



No. 570 MEETING OF THE

REGIONAL COUNCIL

Main Office
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Los Angeles, California
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Thursday, June 4, 2015
12:15 p.m. – 2:15 p.m.

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

Officers
President
Cheryl Viegas-Walker, El Centro
First Vice President
Michele Martinez, Santa Ana
Second Vice President
Margaret Finlay, Duarte
Immediate Past President
Carl Morehouse, San Buenaventura

**Executive/Administration
Committee Chair**
Cheryl Viegas-Walker, El Centro

Policy Committee Chairs
Community, Economic and
Human Development
Bill Jahn, Big Bear
Energy & Environment
Deborah Robertson, Rialto
Transportation
Alan Wapner, San Bernardino
Associated Governments

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov. In addition, regular meetings of the Regional Council may be viewed live or on-demand at <http://www.scag.ca.gov/NewsAndMedia/Pages/SCAGTV.aspx>

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

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Regional Council *Members – June 2015*

Members

Representing

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



Regional Council

Members – June 2015

Members

Representing

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



Regional Council

Members – June 2015

Members

Representing

59. Hon. Paul Koretz	<i>Los Angeles</i>	District 52
60. Hon. Nury Martinez	<i>Los Angeles</i>	District 53
61. Hon. Felipe Fuentes	<i>Los Angeles</i>	District 54
62. Hon. Bernard C. Parks	<i>Los Angeles</i>	District 55
63. Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
64. Hon. Herb J. Wesson, Jr.	<i>Los Angeles</i>	District 57
65. Hon. Mike Bonin	<i>Los Angeles</i>	District 58
66. Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
67. Hon. Mitch O'Farrell	<i>Los Angeles</i>	District 60
68. Hon. José Huizar	<i>Los Angeles</i>	District 61
69. Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
70. Hon. Karen Spiegel	<i>Corona</i>	District 63
71. Hon. Barbara Delgleize	<i>Huntington Beach</i>	District 64
72. Hon. Ryan McEachron	<i>Victorville</i>	District 65
73. Hon. Michael Wilson	<i>Indio</i>	District 66
74. Hon. Antonio Lopez	<i>San Fernando</i>	District 67
75. Hon. Rusty Bailey	<i>Riverside</i>	District 68
76. Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69
77. Hon. Ross Chun	<i>Aliso Viejo</i>	TCA
78. Hon. Andrew Masiel, Sr.	<i>Pechanga Band of Luiseño Indians</i>	Tribal Government Representative
79. Mr. Randall Lewis	<i>Lewis Group of Companies</i>	(Ex-Officio)
80. Hon. Eric Garcetti	<i>Los Angeles</i>	(At-Large)

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REGIONAL COUNCIL AGENDA JUNE 4, 2015

The Regional Council may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Cheryl Viegas-Walker, President)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

EXECUTIVE DIRECTOR'S REPORT

(Hasan Ikhata, Executive Director)

- 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)
 - Open Houses
 - Special Meetings Dates
- 26th Annual SCAG/USC Demographic Workshop – June 1, 2015 - Recap
- Cap-and-Trade Update

PRESIDENT'S REPORT

- Summary Report on SCAG Delegation Activities in South Korea, May 2015
- 2015 Regional Conference and General Assembly - Recap
- SCAG Scholarship Program – Update/Selection Process
- New Members
- Committee Appointments
- Business Update
- Air Resources Board (ARB) – Update

REGIONAL COUNCIL AGENDA JUNE 4, 2015

ACTION/DISCUSSION ITEMS

Page No.

1. Proposed Changes to Executive Director’s Employment Agreement
(Joe Silvey, General Counsel) Attachment 1

Recommended Actions: 1) Ratify Fiscal Year 2015-2016 Work Plan for the Executive Director as approved by the EAC; 2) Direct Legal Counsel to prepare an amendment to the Executive Director’s Employment Agreement containing those modifications recommended by the EAC; and 3) Authorize the President to execute, on behalf of SCAG, an amendment to the Executive Director’s Employment Agreement incorporating the changes and additions discussed herein.
2. Transportation Finance Bills: a) SB 16 (Beall); b) SCA 7 (Huff); and c) ACA 4 (Frazier) – Support
(Darin Chidsey, Director, Strategy, Policy and Public Affairs) Attachment 13

Recommended Action: Support.
3. Transportation Control Measure (TCM) Substitutions by Los Angeles County Metropolitan Transportation Authority (Metro), Riverside County Transportation Commission (RCTC), and San Bernardino Associated Governments (SANBAG)
(Huasha Liu, Director, Land Use and Environmental Planning) Attachment 20

Recommended Action: Adopt TCM substitutions by Metro, RCTC, and SANBAG and direct staff to forward them to U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB) for concurrence.
4. Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program and State Expenditure Plan Update
(Hasan Ikhmeta, Executive Director) Attachment 73

COMMITTEE REPORTS

Executive/Administration Committee (EAC) Report
(Hon. Cheryl Viegas-Walker, Chair)

Transportation Committee (TC) Report
(Hon. Alan Wapner, Chair)



REGIONAL COUNCIL AGENDA JUNE 4, 2015

COMMITTEE REPORTS - continued

Page No.

Community, Economic and Human Development (CEHD) Committee Report (Hon. Bill Jahn, Chair)

Energy and Environment Committee (EEC) (Hon. Deborah Robertson, Chair)

Legislative/Communications and Membership Committee (LCMC) Report (Hon. Pam O'Connor, Chair)

Audit Committee Report (Hon. Margaret Finlay, Chair)

CONSENT CALENDAR

Approval Items

- | | | |
|--|-------------------|------------|
| 5. <u>Minutes of the May 7, 2015 Regional Council Meeting</u> | Attachment | 77 |
| 6. <u>Legal Services</u> | Attachment | 84 |
| 7. <u>Participation at the International Symposium on Sustainable Development hosted by the Myongji University (MJU) in Seoul, Korea</u> | Attachment | 85 |
| 8. <u>Contract Amendment Greater than 30% of the Contract's Original Value, Contract 12-036-C1, Secured and Managed Data Facility</u> | Attachment | 87 |
| 9. <u>Contracts \$200,000 or Greater: Contract Nos. 15-011-C1 to C7, Temporary Employment Services</u> | Attachment | 90 |
| 10. <u>Authorize Acceptance of the Federal Highway Administration's (FHWA) FY 2015 Value Pricing Pilot (VPP) Program Grant Funds</u> | Attachment | 94 |
| 11. <u>SCAG Memberships</u> | Attachment | 98 |
| 12. <u>AB 1074 (Garcia): Alternative Fuels Infrastructure Plan – Support</u> | Attachment | 101 |
| 13. <u>AB 857 (Perea): California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program – Support</u> | Attachment | 103 |

REGIONAL COUNCIL AGENDA JUNE 4, 2015

Receive & File

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|---|-------------------------------------|------------|
| 14. <u>Governor Brown's Executive Order to Reduce Urban Water Use</u> | Attachment | 108 |
| 15. <u>June 2015 State and Federal Legislative Update</u> | To be distributed
at the meeting | |
| 16. <u>Purchase Orders \$5,000 but less than \$200,000; Contracts \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000</u> | Attachment | 110 |
| 17. <u>SCAG Sustainability Planning Grants Program – Monthly Update</u> | Attachment | 126 |
| 18. <u>2015 Regional Council and Policy Committees Meeting Schedule</u> | Attachment | 134 |
| 19. <u>CFO Monthly Report</u> | Attachment | 135 |

FUTURE AGENDA ITEM/S

ADJOURNMENT

The next regular meeting of the Regional Council is scheduled for Thursday, July 2, 2015 at the SCAG Los Angeles Office.

DATE: June 4, 2015

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

FROM: Hon. Cheryl Viegas-Walker, President
Hon. Carl Morehouse, Immediate Past President
Joseph Silvey, General Counsel

SUBJECT: Proposed Changes to Executive Director's Employment Agreement

RECOMMENDED ACTIONS FOR EAC:

1) Approve Fiscal Year 2015-2016 Work Plan for the Executive Director; and 2) Recommend that the RC direct Legal Counsel to prepare an amendment to the Executive Director's Employment Agreement that: (a) includes the 2015-2016 Work Plan; (b) increases the term of the Employment Agreement by one year based upon the results of the Executive Director's annual Performance Evaluation; (c) updates the Employment Agreement to reflect the Executive Director's current base salary; and (d) modifies the Employment Agreement by: (i) removing the cap on any merit increase calculated for the Executive Director; (ii) increasing the car allowance by \$85 per month to account for increased transponder costs and other charges; (iii) adjusting the severance limitations to ensure compliance with applicable sections of the Government Code; (iv) providing the Executive Director with an executive level physical exam each year at a cost to SCAG of not more than \$6,000 per year; (v) adopting a new evaluation form for the Executive Director's annual Performance Evaluation; (vi) including the merit increase matrix used for the Executive Director; (vii) increasing the deferred compensation payments to reach the limits on 457(b) plans mandated by the Internal Revenue Code; and (viii) clarifying the time schedule for the annual Performance Evaluation.

