an urgent short-term need for support on various significant projects in the Geographic Information Systems (GIS) group. The consultant shall assist SCAG's Application Development Department with maintaining and supporting all GIS related tools, databases, and applications.

**Project's Benefits & Key Deliverables:** The project's benefits and key deliverables include, but are not limited to:

- Enhancing the functionality of SCAG's GIS related software; and
- Enhancing and support SCAG's geodatabase.

**Strategic Plan:** This item supports SCAG's Strategic Plan Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective d: Integrate Advanced Information and Communication Technologies.

**Contract Amount:** **Total not-to-exceed** **\$89,000**  
Logic House, Inc.

**Contract Period:** January 3, 2013 through June 30, 2013

**Project Number:** 045-0142A.12      \$30,000  
045-00694A.02      \$45,000  
811-01163.06      \$14,000  
Funding sources: Consolidated Planning Grant and Indirect Overhead

**Basis for Selection:** In accordance with SCAG's Contract Manual Section 2.5, dated 12/09/09, version 10, to foster greater economy and efficiency, SCAG's federal procurement guidance (49 CFR Part 18, Section 18.36 [b] [5]) authorizes SCAG to procure goods and services by entering into State and local intergovernmental agreements (Master Service Agreements – MSA's). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially "piggy backing" on the agreement). SCAG utilized an MSA with California Department of General Services (Agreement No. 5-10-70-60) that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.

Logic House, Inc. provided an exceptional candidate with extensive technical skills.

## CONSULTANT CONTRACT 13-001-C1

**Recommended Consultant:** Dalkey Software, dba EmergingSoft

**Background & Scope of Work:** SCAG currently uses Exchange/Outlook Resource Scheduling and a paper-driven audio visual request form for the scheduling and coordination of services required for meetings in SCAG’s offices. This process is outdated and has caused disruption for SCAG’s critical meetings due to double-bookings of conference rooms and incomplete or missing audio visual service request information. To serve our membership and partners, SCAG selected EmergingSoft’s automated solution to eliminate double bookings, allow meeting organizers to easily request room reservations and audio visual services, and provide staff the tools to manage and effectively respond to service requests.

**Project’s Benefits & Key Deliverables:** The project’s benefits and key deliverables include, but are not limited to:

- Meeting Planner application configuration and overall solution design, including security design, workflows, room and resource configurations and system documentation;
- Delivery of training materials for SCAG staff;
- Automated audio/visual and meeting service requests and work order creation and reporting; and
- Enhanced meeting reservation and resource scheduling process.

**Strategic Plan:** This item supports SCAG’s Strategic Plan Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective d: Integrate advanced information and communication technologies.

**Contract Amount:** **Total not-to-exceed** **\$52,160**  
EmergingSoft (prime consultant)

**Contract Period:** December 18, 2012 through December 15, 2015

**Project Number:** 13-811-01163.08      \$24,950  
14-811-01163.08      \$21,860  
15-811-01163.08      \$5,350  
Funding sources: Indirect

**Request-for-Proposal (RFP)** SCAG staff notified 701 firms of the release of RFP 13-001-C1 and posted it on SCAG’s bid management system. A total of 25 firms downloaded the RFP. SCAG received the following seven (7) proposals in response to the solicitation:

<b>Vendor</b>	<b>Software</b>	<b>Hardware</b>	<b>Total Cost</b>
EmergingSoft (no sub-consultants)	\$38,860	\$13,300	\$52,160
PeopleCube Asure Software (no sub-consultants)	\$43,500	Not Provided	\$43,500
FMx LTD (no sub-consultants)	\$45,400	Not Provided	\$45,400

<b>Vendor</b>	<b>Software</b>	<b>Hardware</b>	<b>Total Cost</b>
NFS Hospitality Corporation (no sub-consultants)	\$54,900	Not Provided	\$54,900
Condeco (no sub-consultants)	\$51,350	\$20,945	\$72,245
Dean Evans and Associates (no sub-consultants)	\$78,295	Not Provided	\$78,295
Webfortis (no sub-consultants)	\$108,000	Not Provided	\$108,000

**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 four (4) highest ranked firms were invited to interview and demonstrate their software. After the interview and demonstrations, the PRC selected EmergingSoft.

The PRC consisted of the following individuals:

Leigh Guannu, Lead IT Project Manager, SCAG  
Sandra Bresson, Facilities Manager, SCAG  
David Milner, Operations Technician II, SCAG  
Marco Anderson, Senior Regional Planner, SCAG  
Javier Aguilar, Senior Regional Planner, SCAG  
Margaret Lin, Regional Planner, SCAG  
Ruby Moreno, Senior Administrative Assistant, SCAG

**Basis for Selection:** The PRC recommended EmergingSoft for the contract award because the consultant:

- Proposed the lowest cost for both the required hardware and software;
- Best demonstrated the ability to meet RFP requirements, including ease of use and integration with Outlook; and
- Provided the strongest technical approach with features such as schedule conflict resolution for recurring meetings and search tools to drill down to rooms that meet user’s requirements.

## CONSULTANT CONTRACT 12-034-C1

<b>Recommended Consultant:</b>	University of Southern California	
<b>Background &amp; Scope of Work:</b>	The consultant shall provide SCAG with land use, employment, and transit baseline data for the Exposition (“Expo Line”) Light Rail Transit Line corridor from time periods before the Expo Line opened on April 28, 2012. SCAG shall use this baseline data to augment existing travel survey data for the corridor and make it available to our regional partner for them to consider when making and assessing transportations investments.	
<b>Project’s Benefits &amp; Key Deliverables:</b>	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Summarizing data from the 2009 National Household Travel Survey and forming a unique travel survey for households in the Expo corridor study area;</li> <li>• Processing and summarizing parcel level land use information (including employment data) for the Expo corridor study area;</li> <li>• Providing input to SCAG for a planned follow up study to measure changes of residents’ travel characteristics before and after the opening of the Exposition rail line; and</li> <li>• Producing a final report of study findings.</li> </ul>	
<b>Strategic Plan:</b>	This item supports SCAG’s Strategic Plan Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective d: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.	
<b>Contract Amount:</b>	<b>Total not-to-exceed</b> University of Southern California (prime consultant)	<b>\$48,872</b>
<b>Contract Period:</b>	December 14, 2012 through February 28, 2013	
<b>Project Number:</b>	12-220.SCG01386.01          \$48,872 Funding source: Consolidated Planning Grant – State Other	
<b>Request-for-Proposal (RFP):</b>	SCAG staff notified 1,679 firms of the release of RFP 12-034-C1. Staff also advertised the RFP in the American Planning Association’s website and the in Urban Transportation Monitor, and posted it on SCAG’s bid management system. A total of 115 firms downloaded the RFP. SCAG received the following ten (10) proposals in response to the solicitation:	
	<b>University of Southern California (no subconsultants)</b>	<b>\$48,872</b>
	ProForma Advisors, LLC (no subconsultants)	\$27,303
	Zuma Pacifica, Inc. (no subconsultants)	\$28,451
	AECOM (no subconsultants)	\$29,731
	Natelson Dale Group (1 subconsultant)	\$37,594
	Texas Transportation (1 subconsultant)	\$53,317
	Abt SRBI, Inc. (no subconsultants)	\$64,588
	Madrid Consulting Group (3 subconsultants)	\$67,515

The Planning Center/DC&E (1 subconsultant)	\$78,609
Terry A. Hayes Associates (1 subconsultant)	\$148,924

**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 did not conduct interviews because the proposals contained sufficient information upon which to base a contract award.

The PRC consisted of the following individuals:

- Simon Choi, Chief of Research and Forecasting, SCAG
- Zeran Jefferson, Associate Planner, Caltrans District 7
- Javier Minjares, Regional Planner Specialist, SCAG
- Hsi-hwa Hu, Transportation Modeler, SCAG
- Jung H. Seo, Senior Regional Planner, SCAG

**Basis for Selection:**

The PRC recommended the University of Southern California for the contract award because the consultant:

- Quoted the lowest most realistic cost to perform the full scope of work (SOW). Although the price proposed from the selected consultant was not the lowest, it was in the range of what the PRC determined it would take to meet the required deliverables. The PRC determined that the selected consultant demonstrated the best understanding of the SOW and clearly and fully described a technical approach for each task. Although other proposers (4 specifically) provided a lower price, their approaches were not as comprehensive as that presented by the selected consultant. While other proposers approach to the SOW was satisfactory, they missed some of the unique elements that were present in the selected consultant's proposal. For example, the lower priced firms did not demonstrate the familiarity and breadth of experience as did the selected consultant whose detailed response to the SOW provided a unique dataset and experience in conducting their own travel household survey;
- Demonstrated the most extensive experience dealing with research on transportation transit-oriented development, survey instrument development and survey taking. They best demonstrated the ability to dedicate their resources to meeting the task requirements without spending significant time to first understand the process and sources of data needed to conduct the analysis, and produce the products required in the SOW. They also demonstrated the best understanding of the interrelationship between the work to be performed in this study and how it fits with SCAG's recently adopted 2012-2013 Regional Transportation Plan/Sustainable Communities Strategy.

## CONTRACT 13-003-SS AMENDMENT 1

**Consultant:** Regional Economic Models (REMI), Inc.

**Background & Scope of Work:** In July of 2012, SCAG awarded sole source contract 13-003-SS in an amount not-to-exceed \$53,000, to Regional Economic Models (REMI), Inc. to upgrade from REMI's Policy Insight software licenses to REMI's Transight econometric software licenses. Staff made the upgrade because the Transight software had more functionality to facilitate SCAG's additional requirements. At that time staff thought they would be able to accomplish everything required without the consultant's assistance. However, some of SCAG regional partners requested staff reset, revise, and rerun models that REMI previously did using the Transight software, so that SCAG could present the scenarios related to measuring the economic benefits of the expedited delivery of 2012-35 RTP/SCS projects at the December 2012 Economic Summit. Due to the complexities of the Transight software, the data and the sequencing of data input, staff requires REMI to produce the required policy simulations for the economic and job creation analysis.

The purpose of this amendment is to add funding to enable REMI staff to conduct the required additional technical analysis.

**Project's Benefits & Key Deliverables:** The project's benefits and key deliverables include, but are not limited to, providing analysis that will support the 2012 Economic Summit and the socio-economic impact assessment of the Goods Movement industry on the region's economy.

**Strategic Plan:** This item supports SCAG's Strategic Plan Goal 3: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems & Communication Technologies; Objective b: Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

<b>Amendment</b>	Amendment 1	\$8,000
<b>Amount:</b>	Original contract value	<u>\$53,000</u>
	<b>Total contract value is not-to-exceed</b>	<b>\$61,000</b>

This amendment does not exceed \$75,000 or 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual Section 1.4.5, version 10, it does not require the Regional Council's approval.

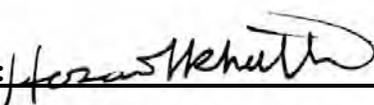
**Contract Period:** July 17, 2012 through June, 30, 2013

**Project Number:** 055-0704A.02 \$53,000  
Funding sources: Consolidated Planning Grant and TDA

**Basis for the Amendment:** REMI previously provided SCAG staff with technical assistance, training, and REMI model runs, using its proprietary Transight econometric software. REMI has not licensed any other firms to resale the software. Due to the complexities of the Transight software, the data and the sequencing of data input, and to ensure compatibility and consistency with the prior model runs, staff required REMI's assistance to revise the models. Staff used the models (related to measuring the economic benefits of the expedited delivery of 2012-35 RTP/SCS projects) at the December 2012 Economic Summit.

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**DATE:** February 7, 2013  
**TO:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**FROM:** Basil Panas, Acting Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov  
**SUBJECT:** CFO Monthly Report

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

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

**AUDIT**  
SCAG issued its FY 2011/12 audited Comprehensive Annual Financial Report and Single Audit Report. Both reports contained unqualified opinions from SCAG's outside independent auditors Vasquez & Co. LLC.

The Internal Auditor continued to prepare for SCAG's Peer Review to be conducted by the Association of Local Government Auditors. The Procedures Manual has been drafted and the various self-assessments have been completed. They were distributed electronically to all Regional Councilmembers.

**BUDGET & GRANTS (B&G):**  
B&G staff is currently working on the preparation of SCAG's FY 2013/14 Comprehensive Budget and Overall Work Program documents.

Staff also assisted Caltrans on announcing the Call for Projects for the FY 2013/14 Transportation Planning Grant Program, which are available for planning projects that improve mobility and lead to the planning, programming, and implementation of transportation improvement projects. The program categories are Environmental Justice/Community-Based Transportation Planning Grants and Partnership Planning/Transit Planning Grants. Applications for the Environmental Justice/Community-Based Transportation Planning Grants are due directly to Caltrans on April 2, 2013. The Partnership Planning/Transit Planning Grants applications are due to SCAG on February 28, 2013. SCAG will review and screen applications as the Lead Applicant for all applications within the region.

**CONTRACTS:**  
In December 2012, the Contracts Department issued five (5) Requests-for-Proposal (RFP's); awarded three (3) contracts, and issued 15 contract amendments and 30 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 95 consultant contracts. Staff continues to implement the FY 2012/13 workload of approximately 10 new contracts.

**ATTACHMENT:** December 2012 CFO Monthly Status Report



SOUTHERN CALIFORNIA  
**ASSOCIATION of GOVERNMENTS**

# **Office of the Chief Financial Officer**

Monthly Status Report

**DECEMBER 2012**

**OVERVIEW**

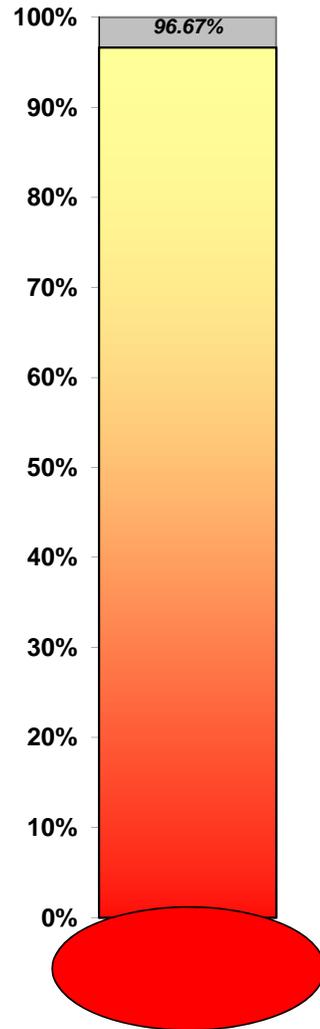
As of January 8, 2013, there are 181 paid members, 1 whose dues have been deferred and 2 memberships pending.