RECOMMENDED ACTIONS FOR RC:

1) Ratify Fiscal Year 2015-2016 Work Plan for the Executive Director as approved by the EAC; 2) Direct Legal Counsel to prepare an amendment to the Executive director's Employment Agreement containing those modifications recommended by the EAC; and 3) Authorize the President to execute, on behalf of SCAG, an amendment to the Executive Director's Employment Agreement incorporating the changes and additions discussed herein.

EXECUTIVE SUMMARY

The Executive Director's Work Plan for Fiscal Year 2015-2016 has been prepared in accordance with past guidance offered by the EAC and focuses on the Strategic Plan Goals of SCAG. A copy of the Work Plan is attached. If approved by the EAC and ratified by the RC, the Work Plan will be included as an attachment to the Executive Director's Employment Agreement.

The Executive Director's Employment Agreement should be revised to reflect his current base compensation, which was adjusted in 2014 at the same time as merit increases were considered for all SCAG staff. The Executive Director's Employment Agreement should also

REPORT

be adjusted to include a one year term increase as a result of the Performance Evaluation score achieved by the Executive Director.

At its March 5, 2015 meeting, the EAC appointed then President Carl Morehouse and then First Vice President Cheryl Viegas-Walker and General Counsel Joseph Silvey to serve as negotiators in considering possible changes to the Employment Agreement of the Executive Director, Hasan Ikhmeta. At its April 2, 2015 meeting the EAC provided guidance to the three negotiators regarding possible changes to be considered for the Executive Director's Employment Agreement. The three negotiators have discussed possible changes to the Employment Agreement amongst themselves and various alternatives have been discussed with the Executive Director. The proposed changes outlined in this staff report are the result of these several discussions.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 5: Optimize Organizational Efficiency and Cultivate Engaged Workforce; Objective d: Define the roles and responsibilities at all levels of the organization.

BACKGROUND:

2015-2016 Work Plan: The SCAG Bylaws require the annual preparation of a Work Plan for the Executive Director. The Executive Director has proposed a Work Plan for Fiscal Year 2015-2016 (Attachment 1) and has structured the Work Plan to focus on the Strategic Plan Goals of SCAG. The proposed Work Plan is presented for consideration and approval by the EAC and subsequent ratification by the RC.

Employment Agreement Term Extension of One Year: The Executive Director's Employment Agreement [Section 2.01] specifies that the term of the Agreement shall be increased by one year if the Executive Director achieves a total average performance evaluation score of 4.00 or higher. The Executive Director's performance evaluation score exceeded this identified goal thereby requiring a one year extension in the term of his Employment Agreement.

Update to Include Current Base Salary: Under the terms of the Employment Agreement [Section 3.03], the Executive Director is eligible for a bonus, merit or cost of living adjustment to his compensation if all SCAG staff is so eligible. Any adjustment to the compensation of the Executive Director must be determined in a manner that is consistent with any compensation adjustment available to SCAG staff. SCAG staff was eligible for a merit compensation adjustment in the last quarter of calendar year 2014, and the Executive Director received a merit compensation adjustment at that time. The new base salary amount should be included in the Employment Agreement.

Remove Annual Merit Cap: The Executive Director's Employment Agreement [Sections 3.03 and 3.04] currently limits the annual bonus, merit or cost of living compensation adjustment provided to the Executive Director to \$25,000. The EAC is asked to consider our recommendation to remove this limitation.

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Increase Car Allowance: The Employment Agreement [Section 3.06(f)] provides that the Executive Director shall receive an allowance of \$950 per month to cover the cost of business related travel expenses such as parking and toll road fees. The EAC is asked to consider our recommendation to increase this allowance by \$85 per month to reflect increases in the transponder costs and other travel costs incurred by the Executive Director.

Government Code Compliance: In order to make the Employment Agreement fully compliant with applicable sections of the Government Code, the EAC is asked to consider our recommendation that any benefits provided to the Executive Director as part of a severance package be limited to health insurance, which shall be limited to the time duration associated with any severance calculation or until other employment commences, whichever first occurs.

Annual Executive Physical: The Employment Agreement does not include a provision for an executive level annual physical. In light of the travel and work demands placed on the Executive Director, the EAC is asked to consider our recommendation that the Executive Director be provided with an annual executive level physical examination at a cost not to exceed \$6,000 and including items such as cardiovascular screening, nutrition consultations and stress evaluations.

New Evaluation Form: The Employment Agreement [Section 2.03] requires an annual performance evaluation, which is included as an exhibit to the Agreement. The EAC is asked to consider our recommendation that a modified evaluation form (Attachment 2) be used for future annual performance evaluations. The modified evaluation form includes a component, representing 20% of the total evaluation score, which will be based on the Executive Director's performance against seven defined SCAG values as determined by SCAG's Executive Management Team. SCAG's Executive Management Team has recently completed a year-long team building program using an executive consultant and we believe it appropriate to use some of the output from this team building program in the annual performance evaluations of the Executive Director.

Inclusion of Merit Increase Matrix: The Employment Agreement [Section 3.03] specifies that any merit compensation adjustment provided to the Executive Director must be consistent with any merit compensation process provided to all SCAG staff. The EAC is asked to consider our recommendation that the merit increase matrix used for the Executive Director (Attachment 3), which is consistent with the matrix used for SCAG staff, be included in the Executive Director's Employment Agreement.

Deferred Compensation: The Employment Agreement [Section 3.06 (e)] provides that the Executive Director shall receive bi-weekly reimbursement in the amount of \$846.15 for payments made to the Executive Director's deferred compensation plan. The EAC is asked to consider our recommendation that the bi-weekly reimbursement be increased by \$76.92 to reflect current deferred compensation limits applicable to the plan and that the bi-weekly reimbursements be further increased to the limits allowed by the Internal Revenue Code for 457 (b) plans whenever cost-of-living-adjustments are made to the Internal Revenue Code.

Schedule for Annual Performance Evaluation: The Employment Agreement [Section 2.03] specifies that the annual Performance Evaluation of the Executive Director by the EAC should

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be completed by June 30th of each year. The EAC is asked to consider our recommendation that the language of the Employment Agreement be changed to provide that the annual Performance Evaluation by the EAC commence no earlier than April 1st of each year. The rationale for this modification is to reverse the recent trend of the evaluation period extending out over several months. This change will hold the EAC/RC accountable for completing the performance evaluation within a reasonable amount of time.

The RC is asked to consider any of the above changes that are recommended by the EAC after the EAC reviews the changes at its meeting on June 4.

FISCAL IMPACT:

Work associated with this matter is paid from the SCAG General Fund, 13-800.SCG0160.01.

ATTACHMENTS:

- (1) Executive Director, Fiscal year 2015-2016 Work Plan
- (2) Modified Executive Director Performance Evaluation Form
- (3) Merit Increase Matrix

Fiscal Year 2015-2016 Work Plan for Hasan Ikh rata

Work Plan Objectives to further the achievement of SCAG's Goals as shown below

SCAG Goal 1

Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

Ikh rata Objectives

- a. Continue the 2016-2040 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) outreach and public participation efforts
- b. Develop and seek approval of the Draft 2016-2040 RTP/SCS
- c. Work with local Air Districts and the Air Resources Board to develop air quality management plans to meet federal and state air quality standards
- d. Continue implementing the Sustainability Program projects and other outreach and public involvement programs for implementing strategies of the 2012 RTP/SCS
- e. Lead the regional project selection process for Cycle 2 of the California Active Transportation Program
- f. Continue to partner with County Transportation Commissions to implement strategies of the 2012 RTP/SCS through joint work program activities
- g. Implement Regional Active Transportation Safety and Encouragement Campaign

SCAG Goal 2

Obtain Regional Transportation Infrastructure and Sustainability Funding and Promote Legislative Solutions for Regional Planning Priorities.

Ikh rata Objectives

- a. Continue advocating for additional State and Federal Revenues for the region

REPORT

SCAG Goal 3

Enhance the Agency's Long Term Financial Stability and Fiscal Management.

Ikhrata Objectives

- a. Continue advocating for and seeking out additional funding sources for SCAG as an agency
- b. Continue efforts to enhance business resumption and disaster recovery preparedness

SCAG Goal 4

Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

Ikhrata Objectives

- a. Develop, maintain and promote the utilization of state of the art models, information systems and communication technologies
- b. Build on state of the art forecasting, methodology and data/statistics support such that the regional growth estimates and forecasts are technically sound and meet the Best Practices of Metropolitan Planning Organization general forecasting practices
- c. Continue to enhance the Active Transportation Database
- d. Continue to enhance the SCAG Geographic Information Services Program to better serve the SCAG region

SCAG Goal 5

Optimize Organizational Efficiency and Cultivate an Engaged Workforce.