There are 7 cities in the SCAG region who are still being recruited for membership.

**SUMMARY**

FY13 Membership Dues	<u><u>\$1,820,868.00</u></u>
Total Collected	<u><u>\$1,760,225.00</u></u>
Percentage Collected	<u><u>96.67%</u></u>

**FY13 Membership  
Dues Collected**

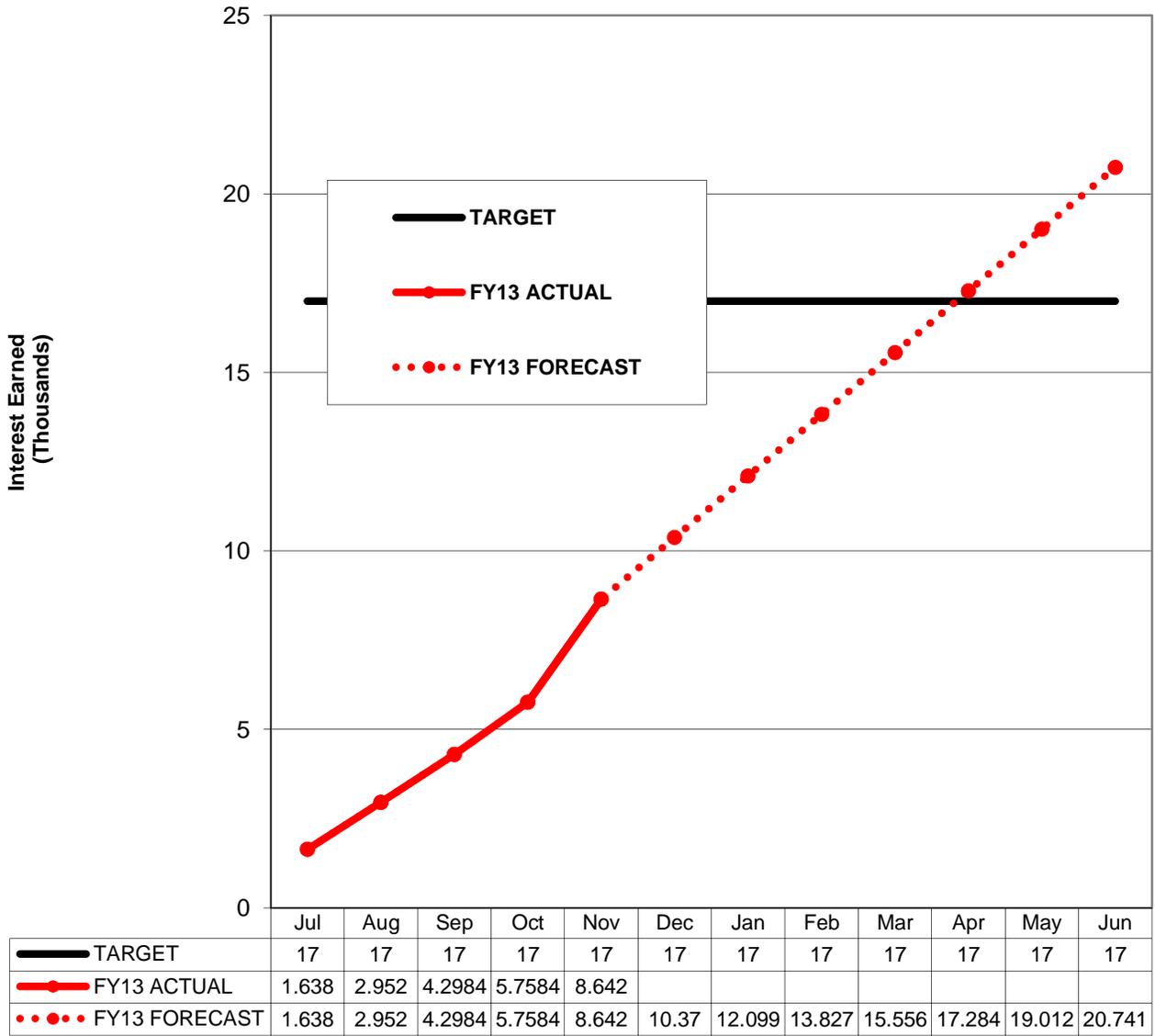


**Office of the CFO**  
Interest Earnings Variance



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

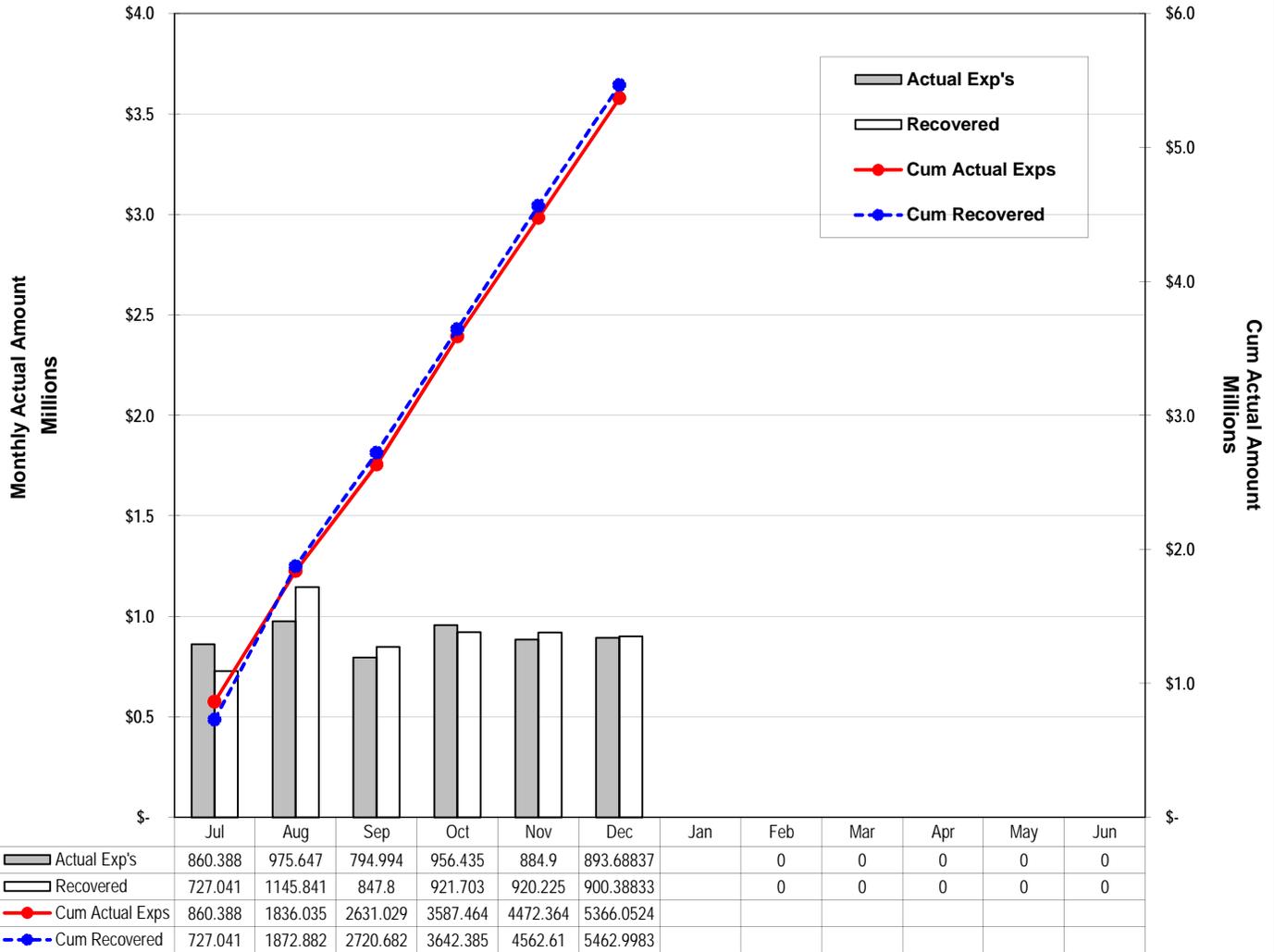
**INTEREST EARNINGS VARIANCE**





**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

**FY13 INDIRECT COST & RECOVERY**



**OVERVIEW**

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

**SUMMARY**

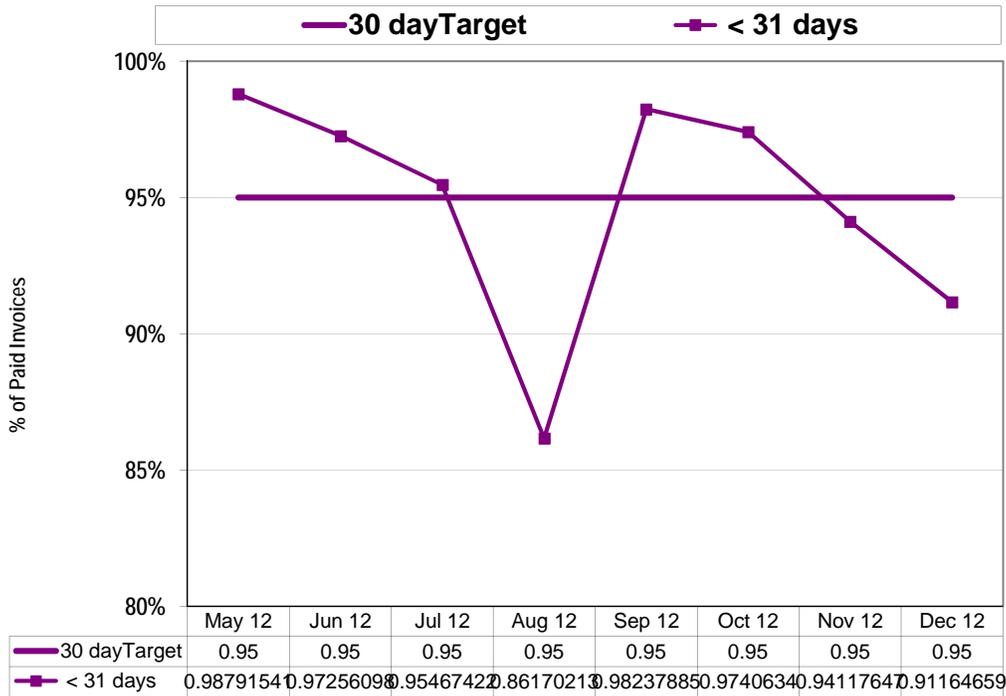
Through December 2012, SCAG was over-recovered by \$96,946. This was because the Indirect Cost budget was underspent.

Office of the CFO  
Invoice Aging



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

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

91.16% of December 2012's payments were made within 30 days of invoice receipt.

At month-end, 46 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

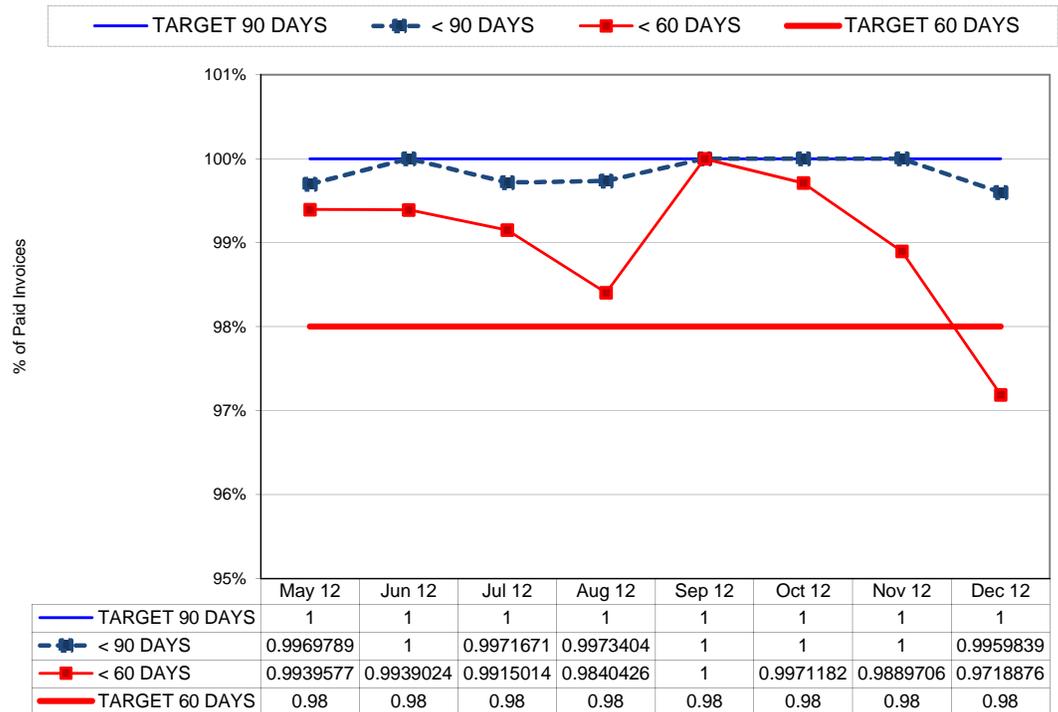
These goals were not met during this period.

97.19% of December 2012's payments were within 60 days of invoice receipt and 99.60% within 90 days. Invoices unpaid 30-60 days totaled 20; 60-90 days: 14; >90 days: 11.