Ikhrata Objectives

- a. Seek out opportunities to develop executive team members and reduce frequency and number of meetings and engagements of the Executive Director
- b. Provide opportunities for informal and formal methods that enhance team building, camaraderie and relationships
- c. Invest in employee development
- d. Implement best practices in operating the agency and its resources in an environmentally sustainable way

Attachment 2

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS Executive Director -- Performance Evaluation (CONFIDENTIAL)

This Performance Evaluation is a measurement of the Executive Director's performance from July 1, 2015 to June 30, 2016. Note that Parts I and II of this evaluation form together provide a numerical score that is worth a weighted 80% of the evaluation rating of the Executive Director. The remaining weighted 20% is based upon an evaluation of the Executive Director by SCAG's Executive Management Team based on seven SCAG Values that were adopted by the Regional Council as part of the SCAG Strategic Plan in 2009 and which are used in the annual measurement of all Executive Management Team members, including the Executive Director. The evaluation by the Executive Management Team was conducted immediately prior to the circulation of this evaluation form to the members of the Regional Council and the results are included as Part IV of this form.

SCAG RATING SCALE DEFINITIONS

- SE Significantly Exceeded - (worth 5 points)-** Consistently exceeds all established performance objectives, goals duties obligations and other position-related requirements in support of SCAG's Mission, Vision, Values and Strategic Plan providing tangible and exceptional value to SCAG.
- E Exceeded - (worth 4 points) –** Met all and routinely exceeds at least 75% of the established performance objectives, goals, duties, obligations and other position related requirements in support of SCAG's Mission, Vision, Values and Strategic Plan, regularly delivering high quality results and benefiting SCAG beyond that normally expected of the position.
- A Achieved - (worth 3 points) -** Met established performance objectives, goals, duties, obligations and other position related requirements in support of SCAG's Mission, Vision, Values and Strategic Plan. The Executive Director's performance meets his goals, objectives and other position-related requirements.
- PA Partially Achieved - (worth 2 points) -** Needs improvement to meet the standards expected of the position. The Executive Director's performance needs specific improvement in an areas critical to SCAG's Mission, Vision, Values and Strategic Plan goals, objectives and other position-related requirements, even while meeting some elements of established goals, objectives and other position-related requirements.
- DND Did not Deliver - (worth 1 point) -** Unsatisfactory performance for the standards expected of the position. The Executive Director's performance does not meet the majority or the elements critical to SCAG's Mission, Vision, Values and Strategic Plan goals and objectives and other position-related expectations, requiring immediate, significant, and sustained improvement in their performance.
- Unable to Make Assessment – (no points) –** This box should be checked if the reviewer is unable to make any assessment of the Executurs Director's performance for reasons such as a new appointment to SCAG or a lack of interaction with the Executive Director. When the Executive Director's Total Average Performance Score is calculated, all ratings in this category are not counted.

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PART I: GENERAL DUTIES AND OBLIGATIONS (weighted 40% of Performance Evaluation Score)

Please evaluate the performance of the Executive Director in fulfilling the general performance expectations set forth in Exhibit A of the Executive Director's Employment Contract which includes effectively modeling SCAG's Values of Collaboration, Service, Trust, Revolutionary, Sustainability, Empowering and Rewarding in the execution of fulfilling these expectations.

1. Staff Support to Regional Council, General Assembly, and all other Policy Bodies formed by the Regional Council.

SE AE A PA DND Unable to make assessment

2. Accountability and Responsibility.

SE AE A PA DND Unable to make assessment

3. Lead and manage the staff and the budget of the organization.

SE AE A PA DND Unable to make assessment

4. Foster Teamwork and Customer Service.

SE AE A PA DND Unable to make assessment

5. Engage in Professional Development/Continuous Improvement.

SE AE A PA DND Unable to make assessment

6. Foster and promote a cohesive membership base of the organization.

SE AE A PA DND Unable to make assessment

7. Represent SCAG's policies with other governmental organizations at the Federal, State and Regional levels.

SE AE A PA DND Unable to make assessment

8. Work with the private sector and community organizations to carry out the mission and vision of the organization.

SE AE A PA DND Unable to make assessment

REPORT

9. Carry out an outreach program involving media and other communication approaches that will inform and educate SCAG's constituencies of regional issues, challenges and the activities of the organization.

SE AE A PA DND Unable to make assessment

Comments that support the ratings indicated above:

PART II: ANNUAL WORK PLAN (weighted 40% of Performance Evaluation Score)

Please evaluate the performance of the Executive Director in fulfilling the objectives of the Annual Work Plan set forth in Exhibit B of the Executive Director's Employment Contract which support the Mission, Vision, Values, Goals and Objectives set forth in SCAG's Strategic Plan.

Strategic Plan Goal #1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plan and Policies

SE AE A PA DND Unable to make

Strategic Plan Goal #2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities

SE AE A PA DND Unable to make

Strategic Plan Goal #3: Enhance the Agency's Long Term Financial Stability and Fiscal Management

SE AE A PA DND Unable to make

Strategic Plan Goal #4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies

SE AE A PA DND Unable to make

Strategic Plan Goal #5: Optimize Organizational Efficiency and Cultivate an Engaged Workforce

SE AE A PA DND Unable to make

Comments that support the ratings indicated above.

REPORT

PART III: AREAS OF DEVELOPMENT/IMPROVMENT

Please provide comments, on areas where the Executive Director may further develop his leadership/management or otherwise improve upon his performance.

Rater Name _____ Rater Signature _____

Date _____

REPORT

PART IV SUMMARY OF EXECUTIVE DIRECTOR EVALUATION BY EXECUTIVE MANAGEMENT TEAM BASED ON PERFORMANCE ASSESSED AGAINST SCAG VALUES (weighted 20% of Performance Evaluation Score).

1. Collaboration – The Executive Team fosters collaboration through open communication, cooperation and a commitment to teamwork.

Executive Director's Score _____

2. Service – The Executive Team's commitment to service and leadership is second to none.

Executive Director's Score _____

3. Trust – The hallmark of our organization is trust and is accomplished through a professional staff, transparency in decision making and objectivity and accuracy in our day-to-day work.

Executive Director's Score _____

4. Revolutionary – The Executive Team is revolutionary in its thinking to achieve a cutting edge work program that is emulated by others.

Executive Director's Score _____

5. Sustainability – The Executive Team works with its partners and local governments to achieve a quality of life that provides resources for today's generations while preserving an improved quality of life for future generations.

Executive Director's Score _____

6. Empowering – The empowering of staff occurs to reward initiative, confidence, and creativity while promoting inclusionary decision-making.

Executive Director's Score _____

7. Rewarding – The Executive Team promotes a work environment that allows for professional growth, recognizes astounding achievement, and makes a positive difference in the lives of staff and the community.

Executive Director's Score _____

Total Average Score as Determined by Executive Management Team

**Merit Compensation Increase Table
for
Executive Director**

Total Average Performance Score	Percentage Increase
4.80 or Greater	10%
4.45 to 4.79	9%
4.25 to 4.44	8%
4.00 to 4.24	7%
3.80 to 3.99	6%
3.45 to 3.79	5%
3.00 to 3.44	4%
2.90 to 2.99	3%
2.55 to 2.89	2%
2.54 or Less	0%

DATE: June 4, 2015

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

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

SUBJECT: Transportation Finance Bills: a) SB 16 (Beall); b) SCA 7 (Huff); c) ACA 4 (Frazier) –
SUPPORT

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

The Governor, in his 2015 inaugural address, noted that the State faces a \$59 billion shortfall over the next 10 years to adequately maintain the existing state highway system and called upon the State to address the deficiency. Local governments statewide have estimated that the funding shortfall for maintaining existing local streets, highways and bridges is \$78 billion over the same time period.

SCAG's adopted 2012-35 Regional Transportation Plan/Sustainable Communities Strategy outlines significant funding needs for the regional transportation system and calls for increased funding from a wide array of potential sources, including increased taxes, user fees, tolls, and other mechanisms.

In February, SCAG board officers and executive leadership met with legislative leaders in Sacramento to highlight the need for significantly enhanced transportation funding to address the many needs of the region that impact both the state and the nation. In response, the legislature has offered a number of proposals to raise and firewall transportation revenues. This report addresses three of these proposals that are consistent with SCAG's 2015 Legislative Priorities and adopted 2012-35 Regional Transportation Plan/Sustainable Communities Strategy and will provide needed resources to fund California's transportation infrastructure at the state and local level. The Legislative/Communications and Membership Committee (LCMC), at its May 19, 2015 meeting, recommended that the Regional Council adopt a support position on all three (3) legislative measures (results of votes as follows: 10-1; 11-0; and 9-2 for SB 16; SCA 7; ACA 4, respectively).