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

INVOICE AGING



Office of the CFO  
Consolidated Balance Sheet

	11/30/2012	12/31/2012	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 1,662,511	\$ 712,539		
LA County Investment Pool	\$ 6,822,900	\$ 6,825,783		
Cash & Investments	\$ 8,485,411	\$ 7,538,323	\$ (947,088)	Reflects TDA expenditures on Compass Demo projects
Accounts Receivable	\$ 3,951,431	\$ 4,751,545	\$ 800,114	There was more consultant activity in December
Other Current Assets	\$ 318,311	\$ 301,403	\$ (16,907)	Immaterial change
Fixed Assets - Net Book Value	\$ 395,901	\$ 395,901	\$ -	No change
<b>Total Assets</b>	<b>\$ 13,151,053</b>	<b>\$ 12,987,172</b>	<b>\$ (163,881)</b>	
Accounts Payable	\$ (162,328)	\$ (712,641)	\$ (550,313)	Invoice processing slowed down due to the holidays
Employee-related Liabilities	\$ (484,059)	\$ (556,487)	\$ (72,428)	Immaterial change
Deferred Revenue	\$ (306,570)	\$ (339,454)	\$ (32,884)	Immaterial change
<b>Total Liabilities and Deferred Revenue</b>	<b>\$ (952,957)</b>	<b>\$ (1,608,582)</b>	<b>\$ (655,624)</b>	
<b>Fund Balance</b>	<b>\$ 12,198,096</b>	<b>\$ 11,378,590</b>	<b>\$ (819,506)</b>	
<b>WORKING CAPITAL</b>				
	11/30/2012	12/31/2012	Incr (decr) to working capital	
Cash	\$ 8,485,411	\$ 7,538,323	\$ (947,088)	
Accounts Receivable	\$ 3,951,431	\$ 4,751,545	\$ 800,114	
Accounts Payable	\$ (162,328)	\$ (712,641)	\$ (550,313)	
Employee-related Liabilities	\$ (484,059)	\$ (556,487)	\$ (72,428)	
<b>Working Capital</b>	<b>\$ 11,790,455</b>	<b>\$ 11,020,740</b>	<b>\$ (769,715)</b>	

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



**COMPREHENSIVE BUDGET**

		<b>Adopted Budget</b>	<b>Amended Budget</b>	<b>Expenditures</b>	<b>Commitments</b>	<b>Budget Balance</b>	<b>% Budget Spent</b>
1	Staff & Allocated Fringe Benefits	412,794	412,794	139,094		273,700	33.7%
2	51001 Allocated Indirect Costs	405,201	405,201	135,811		269,390	33.5%
3	54300 SCAG Consultants	336,000	306,000	32,500	193,621	79,879	10.6%
4	54340 Legal costs	100,000	100,000	11,562	88,438	-	11.6%
5	54350 Professional Services	15,000	135,000	2,974		132,026	2.2%
6	54400 Subregional Delegation	-	-	-		0	
7	55441 Payroll, bank fees	7,500	15,513	15,513		0	100.0%
8	55460 Materials & Equipment < \$5K	-	1,187	1,187	0	0	100.0%
9	55600 SCAG Memberships	93,000	93,432	93,432	0	0	100.0%
10	55620 Res/Materials Subscriptions	3,330	3,330	-		3,330	0.0%
11	55730 Capital Outlay	665,382	665,382	-		665,382	0.0%
12	55830 Conference - Registration	-	425	425		0	100.0%
13	55910 RC/Committee Meetings	8,237	8,237	4,683	3,554	0	56.9%
14	55914 RC General Assembly	330,000	330,000	15,000	137	314,863	4.5%
15	55916 Economic Summit		30,000	30,000		0	100.0%
16	55920 Other Meeting Expense	51,400	51,400	34,912	11,097	5,391	67.9%
17	55930 Miscellaneous other	206,140	76,083	27,616	3	48,464	36.3%
18	55940 Stipend - RC Meetings	175,000	175,000	81,120	0	93,880	46.4%
19	55972 Rapid Pay Fees	975	975	-		975	0.0%
20	56100 Printing	6,000	6,000	5,025	975	0	83.8%
21	58100 Travel - outside SCAG region	25,000	25,000	10,143	0	14,857	40.6%
22	58101 Travel - local	17,100	17,100	9,138	0	7,963	53.4%
23	58110 Mileage - local	15,000	15,000	3,470	0	11,530	23.1%
24	58150 Staff Lodging Expense	3,400	3,400	2,517		883	74.0%
25	58800 RC Sponsorships	69,650	69,650	44,350		25,300	63.7%
26	<b>Total General Fund</b>	<b>2,946,109</b>	<b>2,946,109</b>	<b>700,473</b>	<b>297,824</b>	<b>1,947,812</b>	<b>23.8%</b>
27				-			
28	Staff & Fringe Benefits	12,566,821	12,705,297	5,455,947		7,249,350	42.9%
29	51001 Allocated Indirect Costs	12,335,615	12,471,542	5,327,187		7,144,355	42.7%
30	54300 SCAG Consultants	14,634,378	14,853,744	2,420,537	8,326,802	4,106,406	16.3%
31	54330 Subregional Consultants	-	-	-		0	
32	54350 Professional Services	550,000	530,000	66,159	39,074	424,767	12.5%
33	55210 Software Support	90,000	94,920	94,504	416	0	99.6%
34	55220 Hardware Support	100,000	100,000	22,741	6,958	70,301	22.7%
35	55280 Third Party Contribution	2,834,820	2,826,281	-		2,826,281	0.0%
36	55620 Resource Materials - subscrib	450,000	450,000	31,328	280	418,392	7.0%
37	55810 Public Notices	8,000	8,000	-	1,127	6,873	0.0%
38	55830 Conference - Registration	13,000	13,000	1,665		11,335	12.8%
39	55920 Other Meeting Expense	20,000	19,848	931	165	18,752	4.7%
40	55930 Miscellaneous - other	-	17,973	153	1,500	16,321	
41	55950 Temporary Help	-	-	-	0	0	
42	56100 Printing	18,500	18,500	-	0	18,500	0.0%
43	58100 Travel	110,350	114,221	26,589		87,632	23.3%
44	58110 Mileage	-	-	-		0	
45	<b>Total OWP</b>	<b>43,731,484</b>	<b>44,223,326</b>	<b>13,447,740</b>	<b>8,376,322</b>	<b>22,399,264</b>	<b>30.4%</b>
46				-			
47	<b>Comprehensive Budget</b>	<b>46,677,593</b>	<b>47,169,435</b>	<b>14,148,214</b>	<b>8,674,146</b>	<b>24,347,075</b>	<b>30.0%</b>

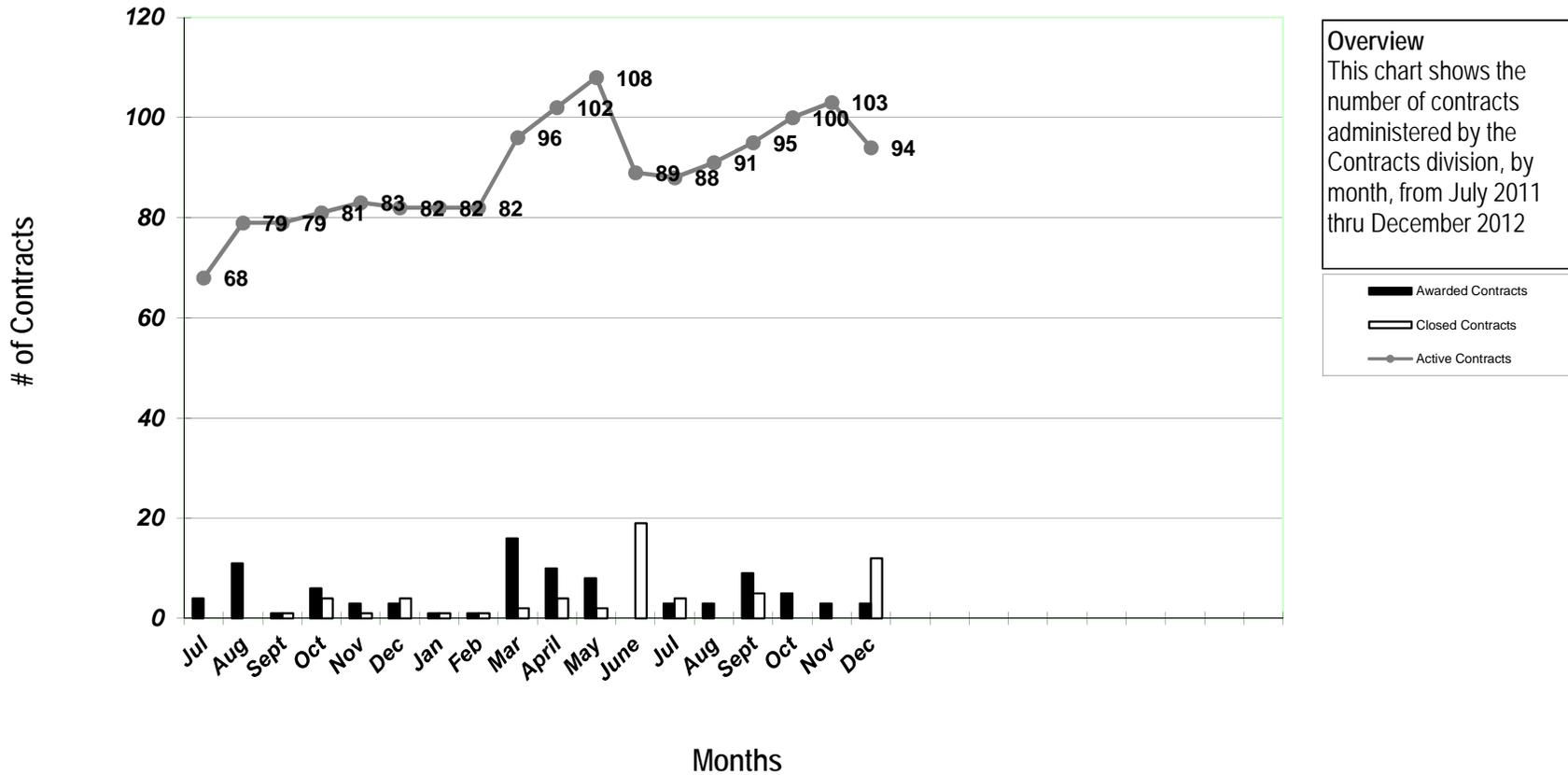
**Office of the CFO**  
Fiscal Year-To-Date Expenditure Report Through December 31, 2012



**INDIRECT COST EXPENDITURES**

		<b>Adopted Budget</b>	<b>Amended Budget</b>	<b>Expenditures</b>	<b>Commitments</b>	<b>Budget Balance</b>	<b>% Budget Spent</b>	
1	50010	Regular Staff	4,277,611	4,468,564	1,794,928	2,673,636	40.2%	
2	50013	Regular OT	-	846	846	0	100.0%	
3	50014	Interns, Temps, Annuit	-	2,205	2,205	0	100.0%	
4	51000	Allocated Fringe Benefits	2,924,747	3,057,393	1,318,106	1,739,287	43.1%	
5	54300	SCAG Consultants	351,671	351,671	30,987	199,415	8.8%	
6	54340	Legal	275,000	275,000	9,180	214,330	3.3%	
7	54350	Prof Svcs	766,338	793,838	482,321	311,517	60.8%	
8	55210	Software Support	419,603	455,603	236,839	71,226	52.0%	
9	55220	Hardware Supp	129,030	129,030	89,113	37,922	69.1%	
10	55230	Computer Maintenance	-	-	-	0		
11	55240	Repair & Maint Non-IT	19,684	26,960	7,368	19,593	27.3%	
12	55400	Office Rent 818 Offices	1,536,000	1,528,000	753,889	774,111	49.3%	
13	55410	Office Rent Satellite	222,000	221,121	79,246	101,464	35.8%	
14	55420	Equip Leases	115,000	163,735	61,631	102,104	37.6%	
15	55430	Equip Repairs & Maint	45,244	43,340	5,290	6,972	12.2%	
16	55440	Insurance	175,299	175,299	87,577	87,722	50.0%	
17	55441	Payroll / Bank Fees	15,000	15,000	2,513	12,487	16.8%	
18	55460	Mater & Equip < \$5,000	180,000	133,600	20,556	17,068	15.4%	
19	55510	Office Supplies	141,200	141,200	42,052	97,777	29.8%	
20	55520	Graphic Supplies	50,000	50,000	170	723	0.3%	
21	55530	Telephone	165,500	165,500	86,572	78,928	52.3%	
22	55540	Postage	20,000	20,000	13	19,987	0.1%	
23	55550	Delivery Services	8,900	10,500	3,154	7,346	30.0%	
24	55600	Scag Memberships	60,000	60,000	-	60,000	0.0%	
25	55610	Prof Memberships	7,610	7,610	255	150	3.4%	
26	55620	Res Mats/Subscrip	57,855	57,855	21,184	8,228	28,443	36.6%
27	55700	Deprec - Furn & Fixt	45,137	45,137	-	45,137	0.0%	
28	55710	Deprec - Computer Equipment	77,723	77,723	-	77,723	0.0%	
29	55720	Amortiz - Leasehold Improvement	7,402	7,402	-	7,402	0.0%	
30	55800	Recruitment Notices	7,000	7,000	1,356	1,818	3,827	19.4%
31	55801	Recruitment - other	30,000	30,000	6,491	13,391	10,118	21.6%
32	55810	Public Notices	5,000	5,000	-	5,000	0.0%	
33	55820	Training	160,000	160,000	96,233	63,767	0	60.1%
34	55830	Conference/workshops	29,850	29,850	484	45	29,321	1.6%
35	55920	Other Mtg Exp	51,200	51,200	9,600		41,600	18.7%
36	55930	Miscellaneous - other	13,526	34,526	22,806	11,720	0	66.1%
37	55950	Temp Help	58,500	43,500	13,868	29,632	0	31.9%
38	56100	Printing	91,500	90,000	34,193	8,785	47,023	38.0%
39	58100	Travel - Outside	102,614	99,614	22,299		77,315	22.4%
40	58101	Travel - Local	9,186	8,858	3,616		5,242	40.8%
41	58110	Mileage - Local	38,404	38,404	17,458		20,946	45.5%
42	58150	Staff lodging Expense	5,334	5,334	-		5,334	0.0%
43	58200	Travel - registration	3,000	-	-		0	
44	58400	Travel - Car Rentals	-	-	-		0	
45	58450	Fleet Vehicle	8,200	9,600	1,656	7,944	0	17.2%
46		<b>Total Indirect Cost</b>	<b>12,706,868</b>	<b>13,097,018</b>	<b>5,366,052</b>	<b>1,944,988</b>	<b>5,785,978</b>	<b>41.0%</b>

## SCAG Contracts (Year to Date)



### Summary

The chart shows that the Contract Division is managing 94 active consultant contracts. Twenty-four of these contracts are fixed price, 38 are Cost Plus Fixed Fee contracts, and the remaining 32 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Division anticipates issuing approximately ten (10) contracts during the rest of FY 2012/13. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

**Office of the CFO**  
*Staffing Report as of December 1, 2012*

<b>GROUPS</b>	<b>Authorized Positions</b>	<b>Filled Positions</b>	<b>Vacant Positions</b>
<b>Executive</b>	7	4	3
<b>Legal</b>	3	2	1
<b>Strategy, Policy &amp; Public Affairs</b>	22	19	3
<b>Administration</b>	48	41	7
<b>Planning &amp; Programs</b>	66	60	6
<b>Total</b>	<b>146</b>	<b>126</b>	<b>20</b>

**OTHER POSITIONS**

<b>GROUPS</b>	<b>Limited Term Positions</b>	<b>Temp Positions</b>	<b>Agency Temps</b>
<b>Executive</b>	1	0	0
<b>Legal</b>	0	0	0
<b>Strategy, Policy &amp; Public Affairs</b>	0	3	0
<b>Administration</b>	3	0	1
<b>Planning &amp; Programs</b>	0	9	0
<b>Total</b>	<b>4</b>	<b>12</b>	<b>1</b>

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**DATE:** February 7, 2013

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

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

**SUBJECT:** Summary Report from Subcommittees

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

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

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

**BACKGROUND:**  
At its April 5, 2012 meeting, the Regional Council approved the formation of Subcommittees as part of the implementation strategy for the 2012-2035 RTP/SCS. Charters for each Subcommittee were approved by the Regional Council in July 2012, and SCAG President Glen Becerra thereafter appointed to each of the six (6) Subcommittees both Regional Council and Policy Committee members representing the six SCAG counties as subcommittee members and representatives from the private sector (including non-profit organizations) and stakeholder groups as ex-officio members. The Active Transportation, Goods Movement, High-Speed Rail and Transit, and Transportation Finance Subcommittees report to the Transportation Committee (TC). The Public Health Subcommittee reports to the Energy and Environment Committee (EEC). The Sustainability Subcommittee reports to the Community, Economic and Human

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Development Committee (CEHD). The Subcommittees began meeting in September 2012 with a goal of completing their discussions by February 2013 so that policy recommendations may be presented to TC, EEC and CEHD, and thereafter to the Regional Council as well as to the General Assembly as part of the annual meeting in May 2013.