STRATEGIC PLAN:

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

BACKGROUND:

SB 16 – Transportation Funding

Senate Bill 16 establishes the Road Maintenance and Rehabilitation Program, and authorizes for 5 years from FY 2015-16 through FY 2019-20, and require program to be reauthorized every 5 years thereafter

REPORT

and, if not reauthorized the increased taxes imposed by the bill for the program would become inoperative. The California Transportation Commission (CTC) is tasked with identifying the estimated funds for the program during any authorized five-year period and shall adopt performance criteria to ensure efficient use of the funds. SB 16 requires all revenues from the newly imposed taxes and fees to be deposited in the newly created Road Maintenance and Rehabilitation Account (RMRA). The bill increases several taxes and fees to raise roughly \$3.5 billion in new transportation revenues annually for five years with the funding primarily used to address deferred maintenance on the state highways and local streets and roads. In addition, 5 percent of the revenues would be set aside to incentivize counties currently without a local transportation funding measure to approve such a measure. Specifically, the bill provides for the following increased taxes and fees for deposit into RMRA except as noted:

- a 10 cent increase in the excise tax on gasoline;
- a 12 cent increase in the excise tax on diesel;
- Provides that 2 cents of the diesel fuel tax increase, resulting in about \$50 million annually, is deposited in the Trade Corridors Improvement Fund (TCIF)
- a Vehicle License Fee (VLF) increase for non-commercial vehicles of .07% each year so that the VLF increase is in total 1.00% of vehicle market value, by July 1, 2019;
- a \$35 Vehicle Registration Fee (VRF) increase for all vehicles;
- a \$100 VRF increase for zero-emission vehicles.

Additionally, bill provisions specify that truck weight fees would be returned to the State Transportation Fund by redirecting these fees into the RMRA over a five-year period (20 percent annually) from FY 2015-16 thru FY 2019-20. The bill provides that the General Fund would be backfilled from the loss of weight fee revenues by a 0.35 percent increase in the VLF over the five-year period (raised in 0.07 increments over the five-year period). The bill further stipulates that loans made by the General Fund to the State Highway Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account and the Motor Vehicle Account shall be repaid over three years, one third per year, for a total of approximately \$1 billion. The funding required to backfill the loss to the General Fund from the loan repayments will come from the Budget Stabilization Account (BSA) which currently has a \$1.6B balance.

The bill was recently technically amended on May 13, 2015, to clarify that the above referenced increases to the excise tax on gasoline and diesel are storage taxes as they are imposed on the supplier or wholesaler or retailer of the fuel at storage, rather than at sale, of the fuel. The amendment also details how the increased fee will be assessed and collected.

New funds derived from the raised taxes and fees mentioned above are allocated according to the following provisions:

- 5% is set aside for counties which pass local sales and use taxes for transportation purposes;
- the remainder is a 50/50 split between state and local projects;
- Local project funding is pursuant to an existing statutory formula 50% to cities based on population/50% to counties based on a combination of the number of registered vehicles and the miles of county roads;
- To receive local funds, cities and counties must maintain their historic commitment to funding street and highway purposes by annually expending not less than the average of expenditures for the '09/10, '10/11 & '11/12 fiscal years;

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- New Transportation Corridor Improvement Fund (TCIF) revenues from increased diesel tax are allocated by the California Transportation Commission (CTC) for infrastructure improvements on corridors that have a high volume of freight movement.

With the exception of weight fees, SB 16 has no effect on current taxes and fees. This bill does not affect how existing gasoline excise taxes, diesel excise taxes, VLF and other fees are spent. Except for weight fees, it only affects how the new revenues raised by this bill are spent.

The bill requires Caltrans, by March 1, 2016, to provide the CTC with a plan to increase the department's efficiency by 30% over the prior three years. Any savings shall be used to increase the funding for the road maintenance and repair work.

The author of SB 16 asserts the bill will provide more resources for the state to repair the infrastructure under its jurisdiction and it also distributes billions to the local level. It responds to the Governor's call in his 2015 inaugural address noting that the state faces a \$59 billion shortfall over the next 10 years to adequately maintain the existing state highway system. According to the author the bill's provisions are the result of four Transportation Committee hearings that were held across the state that received testimony from local government officials, transportation experts, businesses, and the public. SCAG Executive Director Hasan Ikhata testified at the Southern California informational hearing of the Senate Transportation Committee on this issue in March of this year.

The bill is supported by:

American Society of Civil Engineers
Associated General Contractors
California Alliance for Jobs;
California Association of Councils of Governments
California Contract Cities Association
California State Association of Counties
California Infill Federation
City of Calexico
City of Cathedral City
City of Brisbane
City of Burbank
City of Clearlake
City of Downey
City of Gilroy
City of Hanford
City of Hayward
City of Hercules
City of Hughson
City of Lafayette
City of Lakeport
City of Los Altos
City of Livermore
City of Modesto
City of Montclair

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City of Morgan Hill
City of Rancho Cucamonga
City of Rancho Mirage
City of Sacramento
City of San Jose
City of Santa Ana
City of Santa Clara
City of Santa Maria
City of Santa Rosa
City of Seaside
City of Soledad
City of Thousand Oaks
City of Watsonville
City of Whittier
CTM Construction
DeSilva Gates Construction
Granite Construction
League of California Cities
LIUNA Locals 777 & 792
Northern California Carpenters Regional Council
Santa Clara County Board of Supervisors
Town of Danville
Transportation California
United Contractors

SB 16 is opposed by:

Association of California Car Clubs
Howard Jarvis Tax Payers Association

SB 16 is an urgency measure, requiring two-thirds (2/3's) vote of both legislative chambers to pass, and takes effect immediately upon passage by the Legislature and signature by the Governor. It is repealed by its own terms as of July 1, 2020. The bill passed the Senate Transportation and Housing Committee (6-1) on April 29; passed the Senate Committee on Government and Finance (6-1) on May 6, and is currently referred to Senate Appropriations Committee, no hearing scheduled though the bill likely will be taken up by the Appropriations Committee on June 1. A copy of the bill can be accessed at: <http://goo.gl/mr83OO>

SCA 7 – Motor Vehicle Taxes and Fees: Restriction on Expenditures

SCA 7 (Huff) would prohibit the use of revenues from taxes and fees on gasoline; VLF fees; and local sales tax for purposes other than those transportation purposes specified in Article XIX of the Constitution, and specifically prohibits the borrowing these revenues for payment of bond or other debt, except as provided pursuant to Article XIX. Additionally, the measure would delete the Constitutional provision allowing the use of any fuel tax revenues allocated to mass transit purposes to be used for payment of principal and interest on voter-approved bonds issued for mass transit purposes, and instead subjects those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. Finally, it requires that revenues derived from the portion of vehicle

license fees that exceed 0.65% of the value of a vehicle to be used for street and highway purposes. Likewise it would prohibit the Legislature from borrowing those revenues, and from using those revenues other than as specifically permitted by the Constitution, and would also provide that none of those revenues may be used for the payment of principal and interest on bonds or other indebtedness.

The author, Senate Minority Leader Bob Huff (R-Diamond Bar), in support of the measure cites a 2014 report issued by the Department of Finance concluding that statewide infrastructure needs are in the billions of dollars annually and the state has deferred \$59 billion worth of maintenance work on roads. Additionally, the California Transportation Commission finds that nearly 90 percent of California's counties have an average pavement rating of "at risk" or "poor."

Senator Huff notes that SCA 7 is the only transportation infrastructure plan introduced so far that doesn't include a tax increase, and also doesn't divert a portion of those tax dollars to projects that have nothing to do with fixing California's roads and highways. In addition, SCA 7 stops the diversions that are currently taking place. This is in contrast to the proposal offered by Senator Beall, SB 16, which provides both fuel tax and fee increases as well as a partial repayment of indebtedness with transportation funds; and the Speaker's announced plan, not yet in print, which purports to backfill to the General Fund for lost, repurposed weight fees from a new Road User Charge.

SCA 7 is double referred to the Senate Transportation and Housing Committee and the Senate Committee on Elections and Constitutional Amendments; no hearings are scheduled. As a proposed Constitutional amendment, the threshold to pass the Legislature is 2/3's vote of both chambers. A copy of the measure can be accessed at: <http://goo.gl/ZDIKua>

ACA 4 – Local Government Transportation Projects: Special Taxes: Voter Approval

Current law authorizes cities, counties, and special districts to impose a general tax for general governmental purposes with the approval of a majority of voters, and authorizes these entities to impose a special tax for specified purposes with the approval of two-thirds (2/3's) of the voters. In addition, the law authorizes school districts, community college districts, or county offices of education to incur school bonded indebtedness with the approval of 55% of the voters voting on the bond measure, requires bond proceeds only be used for purposes specified in the Constitution, and requires an audit to ensure that the funds have been expended only on the specific projects listed.

ACA 4, a proposed state constitutional amendment, would reduce the voter threshold from two-thirds to 55% for passage of local sales taxes dedicated to transportation purposes. ACA defines "local transportation projects" for its purposes to mean the planning, design, development, financing, construction, reconstruction, rehabilitation, improvement, acquisition, lease, operation, or maintenance of local streets, roads, and highways, state highways and freeways, and public transit systems.

The proposed constitutional amendment is offered in recognition of the reality that the gas tax is no longer a viable, sustainable transportation revenue source, as it has been relied upon since 1923 to support to support its local streets and roads and state highway system.. The author cites that according to the Institute on Taxation and Economic Policy, two important developments have combined to greatly reduce the functionality of the gas tax:

1. The purchasing power of gas tax revenues has declined significantly due to inflation, and

REPORT

2. Improvements in vehicle fuel efficiency have cut directly into gas tax revenues by allowing drivers to travel farther distances while buying less gasoline.

The gas tax has not increased since 1994.

Due to the rapidly declining gas tax revenues, voters in twenty counties throughout California have turned to imposing special taxes for local transportation projects and programs in their county, generating between \$3 billion and \$4 billion annually, used for transportation projects as identified and prioritized by each county and ratified by the voters. These counties, referred to as "self-help counties," have consistently provided reliable and stable funding for transportation funding that significantly exceeds state and federal funding on an annual basis. Despite the success of these self-help counties, a two-thirds voter approval threshold is an extraordinarily difficult hurdle for other counties that are aspiring to be self-help counties. ACA 4 could benefit these aspiring counties as well existing self-help counties whose existing special transportation tax is due to expire by lowering the threshold.

Supporters ACA 4 note that sales tax investments directed towards local transportation needs, have proven to provide tremendous benefit to the overall state transportation system. Provided adequate accountability safeguards are put into place, funds generated from sales tax measures serve to reduce congestion, improve public transportation, and enable local governments to better address the critical transportation needs of the state.

Opponents of the measure contend that a tax imposed on a group of taxpayers, rather than the general public, is worthy of a greater level of voter sanction and, thus, the existing two-thirds vote requirement is justified. They also argue that the two-thirds vote requirement serves two other purposes: to force local governments to justify a clear and critical need for a particular public function or program; and 2) to hold local governments to a higher level of accountability for taxes that are earmarked for specific purposes.

On-record support and opposition of ACA 4 include, in support:

California State Association of Counties
California Transit Association
California Transportation Commission
Glendale City Employees Association
Move LA
Organization of SMUD Employees
Sacramento Metropolitan Chamber of Commerce
San Bernardino Public Employees Association
San Luis Obispo County Employees Association
Santa Clara Valley Transportation Authority
Solano Transportation Authority
Ventura County Transportation Commission

And in opposition:

California Taxpayers Association
Air Logistics Corporation

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Associated Builders and Contractors of California
California Association of Realtors
California Retailers Association
California Tank Lines, Inc.
Orange County Business Council
Southwest California Legislative Council
California Chamber of Commerce
Chemical Transfer Company
Howard Jarvis Taxpayers Association
National Federation of Independent Business
West Coast Leasing, LLC
California Manufacturers and Technology Association
Orange County Taxpayers Association
Superior Tank Wash, Inc.
West Coast Leasing, LLC

ACA 4 is referred to the Assembly Committee on Revenue and Taxation, the Assembly Transportation Committee, and the Assembly Appropriations Committee. ACA passed Committee on Revenue and Taxation (10-5) on April 28, and was re-referred. No hearing is currently scheduled. As a proposed Constitutional Amendment, a two-thirds (2/3s) vote threshold of both legislative chambers is required to pass and signature by the Governor. A copy of the measure can be accessed at: <http://goo.gl/R4DJ7e>

Recommendation

Staff recommends that SCAG take on-record support of all three proposed revenue measures. Consistent with board adopted legislative priorities to seek increased funding for state transportation programs and purposes, in recognition that the Speaker's transportation finance proposal has been announced but not yet introduced into a legislative bill. Any enhanced transportation funding derived from the legislature in this session will likely be result of a negotiated agreement that potentially could draw from any of these proposals as well as other measures to be introduced. Staff recommends that the agency, consistent with its board adopted priorities, position itself with flexibility to support all reasonable policy proposals to increase funding at the state level to address the state's critically underfunded transportation system and programs. Accordingly staff recommends support of SB 16, SCA 7, and ACA 4. The LCMC, upon deliberation at its May 19, 2015 meeting forwarded a support recommendation on all three legislative measures for adoption by the Regional Council.

ATTACHMENT:

None.

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DATE: June 4, 2015

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

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

SUBJECT: Transportation Control Measure (TCM) Substitutions by Los Angeles County Metropolitan Transportation Authority (Metro), Riverside County Transportation Commission (RCTC), and San Bernardino Associated Governments (SANBAG)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council adopt TCM substitutions by Metro, RCTC, and SANBAG and direct staff to forward them to U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB) for concurrence.

RECOMMENDED ACTION FOR RC:

Adopt TCM substitutions by Metro, RCTC, and SANBAG and direct staff to forward them to U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB) for concurrence.

EXECUTIVE SUMMARY:

SCAG staff has received three TCM substitution requests: Metro is proposing to replace a park and ride lot TCM project with two park and ride lot projects and two bike lane projects in Los Angeles County; RCTC is proposing to replace two bus transit facility TCM projects with an express bus expansion project in Riverside County; and SANBAG is proposing a revision applying more realistic assumptions to its last adopted TCM substitution to replace two park and ride lot expansion projects with one vanpool program in San Bernardino County. SCAG staff has determined that the three proposed TCM substitutions meet all Federal Clean Air Act TCM substitution requirements.

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; 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 under the Clean Air Act §176(c).

REPORT

SCAG has received three TCM substitution requests from the Metro, RCTC, and SANBAG respectively:

- **Metro** - replace a park and ride lot TCM project (FTIP Project ID: LAE0332) programmed in the SCAG FTIP with two park and ride lot facilities and two bike lane projects at various locations within the Los Angeles County portion of the South Coast Air Basin. For further details about the proposed TCM substitution, please refer to the Attachment 1.
- **RCTC** - replace two bus transit facility TCM projects (FTIP Project IDs: RIV041030 and RIV050553) programmed in the SCAG FTIP with an express bus expansion project to support increased commuter transit as an element of the SR-91 Corridor Improvement Program for residents of Riverside County. For further details about the proposed TCM substitution, please refer to the Attachment 2.
- **SANBAG** - replace two Metrolink station park and ride lot expansion TCM projects (FTIP Project IDs: 20040825 and 200450) programmed in the SCAG FTIP with a regional vanpool program throughout San Bernardino County. SANBAG's request is a revision to its previous TCM substitution that was approved by the EEC and RC on April 2, 2015. The revision applies more conservative assumptions in response to EPA and ARB staff's review comments and still achieves the required emission reductions. For further details about the proposed TCM substitution revision, please refer to the Attachment 3.

The three Draft TCM Substitution Reports were released for a 15-day public review concluding on May 27, 2015. Any comments received during the public comment period will be summarized and responded to. Staff will include a summary of public comments received and, if there are any public comments, SCAG staff's responses as part of the staff presentation. As documented in the Attachments, the proposed substitutions meet all TCM substitution requirements. Therefore, staff recommends approval of the above-described TCM substitutions for forwarding to Federal and State air agencies for concurrence.

The TCM substitutions do not require a new conformity determination or a formal SIP revision. The SCAG region maintains transportation conformity after the substitutions. SCAG's approval of the TCM substitutions with concurrence of EPA and ARB will rescind the committed TCM status of the original TCM projects and the new TCM projects will become effective.

FISCAL IMPACT:

Work associated with this item is included in the current FY14-15 Overall Work Program (15-025. SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENTS:

1. Metro Transportation Control Measure (TCM) Substitution Report – Long Beach Park and Ride Lot Project (FTIP ID 200450)
2. RCTC Transportation Control Measure (TCM) Substitution Report – Hemet (FTIP ID RIV041030) and Temecula (FTIP ID RIV050553) Bus Transit Facility Projects
3. SANBAG Transportation Control Measure (TCM) Substitution Report – Upland (FTIP ID 20040825) and Rialto (FTIP ID 200450) Metrolink Station Park and Ride Lot Expansion Projects
4. Metro, RCTC, and SANBAG TCM Substitutions PowerPoint Presentation

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 applicable 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 Los Angeles County Metropolitan Transportation Authority (Metro) has requested that SCAG substitute a planned park and ride lot facility project which is included as a committed TCMs in the South Coast Ozone SIP with four different projects in Los Angeles (see Appendix A). As documented herein, the proposed substitution is consistent with all federal requirements, including the MPA-21 planning requirements and the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

TCM SUBSTITUTION PROCESS

The substitution process set forth in MAP-21 and the Transportation Conformity Regulations is included in the 2007 AQMP for the South Coast Air Basin and described in SCAG's 2015 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 the California Air Resources Board (ARB) rescinds the original TCM and the substitution becomes effective.

PROJECT DESCRIPTION

The 2015 FTIP includes a committed TCM project for constructing a park and ride lot facility in the City of Long Beach (FTIP ID LAE0332). The project is requested by the City of Long Beach to be canceled due to lack of funding. To mitigate the proposed cancellation of the TCM project, Metro is proposing to substitute two park and ride lot facilities and two bike lane projects at various locations within the Los Angeles County portion of the South Coast Air Basin. The proposed substitute projects will be operational by 2017 so that the emission reductions from these substitute projects can achieve the purpose of the South Coast ozone SIPs. The four substitute projects are all new projects and are not yet classified as committed TCMs.

COMPLIANCE WITH SUBSTITUTION REQUIREMENTS

Interagency Consultation. The proposed substitution was presented to SCAG's publicly noticed TCWG meeting on April 28, 2015 for interagency consultation. The TCM substitution request document is being released for a 15-day public review period.