The following represents a summary of the recent Subcommittee meetings:

## **Active Transportation, Public Health and Sustainability Subcommittees**

### 4<sup>th</sup> Meeting, January 14, 2013

This meeting was a joint meeting of the three subcommittees: Active Transportation, Public Health, and Sustainability. At this meeting, draft consolidated subcommittee policy recommendations were presented to the Subcommittees by Huasha Liu, Director of Land-Use and Environmental Planning who noted that the next step would be for each subcommittee to review the recommendations separately.

Alan Thompson, Senior Regional Planner, presented information about SCAG's Active Transportation and Safety Monitoring Program, noting the number of fatalities and injuries in the region, and primary collision factors. Several Safety Policy recommendations were provided for review. Allison Mannos, Multicultural Communities for Mobility (MCM) discussed the active transportation needs for disadvantaged communities, including low-income and immigrant communities. Ms. Mannos noted that bicycles are heavily relied upon in disadvantaged communities as cars are unavailable or unaffordable and that specific policies should be developed to consider the needs of these disadvantaged communities.

Ping Chang, Program Manager II, Compliance & Performance Monitoring, presented the history, current status, and future development of SCAG's performance monitoring plan. This item was in direct response to member and stakeholder interest in how performance indicators will be used to forward the goals of this RTP/SCS and future plans. The last item of the day was a joint presentation between Manal Aboelata of the Prevention Institute, and Tracy Delaney of the Southern California Chronic Disease Institute. Their presentation highlighted the need for direct and early collaboration between public health agencies and metropolitan planning agencies.

## **Goods Movement Subcommittee**

### 4<sup>th</sup> Meeting, January 28, 2013

This will be a Joint Meeting of the Goods Movement and Transportation Finance Subcommittees focusing on public-private-partnerships, innovative financing and funding strategies for goods movement. A summary report will be included in the next update.

## **High-Speed Rail & Transit Subcommittee**

### 4<sup>th</sup> Meeting, January 18, 2013

The fourth Subcommittee meeting focused on the nexus between transit and land use. Items for discussion included: 1) a presentation on SCAG and Metro's First Mile/Last Mile Strategic Plan by SCAG Planner Alan Thompson, 2) a presentation on historical transportation and land use interactions by Professor Genevieve Giuliano, USC Price School of Public Policy, 3) a presentation on planning for transit oriented

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development in the post-redevelopment environment by Cecilia Estolano of Estolano LeSar Perez Advisors, LLC, 4) a presentation on Metro's joint TOD programs by Roger Moliere, Chief of Real Property Management & Development at Metro, 5) a presentation on the City of Fullerton's streetcar project by Jay Eastman, Mobility Planner for the City of Fullerton, and 6) a presentation on the economic development aspects of transit oriented development by Ron Golem of Bay Area Economics. The Subcommittee also received a draft technical memorandum on best practices in public transit service delivery and a draft outline for a regional passenger rail vision element for the 2016 RTP/SCS update.

## **Transportation Finance Subcommittee**

### 4<sup>th</sup> Meeting, January 28, 2013

At the time this report was written, the fourth meeting of the Subcommittee had not yet occurred. As previously noted, this fourth meeting will be a Joint Meeting of the Goods Movement and Transportation Finance Subcommittees with presentations regarding public-private-partnerships, innovative financing and funding strategies for goods movement. A summary report will be included in the next update.

### **FISCAL IMPACT:**

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

### **ATTACHMENT:**

None

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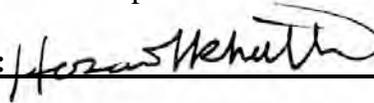
**DATE:** February 7, 2013

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

**FROM:** Ma'Ayn Johnson, Senior Regional Planner, 213-236-1975, johnson@scag.ca.gov

**SUBJECT:** California Department of Housing and Community Development (HCD) Housing Element Update Guidance Streamlined Review Option

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

For Discussion.

**EXECUTIVE SUMMARY:**

*HCD has recently implemented a program intended to assist local governments and stakeholders with streamlined updates and HCD review for the fifth cycle housing element. Use of the streamlined update is voluntary and there are no implications in HCD's review of housing element compliance for not using the streamlined update. However, use of the streamlined update can potentially reduce time and resources dedicated to developing the housing element and minimize the number of draft housing element submittals by the jurisdiction to HCD. Moreover, the review schedule for draft housing elements that use the streamlined update is anticipated to be less than the 60 days prescribed by statute under standard review and jurisdictions using the streamlined update will be granted priority.*

**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:**

At the last Regional Council meeting, Mr. Linn Warren, HCD Director, and his staff made an excellent presentation on their activities, including commitment to provide additional administrative expediting where feasible. Since that time, updated guidelines were published and a summary is provided below. The SCAG Regional Council adopted the 5<sup>th</sup> cycle Final Regional Housing Needs Assessment (RHNA) Allocation Plan on October 4, 2012. The RHNA Allocation Plan represents the projected household growth for all SCAG jurisdictions for the January 1, 2014 to October 1, 2021 projection period. Jurisdictions are required by State housing law to update their respective housing element by assessing existing housing need and accommodating their assigned RHNA allocation through a sites and zoning analysis. Jurisdictions must adopt the updated 5<sup>th</sup> cycle housing element by October 15, 2013. While SCAG is responsible for developing the Final RHNA Allocation, housing elements are prepared by local jurisdictions and reviewed and certified by HCD.

In addition to the staffing and resources required to update a housing element, significant time can be required during the review process since it can involve responding to HCD comments, re-drafting of the housing element, and additional public hearings before a housing element is certified by HCD. To reduce the number and scope of housing element submittals per jurisdiction and thus reducing staffing and

resources required to complete a housing element, HCD has set forth a streamlined update and review process in the document entitled Housing Element Update Guidance (December 2012).

Highlights of the streamlined update and review process include:

1. *Use of the streamlined update is voluntary and there are no implications in HCD's review of housing element compliance for not using the streamlined update.*  
Although certain sections such as quantified objectives and public participation must be newly addressed and cannot be updated, this streamlined review will potentially reduce the submittals by jurisdictions since the review will be much more focused than a standard review. If a housing element does not qualify for the streamlined update, HCD will review the housing element in its entirety rather than focusing its review on changes.
2. *HCD will not review sections that have not changed since their content continues to be sufficient to meet statutory requirements.*

Jurisdictions must still complete and submit all housing element sections, but rather than reviewing certain sections in their entirety HCD will focus its review on only those updated portions.

3. *Changes or updates to the sites and zoning list can be noted by the jurisdiction and HCD will focus its review on those changes.*

Due to the economic downturn, a number of jurisdictions currently have the same amount of suitable land for housing as was included in their 4<sup>th</sup> housing element update (which was due on June 30, 2008). Under the streamlined update process, jurisdictions in these circumstances may use the same sites and zoning analysis section of the 5<sup>th</sup> housing element as they did in their 4<sup>th</sup> housing element.

4. *The review schedule for draft housing elements that use the streamlined update is expected to be less than 60 days and jurisdictions using the streamlined update will be granted priority.*  
SCAG staff encourages the use of the streamlined update Guidance for jurisdictions that are eligible for the opportunity. Potential benefits include reduced time and resources spent on developing sections of the housing element and decreasing the number of required submittals with HCD.

Use of the streamlined Update Guidance is not mandatory. However, in order to be eligible, a jurisdiction must meet the following requirements:

1. Have an adopted 4<sup>th</sup> cycle housing element found in-compliance with State housing law by HCD;
2. Changes from the 4<sup>th</sup> to the 5<sup>th</sup> cycle housing element must be indicated when submitted to HCD; Changes can be shown through a variety of mechanisms, either electronically or manually;
3. Submittal of completed checklists and template designated by HCD (attached); and
4. Have implemented its programs in the jurisdiction's 4<sup>th</sup> housing element, as determined by HCD.

The complete Guidance document for streamlined housing element update and review is attached to this report. The Update Guidance, along with technical resources for housing element development, is also available on HCD's website at [www.hcd.ca.gov/hpd](http://www.hcd.ca.gov/hpd).

Staff attended 5<sup>th</sup> cycle housing element update workshops held by HCD in the SCAG region where this item was discussed with local jurisdictions and other stakeholders. No areas for further clarification or concern specific to the streamlining program were raised at those workshops. Staff will continue to inform and collaborate with HCD staff regarding any items of concern to our members and stakeholders associated with the Update Guidance as they arise. Staff suggests discussion of the Update Guidance and consideration of transmitting a thank you letter to HCD for their efforts on developing a streamlined housing element review process.

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**FISCAL IMPACT:**

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

**ATTACHMENT:**

HCD Housing Element Update Guidance

# HOUSING ELEMENT UPDATE GUIDANCE

December 2012



An effective housing element provides the necessary conditions to support the development and the preservation an adequate supply of housing, including housing affordable to seniors, families and workers. As the housing element is required to be regularly revised pursuant to a statutory schedule, the update process provides a vehicle for establishing and updating housing and land-use strategies reflective of changing needs, resources, and conditions. The housing element update can provide a mechanism to adopt land-use strategies such as infill, mixed-use, or downtown revitalization. It can also provide a vehicle for local governments to adopt effective housing and land-use strategies while addressing climate change and the reduction of greenhouse gas emissions.

As local governments begin the process to update their housing elements, the following are a few over-arching suggestions:

- Start with the existing plan. The update can build on what has been effective in the past.
- Immediately engage all critical stakeholders including tenants and homeowners, special needs populations, businesses, and real estate and housing providers and developers to ensure participation of all economic segments of the community.
- While the housing element must address specific State statutory requirements, including the local jurisdictions' fair share of the regional housing need, it is ultimately a local plan and should reflect the vision and priorities of the community.

The housing element update can also provide various opportunities for local governments, the state and stakeholders to collaborate on housing and land use plans. By promoting more transparency and partnerships in the process, for example, HCD can promote the efficient use of limited resources. By providing stakeholders with clarity in the update process such as making changes to the housing element available, local governments can better collaborate on key policy issues and save time in the update process.

This Update Guidance is intended to assist local governments and stakeholders with streamlined updates and HCD review for the fifth cycles of the housing element. HCD recognizes all levels of governments and stakeholders are facing resource challenges and HCD is seeking ways to create efficiencies and clarity for all parties in the housing element update process. While all local governments are still required to complete a housing element update, the Update Guidance is designed to reduce the number and scope of housing element submittals per jurisdiction and to focus resources on providing assistance to jurisdictions to ensure compliance and effectively addressing housing needs. For example, the Update Guidance provides clarity on the necessary contents for a complete housing element, necessary steps for updating a housing element and certainty on what will be reviewed by the Department where contents have changed. Further, to provide efficiencies when using the Update Guidance, the Department intends to review draft housing elements in less than 60 days (See Attachment 4) and grant priority for those jurisdictions utilizing the Streamlined Review process.

The Update Guidance is divided into two parts:

1. A Completeness Checklist; and
2. Streamlined Update template (for eligible jurisdictions as described below).

The Department will continue efforts to improve efficiencies and increase clarity such as improving technical assistance, particularly the Building Blocks, to provide more clarity in meeting statutory requirements. For example, technical assistance regarding the adequate sites requirement will be expanded to clarify statutory requirements and include tools and samples to assist meeting statutory requirements. Other efforts will include expanded regional coordination such as pre-approved data packets in coordination with Councils of Government for meeting some requirements under the housing needs assessment (See pages 25 and 26 of the Streamlined Update). Additional tools to assist in the housing element update process are available on the Department's website, including:

- Housing Element Law at:  
<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=65001-66000&file=65580-65589.8>
- Building Blocks for Effective Housing Elements at:  
[http://www.hcd.ca.gov/hpd/housing\\_element2/index.php](http://www.hcd.ca.gov/hpd/housing_element2/index.php)
- Links to model housing elements at:  
[http://www.hcd.ca.gov/hpd/housing\\_element2/BP\\_home.php](http://www.hcd.ca.gov/hpd/housing_element2/BP_home.php)
- Various technical assistance memos regarding statutory amendments and other relevant topics at:  
<http://www.hcd.ca.gov/hpd/>
- Housing Element Update schedules, review letters and status information at:  
<http://www.hcd.ca.gov/hpd/hrc/plan/he/>

## Housing Element Completeness Checklist Review

Jurisdictions requesting Streamlined Update review (see below for explanation) must complete the Housing Element Completeness Checklist, and all jurisdictions are strongly encouraged to use the Checklist. The Checklist is provided to ensure that the updated element includes all components required by State housing element law. The purpose of the Checklist is to reduce subsequent submittals of draft housing elements by providing a guide for local governments to ensure the updated elements include all statutory components. The Checklist is also intended to be a useful mechanism for informing the public about the various statutory requirements of housing element law. The Checklist is included as Attachment 2 to this document.