Equivalent Emissions Reduction. Metro has analyzed the countywide emissions impacts of the substitute projects and concluded that the replacement projects provide equal or greater emission reductions (see Appendix A). SCAG staff has reviewed and concurred with both the methodology and the results of the analysis.



Similar Geographic Area. Both the Long Beach park and ride lot facility project and the four substitute projects are located in the Los Angeles Riverside County portion of the South Coast Air Basin.

Full Funding. The four substitute projects are fully funded utilizing local funds, Congestion Mitigation Air Quality fund, and Active Transportation Program fund.

Similar Time Frame. The proposed substitute TCMs will be operational by 2017 which is the earliest practical date and not later than the date on which emissions reductions from the substitute TCMs are necessary to achieve the purpose of the South Coast Ozone SIPs.

Timely Implementation. The proposed substitution is the means by which the obstacle to implementation of the Long Beach park and ride lot facility 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. Metro has legal authority and personnel to implement and operate the substitute projects.

Agency Review and Adoption. After the 15-day public review period, the substitution will be presented to SCAG's Energy and Environment Committee (EEC) for recommendation to SCAG's Regional Council for adoption. Upon EEC's recommendation, the substitution will be presented to SCAG's Regional Council for adoption. Adoption by the Regional Council and concurrence from U.S. EPA and ARB will rescind the original TCM projects and the new measure 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

Metro Substitution Request





Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

May 6, 2015

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

Attention: Rongsheng Luo

**SUBSTITUTE 2015 FTIP TCM PROJECTS
LAE0332: MTA BLUE LINE PARK AND RIDE FACILITY**

Dear Mr. Ikhata,

The Los Angeles County Metropolitan Transportation Authority (LACMTA) has identified that the City of Long Beach deleted a Transportation Control Measure (TCM) project, LAE0332: *MTA Blue Line Park and Ride Facility* from LACMTA's 2015 Transportation Improvement Program (TIP), due to a loss of redevelopment funds originally programmed as a match.

LACMTA requests that SCAG allow project LAE0332 in the 2015 RTIP to be substituted with projects *Santa Clarita Park & Ride Facility, Old Town Calabasas Park & Ride Facility, Vincent Community Bikeway Access, and Athens & West Carson Community Bikeway*. These projects are collectively similar in scope, geographical area, and completion timelines. Thus the substitution will offer comparable air quality benefits to the region. The enclosed document includes an air quality emissions reduction analysis, comparing the deleted project to the recommended substitutes.

LACMTA is eager to move forward with the substitution projects and would greatly appreciate your assistance in working through the substitution process with our State and Federal partners.

Please contact Jeseong Chung at (213) 922-2478 or chungje@metro.net should you have any questions. Thank you.

Sincerely,

Wil Ridder
Executive Officer
Strategic Financial Planning & Programming

1. Introduction

LACMTA is requesting to substitute Project LAE0332: Long Beach Park and Ride Lot Facility at 3rd St. & Pacific Ave. with the following four projects, which are not in the 2015 FTIP; (1) Old Town Calabasas Park and Ride Facility by the City of Calabasas, (2) Vincent Community Bikeway Access by the County of Los Angeles, (3) West Athens and West Carson Community Bikeways by the County of Los Angeles, and (4) Arcadia Bike Facility Improvement project by the City of Arcadia. These four projects will be included in the 2015 TIP via FTIP amendment process once the substitution process is approved.

1-1 Original Project Description

Long Beach Park and Ride Lot Facility at 3rd St. and Pacific Ave

The Long Beach Park & Ride Lot project proposed at 3rd Street and Pacific Avenue south of the Metro Blue Line Pacific station would provide approximately 400 parking spaces for Metro Blue Line users. However, the project has been requested to be cancelled by the City of Long Beach due to lack of funding.

1-2 Substitution Project Description

Santa Clarita Park and Ride Facility:

The project proposes the construction of a Park and Ride lot that will have approximately 150 parking spaces at State Route 14 and Newhall Avenue. The routes that will be served are Commuter Express Routes that go to Century City, Downtown Los Angeles, Warner Center and North Hollywood. In addition, this lot will serve carpools and vanpools.

Old Town Calabasas Park and Ride Facility:

The City of Calabasas proposes a Park & Ride lot project in Old town Calabasas to purchase and construct a Park and Ride Lot with 72 parking spaces. The proposed Park and Ride Lot is located 1,000 feet from the Mulholland Highway/Valley Circle on-ramp to the US 101 and through being 700 feet from a stop for Metro's Line 161 and will allow residents of the City of Calabasas to park their vehicles and conveniently take public transportation/ vanpool/carpool to work or other activities throughout Los Angeles County.

Vincent Community Bikeway Access:

The project is located in the unincorporated Vincent community and the Cities of Azusa and West Covina. The scope of work includes installation of Class I bike path (2.01 miles) along the Big Dalton Wash between Irwindale Avenue and Lark Ellen Avenue, and between Arrow Highway and Citrus Avenue. Two Class II bike lanes (1.08 miles) are proposed along Irwindale Avenue between the Class I bike path and existing bikeways on Sunset Avenue and along Badillo Street between Irwindale Avenue and Orange Avenue to connect to the existing bike lane along Badillo Street and Ramona Boulevard.

Athens and West Carson Community Bikeways:

The Athens and West Carson Community Bikeways project will design and construct Class II bike lanes on Normandie Avenue between Imperial Hwy and El Segundo Boulevard (1 mile), 120th Street between Western Avenue and Vermont Avenue (1 mile), Lomita Boulevard between Frampton Avenue and Vermont Avenue (0.48 miles), and Carson Street between Normandie Avenue and Vermont Avenue (0.51 miles).

2. Compliance with Substitution Requirements

- **Equivalent Emissions Reduction:** LACMTA has analyzed the countywide emissions impacts of the proposed substitute TCM projects, and concludes that collectively, the four substitution projects provide greater emissions reduction than the emissions reduction of the original TCM project. See the methodology and the results in Section 3 and Section 4.
- **Similar Geographic Area:** The Long Beach Park and Ride Facility project and four substitution projects (Santa Clarita Park & Ride Facility, Old Town Calabasas Park & Ride Facility, Vincent Community Bikeway Access, and Athens and West Carson Community Bikeways) are located in the Los Angeles County portion of the South Coast Air Basin.
- **Full Funding:** Proposed substitution projects are full funded utilizing local funds, Congestion Mitigation Air Quality Funds, and Active Transportation Program.
- **Similar Time Frame:** The proposed substitution TCM projects will be operational in 2017 not later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan.
- **Timely Implementation:** The proposed substitution is the means by which the obstacle to implementation of the Long Beach Park and Ride Facility TCMs is being overcome.
- **Legal Authority:** LACMTA has legal authority and personnel to implement the substitute TCM projects.

3. Methodology

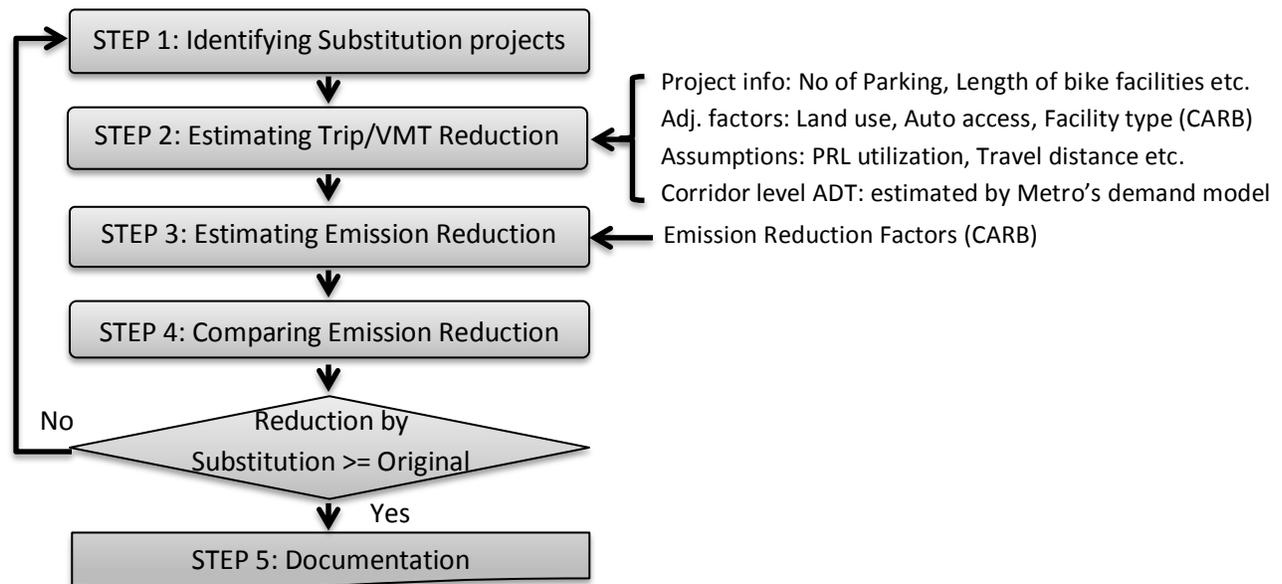
In order to verify that these projects have similar air quality benefits and thus can be substituted for one another, we conducted an air quality benefits analysis based on the “Methods to Find the Cost-Effectiveness of Funding Air Quality Projects For Evaluating Motor Vehicle Registration Fee Projects and Congestion Mitigation and Air Quality Improvement (CMAQ) Projects” published by the California Air Resources Board (ARB) in May 2005 (validated in 2013), as well as 2013 Emission Factor Tables (also by ARB).

This was conducted through a five step process; (1) Identifying potential substitution projects (2) Estimating the Vehicle Miles Travelled (VMT) reduction and trip reduction for commute trips based on

TCM Substitution Technical Analysis

the number of parking spaces and parking lot utilization ratio (for PRL projects) and length of bike facilities and ADT (for bicycle facility projects) (3) Estimating air emission reduction by multiplying number of trips/VMTs and air emission factors (4) Comparing air quality benefits of original project with the substitution projects, then (5) Documenting the results. Figure below presents the air emission reduction benefits estimation process.

Figure 3-1 Air Emission Reduction Benefits Analysis Process



3-1 Formulas, Input Values, and Assumption for Park & Ride Lot Projects

Provision of park and ride lots (PRL) would promote the use of public transit (if the PRL is located near transit stops) or encourage the formation of vanpools and carpools. The emission reduction benefits from PRLs come from the reduction of auto trips by transit, vanpool, or carpool services after adjusting for the increase in emissions associated with the vanpool/carpool vehicle itself and auto access trips to and from PRL.

Formulas

$$\text{Annual Auto Trip Reduced} = [(D) * (R) * (A)] * [1 - (AA)] \quad \text{trips/year}$$

$$\text{Annual Auto VMT Reduced} = [(D) * (R) * (A)] * [(L) - (AA) * (LL)] \quad \text{miles/year}$$

$$\text{Annual Emission Reductions (ROG, NOx, and PM10)} = \quad \text{lbs/year}$$

$$\begin{aligned} & [(Annual Auto Trips Reduced) * (Auto Trip End Factor) \\ & + (Annual Auto VMT Reduced) * (Auto VMT Factor) \\ & - (Van VMT) * (Van VMT Factor)] / 454 \end{aligned}$$

$$\text{Ridership (R)} = (\text{Parking Spaces}) * (\text{Lot Utilization}) * (2 \text{ commute trips/day})$$

TCM Substitution Technical Analysis

$$\text{Van VMT} = [(R)/5]*(L)*(D)$$

(Assume 5 passenger per Vanpool)

Note

- Lot Utilization is the estimated lot utilization rate from monitored data OR use 0.75 as a default.
- The default for Adjustment (AA) for Auto Access to and from rail service is 0.5.
- The default for Adjustment (AA) for Auto Access to and from vanpool/shuttle should be 0.9 instead of 0.5.

Table 3-1 Input Values for Park & Ride Lot Projects (CARB – May, 2013)

Inputs	Default	Units	Comments
For the Vanpool			
Days (D)	250	days (of operation)/year	Suggested defaults are weekday vanpools - 250 days
Ridership (R)		total trips (riders)/day	One-way trips by riders (or number of boardings) per day
Annual Van/Shuttle VMT (Van VMT)		annual miles	
For Auto Travel Reduced			
Adjustment (A) on Auto Trips: Portion of riders who did NOT previously use transit or vanpools.	0.3 (for vanpool) 0.3 (for rail)		The default (0.83) is for long-distance, commuter vanpool service. For new rail feeders, use 0.3 for the adjustment factor A.
Auto Trip Length (L)	25 (for vanpool) 8 (for rail)	miles one direction/trip	Suggested default for vanpools is 35 mile. 25 miles is used in this report
For Auto Travel Added to Access Vanpool/Shuttle			
Adjustment (AA) for Auto Access to and from PRL	0.75 (for Vanpool) 0.5 (for rail)		Enter the percentage of riders who drive to the vanpool service. The default (0.75) is for long-distance vanpools. For rail feeders, use 0.5.
Trip Length (LL) for Auto Access to and from vanpool/shuttle	5 (for vanpool) 2 (for rail)	miles one direction/trip	The default (5 mi) is for long-distance van pools. For rail feeders, use 2 mi.

Table 3-2 Total Average Auto Emission Factor (CARB – May, 2013)

Project Life	Grams per Commute Trip End			
	ROG	CO	NOx	PM2.5
1~5 years (2011~2015)	0.764	6.046	0.303	0.006
6~10 years (2011~2020)	0.614	4.083	0.233	0.004
16~20 years (2014~2035)	0.462	3.593	0.162	0.004
Project Life	Grams per Vehicle Mile			
	ROG	CO	NOx	PM2.5
1~5 years (2014~2017)	0.191	2.239	0.217	0.087
6~10 years (2014~2023)	0.153	1.783	0.172	0.087
16~20 years (2014~2035)	0.119	1.356	0.13	0.087

3-2 Formulas, Input Values, and Assumption for Bicycle Facility Projects

Bicycle and pedestrian projects/programs include a wide range of investments and strategies to facilitate and encourage non-motorized travel from bike path, bike share program to pedestrian urban design enhancements. Among these various strategies this report only includes bike path (Class I) and bike lane (Class II).

Formulas

$$\begin{aligned} \text{Annual Auto Trip Reduced} &= (D) * (ADT) * (A + C) && \text{trips/year} \\ \text{Annual Auto VMT Reduced} &= (\text{Auto Trips}) * (L) && \text{miles/year} \\ \text{Annual Emission Reductions (ROG, NOx, and PM10)} &= && \text{lbs/year} \\ &= \frac{[(\text{Annual Auto Trips Reduced}) * (\text{Auto Trip End Factor}) + (\text{Annual Auto VMT Reduced}) * (\text{Auto VMT Factor}) - (\text{Van VMT}) * (\text{Van VMT Factor})]}{454} \end{aligned}$$

Table 3-3 Input Values for Bicycle Facility Projects (CARB – May, 2013)

Inputs	Default	Units	Comments
Days (D)	200	days (of operation)/year	Consider local climate in number of days used.
Average Length (L) of bicycle trips	1.8	Miles per trip in one direction	Default is based on the National Personal Transportation Survey
Annual Average Daily Traffic (ADT)		Trips per day	Two-direction traffic volumes on roadway parallel to bike project. MAXIMUM IS 30,000.
Adjustment (A) on ADT for auto trips replaced by bike trips from the bike facility.	0.002		See Table I-3 Adjustment Factors table
Credit (C) for Activity Centers near the project.	0.0005		See Table I-4 Activity Centers table

Table 3-4 Adjustment Factors on ADT (CARB – May, 2013)

Bike Facility Class	Annual Average Daily Traffic (ADT)	Length of Bike Project (one direction)	Adjustment Factors for Cities with POP. > 250,000 and non-university towns < 250,000	Adjustment Factors for University Towns with POP. < 250,000
Class I (bike path) & Class II (bike lane)	ADT ≤ 12,000 vehicles a day	≤ 1 mile	0.0019	0.0104
		>1 & ≤ 2 miles	0.0029	0.0155
		> 2 miles	0.0038	0.0207

TCM Substitution Technical Analysis

Class I (bike path) & Class II (bike lane)	12,000< ADT	≤ 1 mile	0.0014	0.0073
	≤24,000	>1 & ≤ 2 miles	0.002	0.0109
	vehicles per day	> 2 miles	0.0027	0.0145
Class II bike lane	24,000< ADT	≤ 1 mile	0.001	0.0052
	≤30,000	>1 & ≤ 2 miles	0.0014	0.0078
	vehicles per day	> 2 miles	0.0019	0.0104

Table 3-5 Activity Center Credits (CARB – May, 2013)

Number of activity centers*	Credit (C) Within 1/2 mile	Credit (C) Within 1/4 mile
Three (3)	0.0005	0.001
More than 3 but less than 7	0.001	0.002
7 or more	0.0015	0.003

- Types of Activity Centers: Bank, church, hospital or HMO, light rail station (park & ride), office park, post office, public library, shopping area or grocery store, university or junior college
- The number of activity centers within 1/4 mile and/or 1/2 mile from the project corridor was provided by project sponsors

4. Air Quality Benefits Equivalency

The methodologies and input data discussed in Chapter 2 were used to estimate emissions reductions for the Long Beach Park & Ride Facility project and the four substitution projects to demonstrate that the substitute measures have equivalent or greater emissions reductions than the control measure to be replaced.

4-1 Emission Reduction by Original Project

Table 4-1 presents the air quality benefits, in units of “lbs per year” associated with the control measure (400 park and ride spaces at the Long Beach Park & Ride facility) for three horizon years: 2016, 2023, and 2035.