HCD will conduct an initial completeness review of the draft housing element based on the contents of the Checklist. HCD's initial review for completeness will be limited to whether the element addresses each component required by the Housing Element statute. This initial completeness review will not evaluate the adequacy of information but merely whether the component was addressed. If HCD review staff finds that a housing element submittal does not include information addressing one or more of the statutory components, HCD will seek to notify the jurisdiction within 2 weeks (See Attachment 4) for immediate revision without further review. HCD will accept revisions within 7 days of notifications and complete its review of the contents of the housing element. If revisions are not received, HCD will complete its review, focusing specifically on those areas where information was provided to address the statutory components as outlined in the Completeness Checklist. Statutory components which are missing will be noted in the Department's letter without further review and the element will be out of compliance with statute. These missing components will be subject to review for content when complete in subsequent review(s) of the housing element.

## Streamlined Update

For many local governments, much of the information in housing elements found to be in compliance with the statute for the previous planning period is still current and/or particular conditions and circumstances have not significantly changed since the last update. To provide a streamlined approach, both in the preparation of the updated element as well as in HCD's review, jurisdictions that adopted a housing element in the fourth cycle that HCD found in substantial compliance with State law may opt to use the Streamlined Update template (Attachment 3) to show where changes were made in the previously adopted housing element.<sup>1</sup> The Streamlined Update is a voluntary option and there are no implications in the Department's review of compliance for not using the Streamlined Update. For jurisdictions not choosing to use the Streamlined Update process or not eligible for the Streamlined Update process, the template (Attachment 3) can still be used as a valuable tool for outlining the necessary steps to update a housing element.

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<sup>1</sup> If the Completeness Checklist (Attachment 2) and the Streamlined Update template (Attachment 3) are submitted to HCD or, as part of an agenda packet to a governing body or Planning Commission, they are considered public records.

The eligibility requirements to use the Streamlined Update are:

- A housing element for the previous planning was adopted and found to be in compliance with State housing element law by the Department (Housing Element compliance status for all jurisdictions is available on the Department's website at <http://www.hcd.ca.gov/hpd/hrc/plan/he/status.pdf>).
- A complete updated housing element is submitted showing all changes. The changes can be shown through a variety of mechanisms as long as the changes can be identified such as by using strikeout, underline, redline, highlighting or other designation.
- Submittal of a Completeness Checklist (Attachment 2) and Streamlined Update template (Attachment 3).
- Answer Yes (or N/A as appropriate) to all questions in the Implementation Review (Attachment 1).
- Completion of the Streamlined Update template (Attachment 3), making revisions to the housing element, as necessary, to analyze changes in conditions, processes and program implementation actions. If it is determined no changes are necessary to a specific section, the Streamlined Update template must indicate such.

Use of the Streamlined Update does not relieve the jurisdiction of its obligation to address all statutory requirements of State housing element law, but rather provides a guide to updating the necessary portions of the housing element and facilitates State review of housing element submittals. For eligible jurisdictions, HCD review will rely upon the element in compliance in the prior planning period and will be limited to changes that have occurred since the prior planning period as indicated in the Streamlined Update template of Attachment 3. HCD will not review areas that have not changed since their content continues to be sufficient to meet statutory requirements. For example, a sites inventory and analysis includes a listing of sites and various analyses demonstrating suitability of those sites for development, among other requirements. The listing may only have minor changes and the various analyses such as how residential capacity is calculated can continue to be used in the updated housing element. HCD will not review the areas that have not changed and will focus its review on the minor updates, if any, to the inventory and analyses. However, any changes to the required analyses must be included for HCD review. HCD will also consider public comments as part of this review. See Attachment 4 for steps in the HCD review process and the process for submitting and considering public comments. Specifically, the Streamlined Update template option is applicable to the following areas only:

- Sites Inventory and Analysis
- Analysis of Governmental and Non-Governmental Constraints
- Housing Needs Assessment, including special needs groups (excluding the quantification and analysis of homeless individuals and families)
- Units At-Risk of Conversion to Market Rate
- General Plan Consistency
- Coastal Zone Housing

A jurisdiction may utilize the Streamlined Update process for any and all of these requirements as detailed in the Streamlined Update Template (Attachment 3). Part of the purpose of the Streamlined Update template is to provide guideposts for the necessary steps to update the housing element. For example, under Governmental Constraints there are several different types of constraints to be identified and analyzed including, but not limited to, fees, permit processing and land use controls. To update the Governmental Constraints section, a jurisdiction should evaluate if changes have occurred and whether the analyses require revision to analyze those changes. The guideposts in the Streamlined Update template show the necessary steps to evaluate changes. For instance, if a jurisdiction has not adopted changes to its permit processing procedures or land use controls, then the Streamlined Update should indicate that no changes have been made. If fees were increased since the adoption of the previous element, the Streamlined Update should indicate such by filling in the appropriate response in the applicable section and including the location of red lined or other highlighted revisions made to describe and analyze the fee schedule increases, if necessary. In some cases, the conclusion and analysis might not change. In this case, the Streamlined Update template would simply need to indicate Not Applicable (N/A).

Please note, however, the statute requires certain areas to be completely updated. These areas must be newly addressed every planning period. For example, a jurisdiction cannot simply update a public participation process from 8 years ago. It must be started again. For the following areas, the Streamlined Update is not available:

- Review and Revise
- Public Participation
- Programs and Quantified Objectives
- Any new statutory requirements since the prior update, including:
  - ✓ Government Code Section 65584.09 (Unaccommodated Need). See the Department's memo at [http://www.hcd.ca.gov/hpd/hrc/plan/he/ab\\_1233\\_final\\_dt.pdf](http://www.hcd.ca.gov/hpd/hrc/plan/he/ab_1233_final_dt.pdf). \*
  - ✓ Government Code Section 65583 (a)(1) and others (Extremely Low Income Households).\*
  - ✓ Government Code Sections GC 65583(a)(4) and others (Emergency Shelters and Transitional and Supportive Housing). See the Department's memo at [http://www.hcd.ca.gov/hpd/sb2\\_memo050708.pdf](http://www.hcd.ca.gov/hpd/sb2_memo050708.pdf). \*
  - ✓ Government Code Sections 65583(f), 65588(e) (SB 375 Rezoning and Update Schedule). See the Department's website at [http://www.hcd.ca.gov/hpd/hrc/plan/he/he\\_review\\_adoptionsteps110812.pdf](http://www.hcd.ca.gov/hpd/hrc/plan/he/he_review_adoptionsteps110812.pdf).
  - ✓ Government Code Section 65583.1 (Alternative Adequate Sites). See the Department's memo at [http://www.hcd.ca.gov/hpd/hrc/plan/he/alt\\_adeq\\_sites082412.pdf](http://www.hcd.ca.gov/hpd/hrc/plan/he/alt_adeq_sites082412.pdf)
  - ✓ Government Code Section 65583(e) (Persons with Development Disabilities). See the Department's memo at <http://www.hcd.ca.gov/hpd/NoticeCoverLtrSB812.pdf>.

\* These requirements may not be new for most jurisdictions. However, as these sections were enacted during the 4<sup>th</sup> cycle update for some jurisdictions, particularly those in San Diego County, they may not have been addressed in the 4<sup>th</sup> cycle updates.

Using the Streamlined Update Template

As noted above, the Streamlined Update template is intended to show the necessary steps for updating a housing element. To use the template, relevant page numbers need to be entered where changes have been made. Where no changes have been made or no changes in circumstances have been identified, the jurisdiction should indicate “N/A.” Additional documentation, description or other narration is not necessary. For example, below is a sample section of a Streamlined Update template (Refer to Attachment 3 for the complete Streamlined Update Template form):

<b>Potential Governmental and Non-governmental Constraints (Section 65583(a)(5 and 6))</b> (See Building Blocks at <a href="http://www.hcd.ca.gov/hpd/housing_element2/CON_home.php">http://www.hcd.ca.gov/hpd/housing_element2/CON_home.php</a> )		
	Page(s) Where Changes Made	Indicate N/A If No Changes
<p><u>Land Use Controls</u></p> <ul style="list-style-type: none"> <li>• Update to show changes to land use controls including changes in residential zoning and/or development standards (e.g., heights and lot coverage, parking requirements, minimum unit sizes)</li> </ul>	Page 12	
<ul style="list-style-type: none"> <li>• Update to describe changes to growth controls or similar measures such as population caps or voter required general plan re-designations or voter required approval of changes in land use laws or regulations</li> </ul>	N/A	N/A

Identifying Changes in the Housing Element: For jurisdictions using the Streamlined Update template, the housing element must indicate where changes have been made. The changes can be identified in a variety of ways. For example, the element could highlight changes, electronically or manually. An asterisk or other indicator can be placed in the margin. Redlining/strikeout and underline is not required. Some elements might re-format tables or recalculate percentages due to updating data. In this case, redlining might not appear very useful. An alternative approach could be to simply highlight the table title or include a highlight in the margin or bold new text. The same approach would also be acceptable for jurisdictions re-formatting the entire document. Contact HCD for feedback on approaches to identifying changes.

## Implementation Review

As noted above, jurisdictions must answer Yes (or N/A as appropriate) to all questions in the Implementation Review (Attachment 1) to be eligible for the Streamlined Update. The Implementation Review will be conducted by HCD to determine if jurisdictions are eligible for the Streamlined Update and will be completed within 2 weeks of receipt (See Attachment 4). Jurisdictions may contact HCD for feedback on meeting the Implementation Review requirements prior to submittal of the housing element.

The Implementation Review is not intended to result in additional analysis or evaluation than already required under housing element law nor is additional documentation required to complete the Implementation Review. Only Yes, No or N/A, program numbers and page numbers need to be entered into Attachment 1 and submitted to HCD. The Implementation Review should reference the relevant portions of the Review and Revise section which is already included in the housing element update (See Attachment 1, page 18). However, as required by statute, HCD will consider public comment on the Review and Revise section of the housing element.

To be eligible for the Streamlined Update, jurisdictions should complete the pertinent programs prior to submittal of the draft housing element. In some cases, jurisdictions may still be processing zoning amendments or other actions to meet the eligibility criteria under the Implementation Review. HCD will consider unique circumstances where amendments or actions are still in process but the jurisdictions would need to provide adequate documentation to ensure completion of the amendments prior to the housing element due date.

HCD will allow flexibility in meeting the rezoning and density bonus ordinance criteria under the Implementation Review. Specifically, for the density bonus ordinance, the jurisdiction must only have adopted an ordinance after January 1, 2005 (although agencies may want to update their ordinance to meet the latest 2008 amendments).

For rezoning, in some cases, a jurisdiction might not have completed rezoning precisely as envisioned in the program. In these cases, the jurisdictions will continue to meet the eligibility criteria in the Implementation Review as long as the statutory requirements for rezoning were met pursuant to Government Code Sections 65583(c)(1) and 65583.2(h) and (i) or if the shortfall of adequate sites was by some other means or action met such as sufficient units being built to accommodate the entire regional housing need for lower income households. In these cases, the jurisdiction must provide documentation in the Review and Revise section to demonstrate the objectives of the Implementation Review have been met.

## Standard Review

If a housing element does not qualify for the Streamlined Update, HCD will review the housing element in its entirety rather than focusing its review on changes. However, HCD's goal is to provide more efficient housing element review of all housing elements and the Checklist and Streamlined Update are useful tools for all local governments, HCD and stakeholders to reduce time necessary to update, review and comment on a housing element. For example, use of the Checklist can reduce multiple reviews by ensuring all the statutory components are included and the Streamlined Update provides a useful guide to update the housing element and to highlight the changes made to the element from the 4<sup>th</sup> cycle.

## Attachments

[Attachment 1 – Implementation Review](#)

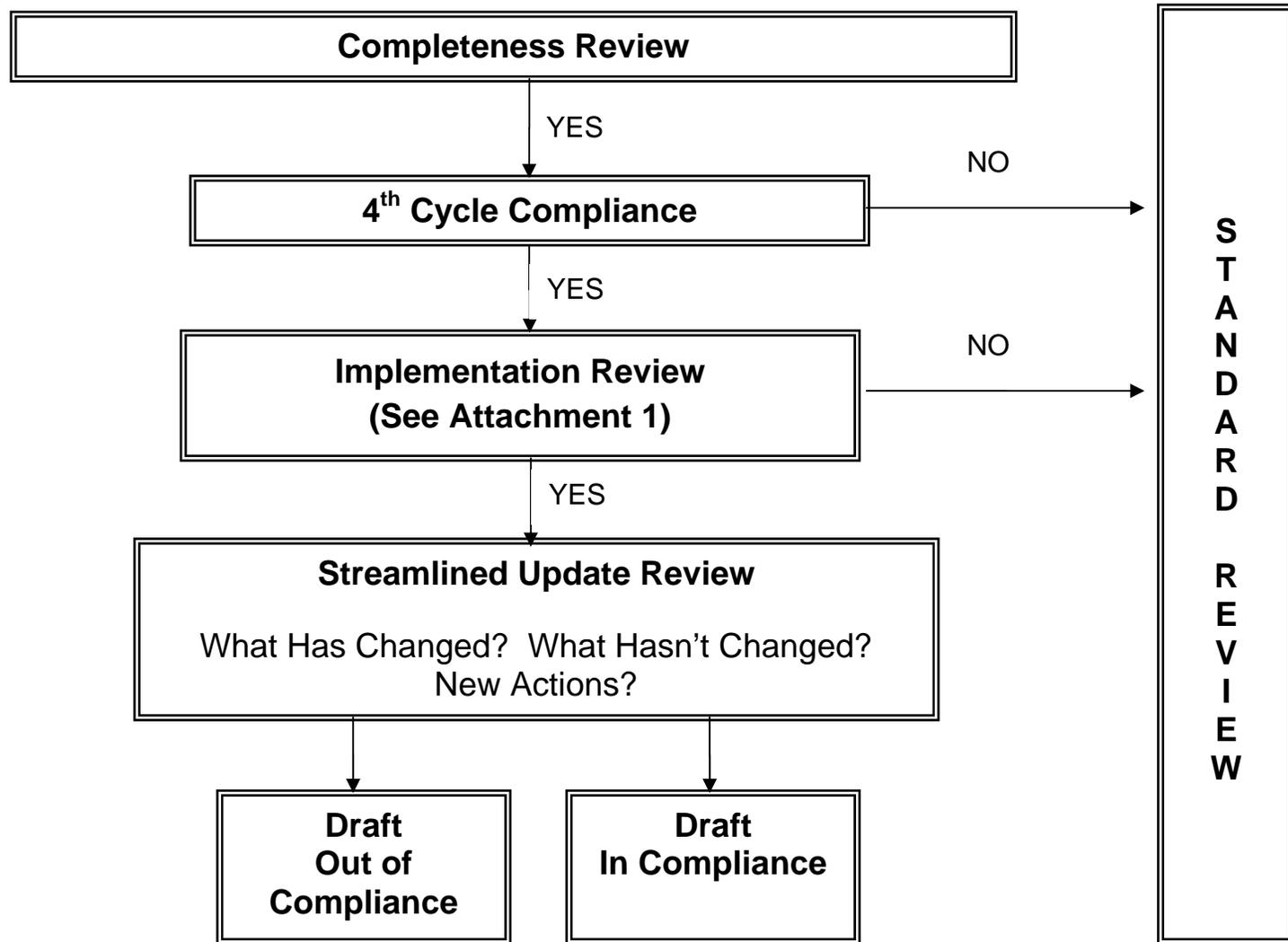
[Attachment 2 – Housing Element Completeness Checklist](#)

[Attachment 3 – Housing Element Streamlined Update Template](#)

[Attachment 4 – Housing Element Review Process and Timeframes](#)

# CHART 1

## Review Steps for HCD Standard and Streamlined Update Draft Reviews



# Housing Element Update Guidance



## Attachment 1: Implementation Review



## Implementation Review

Jurisdiction Name:

	Implementation Status	Program Number (If Applicable)	Page(s) Where Found
If the local government’s previous housing element included a rezone program pursuant to GC Sections 65583(c), 65583.2 and 65584.09 to address a shortfall of adequate sites, has the program(s) to rezone been completed?	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		
Does zoning permit emergency shelters without discretionary action or has a multijurisdictional agreement pursuant to Section 65583(d) been approved? <sup>1</sup>	<input type="checkbox"/> YES <input type="checkbox"/> NO		
Does zoning permit transitional and supportive housing as a residential use and only subject to those restrictions that apply to other residential dwellings of the same type in the same zone? <sup>2</sup>	<input type="checkbox"/> YES <input type="checkbox"/> NO		
Are policies, ordinances or procedures established to allow reasonable accommodation for persons with disabilities in the application of zoning and land use policies, ordinances or procedures?	<input type="checkbox"/> YES <input type="checkbox"/> NO		
Has a density bonus ordinance been adopted pursuant to Government Code Section 65915 (since January 1, 2005)?	<input type="checkbox"/> YES <input type="checkbox"/> NO		

<sup>1</sup> These are not required where agencies adopted housing elements in the fourth cycle before the effective date of SB 2 (January 1, 2008). These agencies are primarily in San Diego County. Agencies should note “Housing Element Adopted Prior to SB 2” if this is the case.

# Housing Element Update Guidance



## Attachment 2: Completeness Checklist



<b>Public Participation (Section 65583(c)(8))</b>		
<small>(See Building Blocks at <a href="http://www.hcd.ca.gov/hpd/housing_element2/GS_publicparticipation.php">http://www.hcd.ca.gov/hpd/housing_element2/GS_publicparticipation.php</a>)</small>		
	Page(s)	Comments
Description of diligent effort to include all economic segments of the community and/or their representatives in the development and update of the housing element (e.g., types of outreach, meetings, appropriate languages, list of invitees and general comments and how they were incorporated)		

<b>Review and Revise (Section 65588)</b>		
<small>(See Building Blocks at <a href="http://www.hcd.ca.gov/hpd/housing_element2/GS_reviewandrevise.php">http://www.hcd.ca.gov/hpd/housing_element2/GS_reviewandrevise.php</a>)</small>		
	Page(s)	Comments
Progress in implementation – A description of the actual results or outcomes of the prior element’s goals (i.e., what happened), objectives, policies, and programs. Include quantification of results where possible (e.g., number of units rehabilitated) and may be qualitative where necessary (e.g., mitigation of governmental constraints)		
Effectiveness of the element – For each program, include an analysis comparing significant differences between what was projected or planned in the earlier element and what was achieved. Analyze the differences to determine where the previous housing element met, exceeded, or fell short of what was anticipated		
Appropriateness of goals, objectives, policies and programs – A description of what has been learned based on the analysis of progress and effectiveness of the previous element. A description of how the goals, objectives, policies, and programs in the updated element are being changed or adjusted to incorporate what has been learned from the results of the previous element		



## Housing Needs Assessment (Section 65583(a)(1 and 2))

(See Building Blocks at [http://www.hcd.ca.gov/hpd/housing\\_element2/HN\\_home.php](http://www.hcd.ca.gov/hpd/housing_element2/HN_home.php))

	Page(s)	Data Source (if not identified in the housing element)	Comments
Quantification and analysis * of existing and projected housing needs			
Populations and employment trends, including documentation of projections			
Housing and Household characteristics, including: <ul style="list-style-type: none"> <li>• Level of payment compared with ability to pay (overpaying households)</li> <li>• Housing stock conditions</li> <li>• Overcrowded households</li> </ul>			
Existing and projected needs for all income levels, including: <ul style="list-style-type: none"> <li>• Regional Housing Need Allocation (RHNA)</li> <li>• Existing housing need for extremely low income households</li> <li>• Projected housing need for extremely low income households based on RHNA or Census (see Section 65583(a)(1))</li> </ul>			

\* Analysis is defined as a description and evaluation of specific needs, characteristics and resources available to address identified needs



<b>Persons with Special Needs (Section 65583(a)(7))</b> (See Building Blocks at <a href="http://www.hcd.ca.gov/hpd/housing_element2/HN_SHN_home.php">http://www.hcd.ca.gov/hpd/housing_element2/HN_SHN_home.php</a> )			
	Page(s)	Data Source (if not identified in the element)	Comments
Identification and analysis of any special housing needs including:*			
• Elderly			
• Persons with disabilities, including developmental disabilities (See Memo at <a href="http://www.hcd.ca.gov/hpd/NoticeCoverLtrSB812.pdf">http://www.hcd.ca.gov/hpd/NoticeCoverLtrSB812.pdf</a> )			
• Large households			
• Farmworkers (seasonal and permanent)			
• Female headed households			
• Homeless (annual and seasonal) **			
• Other			
* Analysis is defined as a description and evaluation of specific needs, characteristics and resources available to address identified needs ** See Section 65583(a)(7) for additional information regarding this requirement			

<b>At-risk Units (Section 65583(a)(9))</b> (See Building Blocks at <a href="http://www.hcd.ca.gov/hpd/housing_element2/EHN_atrisk.php">http://www.hcd.ca.gov/hpd/housing_element2/EHN_atrisk.php</a> )		
	Page(s)	Comments
Inventory of at-risk units (10 years from the housing element due date) (Section 65583(a)(9)(A))		
Estimate of replacement versus preservation costs (Section 65583(a)(9)(B))		
Identification of qualified entities Section 65583(a)(9)(C))		
Identification of potential funding Section 65583(a)(9)(D))		
Note: Section 65583(a)(9) has many detailed requirements. Agencies with at-risk units should review the specific statutory requirements to ensure a complete analysis.		



## Potential Governmental and Non-governmental Constraints (Section 65583(a)(5 and 6))

(See Building Blocks at [http://www.hcd.ca.gov/hpd/housing\\_element2/CON\\_home.php](http://www.hcd.ca.gov/hpd/housing_element2/CON_home.php))

	Page(s)	Comments
<p><u>Potential Governmental Constraints</u></p> <p>Include an analysis of actual and potential governmental constraints for each of the following:</p>		
Land use controls (e.g., parking, lot coverage, heights, unit sizes, open space requirements, floor area ratios, growth controls (e.g., caps on units or population or voter approval requirements))		
Building codes and their enforcement (e.g., current CBC, any local amendments and local code enforcement programs)		
Site improvement requirements (e.g., street widths, etc.)		
Fees and other exactions (e.g., analyze all planning and impact fees and impact on total development costs)		
Local processing and permit procedures (e.g., typical processing times, permit types by housing type, decision-making criteria and bodies)		
Housing for persons with disabilities (e.g., definition of family, concentration requirements, reasonable accommodation procedures)		
Potential and actual constraints on the development of a variety of housing types for all income levels, including multifamily rental housing, factory-built housing, mobiles homes, housing for agricultural employees, supportive housing, single-room occupancy units, emergency shelters and transitional housing		



	Page(s)	Comments
Local efforts to remove governmental constraints that hinder the locality from meeting its share of the regional housing need		
Local efforts to remove governmental constraints that hinder meeting the need for housing for persons with disabilities, supportive housing, transitional housing and emergency shelters		
Transitional housing and supportive housing as a residential use of property and subject only to those restrictions that apply to other residential dwellings of the same type in the same zone		
<u>Potential Non-governmental Constraints</u> Include an analysis of actual and potential non-governmental constraints for each of the following:		
Availability of financing		
Price of land		
Cost of construction		



Sites Inventory and Analysis (Section 65583(a)(3) and 65583.2))		
(See Building Blocks at <a href="http://www.hcd.ca.gov/hpd/housing_element2/SIA_home.php">http://www.hcd.ca.gov/hpd/housing_element2/SIA_home.php</a> )		
	Page(s)	Comments
<p>Listing of properties by parcel number or other unique, reference showing for each parcel (Section 65583.2(b)(1) – (3):</p> <ul style="list-style-type: none"> <li>• Size</li> <li>• General plan designation</li> <li>• Zoning category</li> <li>• For non-vacant sites, description of existing uses</li> <li>• Number of units that can be accommodated on each site</li> </ul>		
* Sites available for Above Moderate income households and not served by public sewer need not be identified on a site specific basis (Section 65583.2(b)(6))		
<p>General description of environmental constraints to the development of housing (Section 65583.2(b)(4)</p>		
<p>General description of infrastructure (planned/available) including water, sewer and other dry utilities, including availability and access to distribution facilities (Section 65583.2(b)(5)</p>		
<p>In determining the number of units on each site, indicate how the number of units was determined.</p> <ul style="list-style-type: none"> <li>• If development is required at minimum density, indicate the number of units at the minimum density. No further analysis is required.</li> <li>• If development is not required at minimum density, demonstrate how the number of units were determined and adjust, if necessary, for local land use controls.</li> </ul>		



	Page(s)	Comments
<p>For Non-vacant sites, specify the additional development potential for each site within the planning period and provide an explanation of the methodology to determine development potential considering factors, including the extent to which existing uses may constitute an impediment to additional residential development, development trends, market conditions and regulatory or other incentives to encourage additional residential development (Section 65583.2(b)(7))</p>		
<p>Demonstration of zoning to accommodate the housing need for lower income households (Section 65583.2(c)(3)) and (d) – (f))</p>		
<ul style="list-style-type: none"> <li>• Indicate those sites that can accommodate lower income households</li> <li>• Indicate those sites where the density allowed is at the “deemed appropriate” [default] density (65583.2(c)(3)(B))</li> <li>• For sites that can accommodate lower income households, but with allowed densities less than the “deemed appropriate” density, provide analysis demonstrating how the adopted densities accommodate the need for lower income housing. The analysis must include:                             <ul style="list-style-type: none"> <li>○ Market demand</li> <li>○ Financial feasibility</li> <li>○ Project experience within a zone providing housing for lower income households (65583.2(c)(3)(A))</li> </ul> </li> </ul>		
<p>Map of Sites included in the inventory (Section 65583.2(b)(7))</p>		
<p>Number of units built between the start of the projection period and the deadline for adoption of the housing element (Government Code Section 65583.1(d))</p>		
<p>Number of units proposed using alternative provisions such as rehabilitation, conversion, preservation or second units (Section 65583.1). See checklist at <a href="http://www.hcd.ca.gov/hpd/housing_element2/examples/655831Checklist.pdf">http://www.hcd.ca.gov/hpd/housing_element2/examples/655831Checklist.pdf</a>)</p>		



	Page(s)	Comments
Identification of zoning for a variety of types:		
Multifamily rental housing		
Factory-built housing		
Mobilehomes		
Housing for agricultural employees		
Emergency shelters (See Section 65583(a)(4) and the Department’s memo at <a href="http://www.hcd.ca.gov/hpd/sb2_memo050708.pdf">http://www.hcd.ca.gov/hpd/sb2_memo050708.pdf</a> )		
Transitional and supportive housing (See Section 65583(a)(5) and the Department’s memo at <a href="http://www.hcd.ca.gov/hpd/sb2_memo050708.pdf">http://www.hcd.ca.gov/hpd/sb2_memo050708.pdf</a> )		
Carryover obligation (AB 1233: Section 65584.09 – See memo at <a href="http://www.hcd.ca.gov/hpd/hrc/plan/he/ab_1233_final_dt.pdf">http://www.hcd.ca.gov/hpd/hrc/plan/he/ab_1233_final_dt.pdf</a> )		



Quantified Objectives and Housing Programs (Section 65583(b) and (c)(1 through 6)) (See Building Blocks at <a href="http://www.hcd.ca.gov/hpd/housing_element2/PRO_home.php">http://www.hcd.ca.gov/hpd/housing_element2/PRO_home.php</a> )		
	Page(s)	Comments
Provide statement of quantified objectives (Section 65583(b)):		
<p>Maximum number of units, by income group, including extremely low-income of:</p> <ul style="list-style-type: none"> <li>• new construction;</li> <li>• rehabilitation; and</li> <li>• conservation.</li> </ul>		
Include programs (Section 65583(c) and (c)(7)) with:		
<ul style="list-style-type: none"> <li>• Schedule of specific actions;</li> <li>• Timeline for implementation with a beneficial impact in the planning period; and</li> <li>• Identification of agencies and officials responsible for implementing each program.</li> </ul>		
Program(s) providing adequate sites (Section 65583(c)(1)):		
Programs to rezone and any other programs needed to address a shortfall of sites to accommodate the regional housing need, if applicable, and any programs included pursuant to Section 65583.2(h) and (i) or carryover obligation pursuant to Section 65584.09		
Programs to rezone and any other programs needed to address a shortfall of capacity for housing for farmworkers that could not be accommodated on sites identified in the inventory, if applicable.		
If applicable, programs to facilitate a variety of housing types, including multifamily rental, factory-built housing, mobilehomes, housing for agricultural employees, supportive housing, single room occupancy, emergency shelters and transitional and supportive housing		



	Page(s)	Comments
Programs to assist in the development of housing for extremely low, very low, low and moderate income households (Section 65583(c)(2))		
Program(s) to address governmental constraints (Section 65583(c)(3)):		
Programs to address governmental constraints and where appropriate and legally possible, to remove constraints to the maintenance, improvement and development of housing		
Program to remove constraints on housing for persons with disabilities and provide reasonable accommodation for housing for persons with disabilities		
Program(s) to conserve and improve the condition of the existing affordable housing stock (Section 65583(c)(4))		
Program(s) to promote housing opportunities for all persons (Section 65583(c)(5))		
Program(s) to preserve at-risk units (Section 65583(c)(6))		



Other Requirements		
(See Building Blocks at <a href="http://www.hcd.ca.gov/hpd/housing_element2/OR_home.php">http://www.hcd.ca.gov/hpd/housing_element2/OR_home.php</a> ) and <a href="http://www.hcd.ca.gov/hpd/housing_element2/SIA_conservation.php">http://www.hcd.ca.gov/hpd/housing_element2/SIA_conservation.php</a> )		
	Page(s)	Comments
Description of general plan consistency (Section 65583(c)(7))		
Analysis of construction, demolition and conversion of housing for lower income households in the Coastal Zone (Section 65588)		
Description of opportunities for energy conservation in residential development (Section 65583(a)(8))		
Water and Sewer Priority (Section 65589.7) See the HCD Memo at <a href="http://www.hcd.ca.gov/hpd/memo_sb1087.pdf">http://www.hcd.ca.gov/hpd/memo_sb1087.pdf</a> . *		
SB 5 and AB 162 (Flood Hazard Land Management) See the HCD Memo at <a href="http://www.hcd.ca.gov/hpd/hrc/plan/he/ab_162_stat07.pdf">http://www.hcd.ca.gov/hpd/hrc/plan/he/ab_162_stat07.pdf</a> *		
SB 244 (Disadvantaged Communities) See Governor’s Office of Planning and Research for technical assistance at <a href="http://opr.ca.gov/">http://opr.ca.gov/</a> *		
* These are not required for a complete housing element and are not required to be part of the housing element and have been include as an information item to assist local governments in meeting requirements triggered by the housing element update schedule.		

# Housing Element Update Guidance



## Attachment 3: Streamlined Update Template



<b>Housing Needs Assessment (Section 65583(a)(1 and 2))</b> (See Building Blocks at <a href="http://www.hcd.ca.gov/hpd/housing_element2/HN_home.php">http://www.hcd.ca.gov/hpd/housing_element2/HN_home.php</a> )		
	Revised Page(s)	Indicate N/A If No Changes Were Necessary
Update quantification of population, employment, and housing stock needs including:		
• Population		
• Employment		
• Households		
• Overpayment (including lower-income)		
• Overcrowding		
• Extremely Low Income Households		
• Housing conditions		
Sources of information: <ul style="list-style-type: none"> <li>• 2010 Census at <a href="http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t">http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t</a></li> <li>• American Community Survey at <a href="http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t">http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t</a></li> <li>• Department of Finance at <a href="http://www.dof.ca.gov/research/demographic/">http://www.dof.ca.gov/research/demographic/</a></li> <li>• Applicable Federal Consolidated Plan</li> <li>• Available local and regional data (e.g., local census of homeless persons or shelter beds)</li> </ul> Special Note: If a jurisdiction has utilized a data packet pre-approved by HCD such as in SANDAG, SCAG and SACOG, mark N/A above where appropriate and indicate the data packet has been utilized. The Department will not review the portions noted in the applicable correspondence to the Council of Governments. Contact HCD for more details or questions.		
Update analysis and conclusions as necessary due to changes in population and households characteristics or other dynamics for population, employment, households, overpayment, overcrowding, extremely low income households and housing conditions		
Update policies and programs as necessary to reflect changes in the analysis and conclusions and other pertinent assessments of need such as the federal Consolidated Plan		



Persons with Special Needs (Section 65583(a)(7)) (See <a href="http://www.hcd.ca.gov/hpd/housing_element2/HN_SHN_home.php">Building Blocks</a> at <a href="http://www.hcd.ca.gov/hpd/housing_element2/HN_SHN_home.php">http://www.hcd.ca.gov/hpd/housing_element2/HN_SHN_home.php</a> )		
	Revised Page(s)	Indicate N/A If No Changes Were Necessary
Update quantification of special housing needs groups, including:		
• Persons with disabilities, including developmental		
• Elderly		
• Large households		
• Farmworkers (seasonal and permanent)		
• Female headed households		
• Homeless Individuals and Families		
Sources of information:		
<ul style="list-style-type: none"> <li>• 2010 Census at <a href="http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t">http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t</a></li> <li>• American Community Survey at <a href="http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t">http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t</a></li> <li>• Department of Finance at <a href="http://www.dof.ca.gov/research/demographic">www.dof.ca.gov/research/demographic</a></li> <li>• CA Department of Developmental Services at <a href="http://www.dds.ca.gov">www.dds.ca.gov</a></li> <li>• Agricultural Census at <a href="http://www.agcensus.usda.gov/Publications/index.php">http://www.agcensus.usda.gov/Publications/index.php</a></li> <li>• Applicable Federal Consolidated Plan and local and regional data (e.g., local census of homeless persons or shelter beds)</li> </ul>		
Special Note: If a jurisdiction has utilized a data packet pre-approved by HCD such as in SANDAG, SCAG and SACOG, mark N/A above where appropriate and indicate the data packet has been utilized. The Department will not review the portions noted in the applicable correspondence to the Council of Governments. Contact HCD for more details or questions.		
Update analyses and conclusions, as necessary, due to changes in housing needs or other dynamics, for persons with special needs		
Quantify and analyze persons with developmental disabilities as required by Government Code Section 65583 (e) (See the Department’s memo at <a href="http://www.hcd.ca.gov/hpd/NoticeCoverLtrSB812.pdf">http://www.hcd.ca.gov/hpd/NoticeCoverLtrSB812.pdf</a> )		
Revise programs as appropriate including pursuant to Section 65583(e) (Developmental Disabilities) to address need based on revised data/analyses		



<b>At-risk Units (Section 65583(a)(9))</b> (See Building Blocks at <a href="http://www.hcd.ca.gov/hpd/housing_element2/EHN_atrisk.php">http://www.hcd.ca.gov/hpd/housing_element2/EHN_atrisk.php</a> )		
	Revised Page(s)	Indicate N/A If No Changes Were Necessary
Update the inventory of at-risk units , removing units no longer at risk and adding any additional units that are at-risk of conversion within 10 years from the start of the housing element planning period		
Special Note: If a jurisdiction has utilized SACOG’s Housing Element Data to update the inventory, mark N/A where appropriate above and indicate the data has been used. The Department will not review the updated inventory. Contact HCD for more details.		
Analyze risk of updated inventory of at-risk units		
Evaluate the loss of any at-risk units		
Revise policies and programs as appropriate based on update analysis and conclusions		

<b>Potential Governmental and Non-governmental Constraints (Section 65583(a)(5 &amp; 6))</b> (See Building Blocks at <a href="http://www.hcd.ca.gov/hpd/housing_element2/CON_home.php">http://www.hcd.ca.gov/hpd/housing_element2/CON_home.php</a> )		
	Revised Page(s)	Indicate N/A If No Changes Were Necessary
<u>Land Use Controls</u>		
<ul style="list-style-type: none"> <li>Update to show changes to land use controls including changes in residential zoning and/or development standards (e.g., heights and lot coverage, parking requirements, minimum unit sizes, floor area ratios, density limits, )</li> </ul>		
<ul style="list-style-type: none"> <li>Update to describe changes to growth controls or similar measures such as population or unit caps or voter required general plan re-designations or voter required approval of changes in land use laws or regulations</li> </ul>		



	Revised Page(s)	Indicate N/A If No Changes Were Necessary
<p><u>Building Codes and Enforcement</u></p> <ul style="list-style-type: none"> <li>Update to describe changes to local building code, amendments and enforcement programs</li> </ul>		
<p><u>Site Improvements</u></p> <ul style="list-style-type: none"> <li>Describe changes to site improvement requirements</li> </ul>		
<p><u>Permitting Processes and Procedures</u></p> <ul style="list-style-type: none"> <li>Update to show revisions to processing and permit procedures for residential development (e.g., design review process, change in level of review (administrative vs. legislative review: ministerial vs. discretionary review))</li> </ul>		
<p><u>Fees and Exactions</u></p> <ul style="list-style-type: none"> <li>Update changes to fee schedules</li> <li>Update changes to other exactions</li> </ul>		
<p><u>Housing for Persons with Disabilities</u></p> <p>Update to describe any new restrictions or revisions regarding approval of housing for persons with disabilities such as concentration requirements, limits on the number of unrelated persons or provisions for making reasonable accommodations</p>		
<p><u>Non-governmental Constraints</u></p> <p>Update land costs, financing availability and construction costs as necessary and consider other potential non-governmental constraints, such as resident or business opposition to development, as appropriate</p>		



	Revised Page(s)	Indicate N/A If No Changes Were Necessary
<p><u>General (Changed Circumstances)</u></p> <p>For each category above, update analyses, as needed, to reflect changes in conditions or circumstances such as market conditions, land costs, financing availability, and construction costs that effect the conclusions of the analyses on potential governmental constraints in the prior element</p>		
<p><u>Programs to Mitigate Identified Constraints</u></p> <ul style="list-style-type: none"> <li>• Describe programs to mitigate identified constraints in the prior housing element</li> <li>• Revise policies and programs as appropriate to address identified constraints</li> </ul>		

<b>Sites Inventory and Analysis (Section 65583(a)(3) and 65583.2))</b> (See Building Blocks at <a href="http://www.hcd.ca.gov/hpd/housing_element2/SIA_home.php">http://www.hcd.ca.gov/hpd/housing_element2/SIA_home.php</a> )		
	Revised Page(s)	Indicate N/A If No Changes Were Necessary
Identify any changes to the sites inventory		
Update or include analysis or description as necessary to demonstrate zoning appropriate to accommodate housing for lower income households pursuant to Section 65583.2(c)(3) and (d) – (f)		
Update or include analysis or description as necessary to demonstrate the potential for redevelopment pursuant to Section 65583.2(b)(7)		
Analyze any new known environmental constraints or changed conditions and circumstances such as market conditions that affect the suitability of identified sites		
Update methodologies as necessary to estimate the residential capacity on identified sites		



	Revised Page(s)	Indicate N/A If No Changes Were Necessary
Revise analysis of existing and/or planned infrastructure capacity (e.g., water and sewer) to accommodate the regional housing need, if needed (e.g., capacity or availability has changed)		
Include a summary table of sites included in the inventory by income category in comparison to the RHNA and, if applicable, any carryover obligation (Section 65584.09)		
Add programs to rezone and any other programs needed to address a shortfall of sites to accommodate the regional housing need, if applicable, and any programs included pursuant to Section 65583.2(h) and (i) or carryover obligation pursuant to Section 65584.09		
Update analysis as necessary to demonstrate sufficient capacity to accommodate the need for emergency shelters		

## Other Requirements

(See Building Blocks at [http://www.hcd.ca.gov/hpd/housing\\_element2/OR\\_home.php](http://www.hcd.ca.gov/hpd/housing_element2/OR_home.php)) and [http://www.hcd.ca.gov/hpd/housing\\_element2/SIA\\_conservation.php](http://www.hcd.ca.gov/hpd/housing_element2/SIA_conservation.php))

	Revised Page(s)	Indicate N/A If No Changes Were Necessary
Update description to ensure consistency with other elements of the general plan if policies or programs have been adopted in other elements of the general plan affecting internal consistency		
Update to describe, as necessary, housing for lower or moderate income households that has been constructed, demolished or converted in the Coastal Zone		

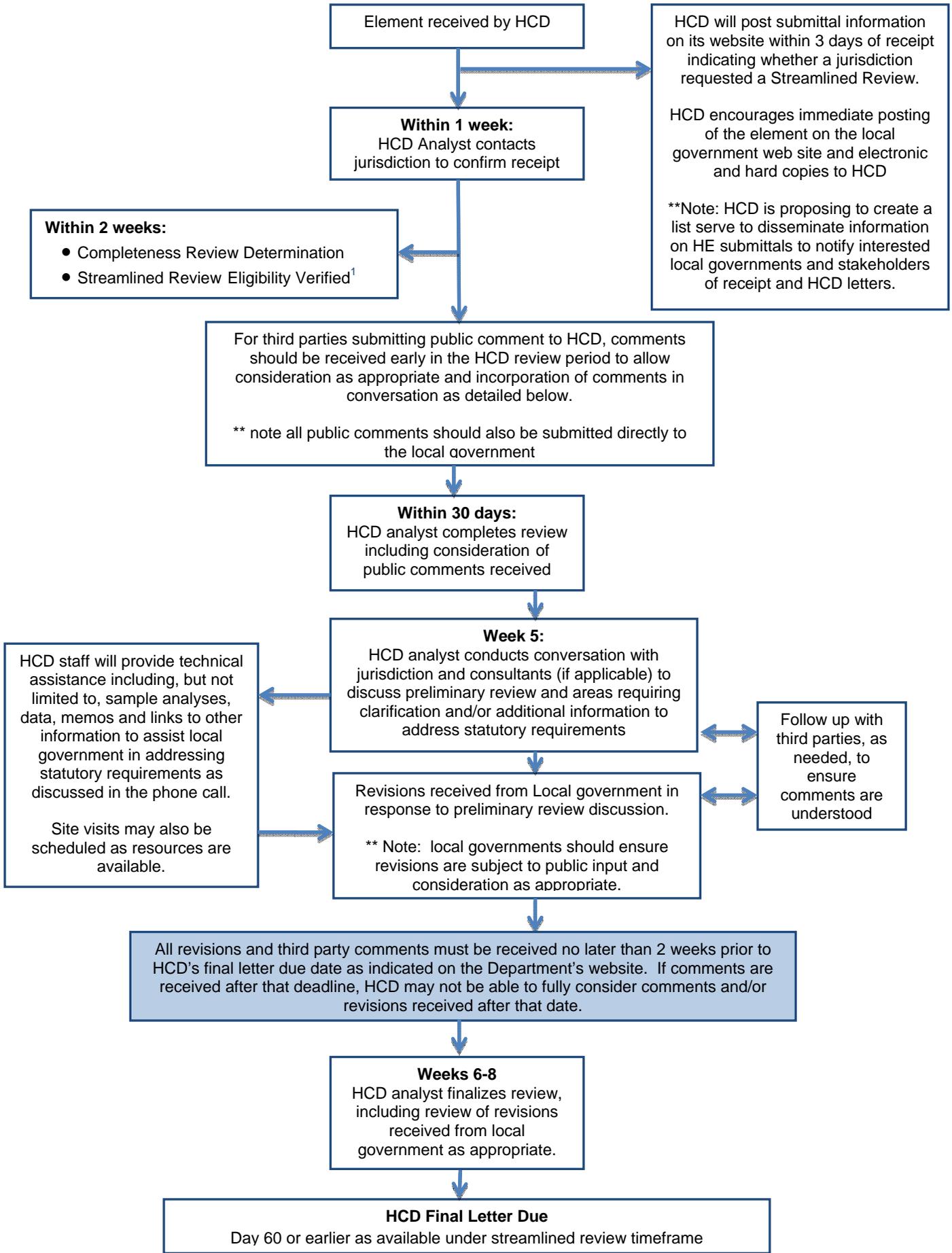
# Housing Element Update Guidance



## Attachment 4: HCD Housing Element Review Process

## HCD Housing Element Review Process

The chart below is provided to detail general steps and applicable timeframes for typical draft housing element submittals and is meant to complement the flow chart provided in HCD’s Housing Element Update Guidance detailing review steps for standard and streamlined draft reviews. The statute provides 60 days for HCD’s review of draft housing element submittals. Uncertainty of workload and the number of submittals under review at a given time makes it difficult to commit to shorter timeframes for review of streamlined reviews. The Department will, however, grant priority review status for elements eligible to receive a streamlined update based on the criteria provided in the Department’s Update Guidance. Provided resources are available, the Department anticipates streamlined reviews would be completed in less time than the timeline presented below.



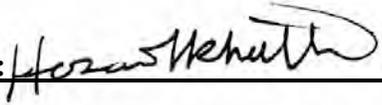
<sup>1</sup> HCD is available to verify Streamlined Update eligibility in advance of submittal. If advance eligibility determination has been made, initial review step would consist of completeness review only.

**DATE:** February 7, 2013

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

**FROM:** Huasha Liu, Director, 213-236-1838, liu@scag.ca.gov

**SUBJECT:** Information regarding Local Input Process for 2016-40 RTP/SCS and Growth Forecast Development

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

**EXECUTIVE SUMMARY:**  
*SCAG staff will provide an overview of the Draft Preliminary schedule for development of the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Included will be information on the local input process and other assistance that SCAG is requesting from local jurisdictions and other stakeholders necessary for the development of the 2016-2040 RTP/SCS.*

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

**BACKGROUND:**  
SB 375 calls for the integration of transportation, land use, and housing planning and also establishes the reduction of greenhouse gas (GHG) emissions as a goal for regional planning. Briefly summarized, SB 375 requires SCAG to:

- Prepare a Sustainable Communities Strategy (SCS) as part of its Regional Transportation Plan. The SCS, if implemented, will meet the state ARB determined GHG emission reduction targets in 2020 and 2035.
- Prepare an Alternative Planning Strategy (APS) that is not part of the RTP if the SCS is unable to meet the targets.
- Allow for subregional Sustainable Communities Strategy development and prepare a framework and a set of guidelines to guide the effort.
- Develop a public participation process involving all stakeholders.

SCAG staff will present an overview of the preliminary draft schedule for development of the 2016-2040 RTP/SCS including key milestones. In addition, there will be a discussion of the anticipated input and review period; data and information to be reviewed by local jurisdictions; use(s) of the information collected and the level of approval needed for each set of elements SCAG is requesting from the local jurisdictions. SCAG will solicit input from stakeholders through a parallel process to that for local jurisdictions.

As indicated in the attachments, the major steps/milestones include the following:

- Pending input from CEHD and RC, the most immediate next step will be for SCAG staff to send a letter/email by February 2013 to local jurisdictions/stakeholders requesting information about General Plan, Zoning Map, Existing Land Use, and other SB 375 requirements, such as open space, farm lands, sphere of influence, Transit Priority Project Areas (TPP), etc. SCAG staff will track, review and process the information received and if necessary, follow up with local jurisdictions/stakeholders so as to complete this initial input process by May 2013.
- The regional growth forecasts of population, household, and employment at regional and county level will be revised by September 2013
- The growth forecasts and land use scenarios below county level will be rolled out for local review by jurisdictions and stakeholders in October 2013 and completed by March 2014.
- Staff will communicate with local jurisdictions/stakeholders to develop alternative growth and land use scenarios beginning in April 2014. Staff will conclude the local input/review process and ready for modeling analysis and plan development by September 2014.

#### **FISCAL IMPACT:**

Activities related to the 2016 RTP/SCS development are included in the SCAG budget under 13-010.SCG0170.01, 13-020.SCG1635.01, 13-055.SCG0133.025, and 13-070.SCG0130.10.

#### **ATTACHMENTS:**

1. 2016-40 RTP/SCS Preliminary Draft Milestone and Schedule
2. Data/GIS, Growth Forecasts, and SB375 Planning Considerations to be Collected, Reviewed and Approved for the Development of 2016-40 RTP/SCS

# SCAG's DRAFT Preliminary Schedule for Development of the 2016-2040 RTP/SCS as of January 2013

This schedule provides a preliminary summary of development and phasing for the 2016-2040 RTP/SCS. Both the technical framework and timeline for collaboration with regional stakeholders are presented in detail. It is important to note that as development of the 2016-2040 RTP/SCS solidifies, changes may be made to account for input from our governing bodies and our partner agencies.

<p><b>2012</b> Basic Approach/Framework and Program Set up</p>	<p><b>2013</b> Establishing Technical Bases and Data Collection</p>	<p><b>2014</b> Focus on Major Policy Directions</p>	<p><b>2015</b> Establishing the Plan and Engaging the Public</p>	<p><b>2016</b> Finalizing the 2016-2040 RTP/SCS</p>
<p><b>SEPTEMBER 2012-MARCH 2013</b> New SCAG Subcommittees to begin policy development around their respective emphasis areas and identify regional priorities</p> <p><b>JULY-DECEMBER 2012</b></p> <ul style="list-style-type: none"> <li>Determine the basics: What will be the base year/horizon year? How will this match up with available data from national and state-wide resources?</li> <li>Development of Draft Framework and Approach/Methodology: How will we get there?</li> <li>Data/GIS, Model/Tool Development: What will be the tools used to quantify outcomes?</li> <li>Identify uncertainties: What factors are outside our control? (e.g. ARB GHG Target revisions, planning for jurisdictions that require 4 year housing element cycle?)</li> </ul> <p><b>JANUARY-DECEMBER 2012</b></p> <ul style="list-style-type: none"> <li>Public Outreach and Input from Local Jurisdictions</li> <li>SCS Development for Delegated Subregions</li> <li>Staff Actions in Relation to Policy/Plan Development</li> <li>Regional Council Policy Committees/Subcommittees Milestones</li> </ul>	<p><b>JANUARY 2013-MARCH 2014</b> Work with local jurisdictions to collect, review, and approve data, GIS forecast for 2016-2040 RTP/SCS</p> <p><b>JANUARY-MARCH 2013</b> Discuss the framework and methodology for development of the 2016-2040 RTP/SCS</p> <p><b>JANUARY-MAY 2013</b> Collect and review general plan, existing land use, zoning and SB 375 planning considerations</p> <p><b>MARCH-MAY 2013</b> Findings from the Subcommittees will be presented at SCAG's Regional Council, Policy Committees, and General Assembly</p> <p><b>APRIL-JUNE 2013</b> Communicate with jurisdictions and stakeholders about the implementation of SCAG's work plan for the 2016-2040 RTP/SCS</p> <p><b>JULY-SEPTEMBER 2013</b> Revise/update regional county level growth forecast of population, household, and employment</p> <p><b>OCTOBER 2013</b> Roll out growth forecast (base year 2012 and all projection years), and review process</p> <p><b>DECEMBER 2013</b> Complete preliminary calibrations to SCAG's technical models</p>	<p><b>JANUARY-SEPTEMBER 2014</b> Obtain input from cities and counties for SCAG's Growth Forecast and develop list of local scenario planning options, through one-on-one meetings and subregional workshops, as applicable</p> <p><b>JANUARY 2014</b> Subregions sign letter of intent to accept SCS delegation and submit this document to SCAG</p> <p><b>APRIL-MAY 2014</b> SCAG submits its regional GHG reduction methodology and GHG Reduction Targets to ARB (pending further discussion)</p> <p><b>MAY 2014</b> SCAG's General Assembly &amp; Regional Council</p> <p><b>SEPTEMBER 2014</b> Deadlines for input from local jurisdictions on SCAG's Growth Forecast, and for County Transportation Commissions (CTCs) to provide preliminary input on all planned projects to SCAG for the RTP/SCS</p> <p><b>OCTOBER-DECEMBER 2014</b> Seek policy input/direction from Policy Committees and Regional Council on: the Scope of the Program Environmental Impact Report and RTP/SCS Strategies</p> <p><b>DECEMBER 2014</b> Growth Forecast, Land Use Patterns, and Preliminary Financial Assumptions for the RTP/SCS to be completed</p>	<p><b>JANUARY-MARCH 2015</b> Development of alternatives for achieving SCAG's regional GHG reduction targets, as set by ARB, and conformity emission budgets set in applicable State Implementation Plans</p> <p><b>MARCH 2015</b> Delegated Subregions complete their Sustainable Communities Strategies and submit their plans to SCAG</p> <p><b>MARCH 2015</b> Final input on planned projects from the CTCs for the Draft 2016-2040 RTP/SCS</p> <p><b>APRIL-JUNE 2015</b> Conduct county-specific Draft 2016-2040 RTP/SCS Planning Workshops to fulfill SB 375 outreach requirements (16 workshops minimum, including extensive outreach for public participation)</p> <p><b>MAY 2015</b> SCAG's General Assembly &amp; Regional Council</p> <p><b>SEPTEMBER 2015</b> Joint Policy Committees recommend Regional Council to release the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment</p> <p><b>OCTOBER 2015</b> RC approves the release of the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment</p> <p><b>OCTOBER 2015</b> Conduct extensive outreach to cities, counties, stakeholders, and the public on the Draft 2016-2040 RTP/SCS and PEIR to fulfill State &amp; Federal requirements. Start of public input on the Draft RTP/SCS document</p> <p><b>OCTOBER 2015-MARCH 2016</b> Conduct workshops with Elected Officials and other appropriate outreach to fulfill State &amp; Federal outreach requirements</p>	<p><b>FEBRUARY 2016</b> Conclude and finalize Economic &amp; Job Creation Analysis Component of the 2016-2040 RTP/SCS</p> <p><b>MARCH 2016</b> Joint Policy Committees recommend approval to Regional Council of proposed Final PEIR, conformity determination, and 2016-2040 RTP/SCS</p> <p><b>APRIL 2016</b> Regional Council certifies Final PEIR and approves conformity determination and 2016-2040 RTP/SCS</p>

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<b>Data/GIS, Growth Forecasts, and SB375 Planning Considerations to be Collected, Reviewed and Approved for the Development of 2016-2040 RTP/SCS*</b>						
	<b>Planning Year</b>	<b>Data Collection &amp; Processing</b>	<b>Geographic Level</b>	<b>Anticipated Input/Review Period</b>	<b>Process and Level of Approval Needed</b>	<b>Data and Documents to be Reviewed by Local Jurisdiction</b>
<b>General Plan</b>	2012	01/13-02/13	Parcel & Above	04/13-05/13	City Planning Staff	Shapefiles of GIS coverages, paper maps available upon request
<b>Zoning</b>	2012	01/13-02/13	Parcel & Above	04/13-05/13	City Planning Staff	Shapefiles of GIS coverages, paper maps available upon request
<b>Existing Land Use</b>	2012	01/13-02/13	Parcel & Above	04/13-05/13	City Planning Staff	Shapefiles of GIS coverages, paper maps available upon request
<b>SB 375 Key Planning Considerations**</b>	2012-2040	01/13-02/13	Parcel & Above	04/13-05/13	City Planning Staff	Shapefiles of GIS coverages, paper maps available upon request
<b>Macro Level Growth Forecasts</b>	2012-2040	03/13-06/13	Region and County	07/13-09/13	Panel of Experts/P&P Technical Advisory Committee	Population, household, and employment
<b>Small Area Growth Forecasts</b>	2012-2040	08/13-09/13	City, TAZ, and Others	10/13-03/14	Jurisdiction planning director / delegated subregional or COG director	Population, household, and employment
<b>Base Land Use Scenarios</b>	2012-2040	08/13-09/13	City, TAZ, and Others	10/13-03/14	Jurisdiction planning director / delegated subregional or COG director	Land Use Scenarios by Development Types (Density, Intensity and Uses)
<b>Alternatival Land Use Scenarios</b>	2020-2040	04/14-09/14	City, TAZ, and Others	04/14-09/14	Jurisdiction planning director / delegated subregional or COG director	Preferrred Alternative Scenario, RTP/SCS/EIR
* Other information may be collected and surveyed from local jurisdictions for the development of 2016-2040 RTP/SCS include:						
Open Space Strategic Planning						
TDM/TSM Measures						
Local Sustainability Plans and Measures						
Local Planning Strategies and Policies, such as urban growth boundaries, housing caps, etc. thatcould affect future growth						
Best Practices and Performance Monitoring Survey						
** GIS maps identified by SB 375: TPP areas, spheres of influence, open space and parks, farmland, endangered species and plants, flood areas, natural habitat						

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SOUTHERN CALIFORNIA



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Cheryl Viegas-Walker, El Centro

Transportation  
Keith Millhouse, Ventura County Transportation Commission

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

**2013 MEETING SCHEDULE\***

Meetings are held on the 1st Thursday of each month

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

**January 3, 2013**

**February 7, 2013**

**March 7, 2013**

**April 4, 2013**

**May 2-3, 2013 General Assembly**

**June 6, 2013**

**July - DARK**

**August 1, 2013**

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

**October 3, 2013**

**November 7, 2013**

**December 5, 2013**

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