Table 4-1 Air emission reduction by original project (lbs)

Annual Emission Reduction	ROG	CO	NOx	PM2.5
2016	170.6	1,855.4	165.8	60.7
2023	153.5	1,618.2	147.1	68.1
2035	140.8	1,493.7	131.1	80.8

TCM Substitution Technical Analysis

4-2 Emission Reduction by Substitution Projects

Table 4-2 presents the air quality benefits, in units of “lbs per year” associated with substitution measures (222 park and ride spaces at the Santa Clarita Park & Ride facility and the Old town Calabasas Park & Ride facility and 6.09 miles of Class I and Class II bike facilities in the County of Los Angeles) for three horizon years: 2016, 2023, and 2035.

Table 4-2 Air emission reduction by substitute projects (lbs)

Annual Emission Reduction	ROG	CO	NOx	PM2.5
2016	272.1	2,674.6	209.1	63.4
2023	249.5	2,340.5	196.1	78.2
2035	218.1	2,183.1	176.3	99.1

4-3 Summary of Results

The results clearly indicate that the proposed substitution projects - Santa Clarita Park & Ride facility, Old town Calabasas Park & Ride facility, Vincent Community Bikeway, and Athens and West Carson Community Bikeway – will have higher air quality benefits as compared to the Long Beach Park & Ride facility project. The net air quality benefits of the substitute projects as compared to the Long Beach Park & Ride facility project are summarized in Table 4-3.

Table 4-3 Comparison: Substitution - Original (lbs)

Annual Emission Reduction	ROG	CO	NOx	PM2.5
2016	101.5	819.3	43.4	2.7
2023	96.0	722.4	49.0	10.1
2035	77.3	689.4	45.2	18.3

A-1 Original Project:

Long Beach Park & Ride Facility

Year	TRIP REDUCTION	VMT REDUCTION
2016	22,507	315,101
2023	25,271	353,797
2035	30,010	420,134

INPUT VALUES		
Total Space	400	
Average Daily Utilization		
2016	75%	
2023	84%	
2035	100%	
Turnover	1	
Percent Effectiveness		
Adjustment on Auto trips replaced by PRL	30%	
Adjustment for Auto Access	50%	
Vehicle Trips (In/Out)	2	
Avg. Commute Distance	8	
Avg. Travel Distance to PRL	2	
Reduction Days/Year	250	
Annual TRIP Reduction		
2016	22,507	
2023	25,271	
2035	30,010	
Annual VMT reduction		
2016	315,101	
2023	353,797	
2035	420,134	
Annual Factor		
Days in a Year	365	
Weeks in a Year	52	
Slow Days in a Week	2.21	
Negligible Days		115
Trip Reduction Days/Year		250

*Urban Park & Ride Lot utilization rate in opening year estimated as 75%.

TCM Substitution Technical Analysis

A-2 Substitution Projects

Santa Clarita Park & Ride Facility

Year	TRIP REDUCTION	VMT REDUCTION
2016	2,345	181,166
2023	2,949	227,888
2035	3,986	307,982

INPUT VALUES		
Total Space	150	
Average Daily Utilization*		
2016	50%	
2023	63%	
2035	85%	
Turnover	1	
Percent Effectiveness	0	
Adjustment on Auto trips replaced by PRL	25%	
Adjustment for Auto Access	75%	
Vehicle Trips (In/Out)	2	
Avg. Commute Distance	25	
Avg. Travel Distance to PRL	5	
Reduction Days/Year	250	
Annual TRIP Reduction		
2016	2,345	
2023	2,949	
2035	3,986	
Annual VMT reduction		
2016	199,283	
2023	250,676	
2035	338,780	
Annual VAN VMT (assuming 11 passengers Van)		
2016	18,117	
2023	22,789	
2035	30,798	
Annual Factor		
Days in a Year	365	
Weeks in a Year	52	
Slow Days in a Week	2.21	
Negligible Days		115
Trip Reduction Days/Year		250

*Suburban Park & Ride Lot utilization rate in opening year estimated as 50%.

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Old Town Calabasas Park & Ride Facility

Year	TRIP REDUCTION	VMT REDUCTION
2016	1,125	86,960
2023	1,416	109,386
2035	1,913	147,831

INPUT VALUES

Total Space	72	
Average Daily Utilization		
2016	50%	
2023	63%	
2035	85%	
Turnover	1	
Percent Effectiveness	0	
Adjustment on Auto trips replaced by PRL	25%	
Adjustment for Auto Access	75%	
Vehicle Trips (In/Out)	2	
Avg. Commute Distance	25	
Avg. Travel Distance to PRL	5	
Reduction Days/Year	250	

Annual TRIP Reduction

2016	1,125	
2023	1,416	
2035	1,913	

Annual VMT reduction

2016	95,656	
2023	120,325	
2035	162,615	

Annual VAN VMT (assuming 11 passengers Van)

2016	8,696	
2023	10,939	
2035	14,783	

Annual Factor

Days in a Year	365	
Weeks in a Year	52	
Slow Days in a Week	2.21	
Negligible Days		115
Trip Reduction Days/Year		250

*Suburban Park & Ride Lot utilization rate in opening year estimated as 50%.

TCM Substitution Technical Analysis

Vincent Community Bikeway Access

Year	TRIP REDUCTION	VMT REDUCTION
2016	32,993	26,216
2023	33,053	26,553
2035	33,156	27,132

INPUT VALUES						
Street	Irwindale Ave.	Big Dalton Wash	Big Dalton Wash	Badillo St.		
Limits	340ft n/o Cypress St. and 650ft s/o Badillo St.	Irwindale Ave. and Lark Ellen Ave.	Arrow Highway and Citrus Ave.	Orange Ave. and Irwindale Ave.		
Length (mile)	0.64	1.01	1.00	0.44		3.09
Class/Type	Class II	Class I	Class I	Class II		
Average Daily Traffic (ADT)*						
2016	17,538	10,039	24,842	11,737		64,156
2023	17,407	9,785	26,807	10,936		64,935
2035	17,182	9,349	30,175	9,564		66,270
Adjustment Factors						
Class I & II Bike Path	0.0014	0.0029	0.0010	0.0019		
Activity Center Credit	0.0010	0.0010	0.0010	0.0010		
Avg. Length of Bike Trip	1.8	1.8	1.8	1.8		
Reduction Days/Year	200	200	200	200		
Annual TRIP Reduction						
2016	8,418	7,831	9,937	6,808		32,993
2023	8,355	7,632	10,723	6,343		33,053
2035	8,248	7,292	12,070	5,547		33,156
Annual VMT reduction						
2016	5,368	7,934	9,910	3,004		26,216
2023	5,328	7,733	10,694	2,799		26,553
2035	5,259	7,388	12,037	2,448		27,132
Annual Factor						
Days in a Year	365					
Weeks in a Year	52					
Slow Days in a Week	3.17					
Negligible Days		165				
Trip Reduction Days/Year		200				

*Estimated by LA Metro demand estimation model (2015)

TCM Substitution Technical Analysis

Athens and West Carson Community Bikeways

Year	TRIP REDUCTION	VMT REDUCTION
2016	43,803	30,768
2023	46,296	33,406
2035	42,874	30,223

INPUT VALUES						
Street	Normandie Ave.	Lomita Blvd.	Carson St.	120th St.		
Limits	Imperial Hwy and El Segundo Blvd.	Frampton Ave. and Vermont Ave.	Normandie Ave. and Vermont Ave.	Western Ave. and Vermont Ave.		
Length (mile)	1.00	0.48	0.51	0.99		2.99
Class/Type	Class II	Class II	Class II w Diet	Class II		
Average Daily Traffic (ADT)*						
2016	23,396	38,506	25,695	11,884		99,480
2023	23,627	38,099	25,410	11,579		98,715
2035	24,025	37,402	24,920	11,058		97,404
Adjustment Factors						
Class I & II Bike Path	0.0014	0.0010	0.0010	0.0019		
Activity Center Credit	0.0010	0.0010	0.0010	0.0010		
Avg. Length of Bike Trip	1.8	1.8	1.8	1.8		
Reduction Days/Year	200	200	200	200		
Annual TRIP Reduction						
2016	11,230	15,402	10,278	6,893		43,803
2023	14,176	15,240	10,164	6,716		46,296
2035	11,532	14,961	9,968	6,414		42,874
Annual VMT reduction						
2016	11,246	7,389	5,283	6,851		30,768
2023	14,196	7,311	5,224	6,675		33,406
2035	11,548	7,177	5,123	6,375		30,223
Annual Factor						
Days in a Year	365					
Weeks in a Year	52					
Slow Days in a Week	3.17					
Negligible Days		165				
Trip Reduction Days/Year		200				

*Estimated by LA Metro demand estimation model (2015)

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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 applicable 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 Riverside County Transportation Commission (RCTC) has requested that SCAG substitute two planned bus transit facility projects which are included as two committed TCMs in the South Coast Ozone SIP with an Express Bus Expansion Program in Riverside (see Appendix A). As documented herein, the proposed substitution is consistent with all federal requirements, including the MPA-21 planning requirements and the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

TCM SUBSTITUTION PROCESS

The substitution process set forth in MAP-21 and the Transportation Conformity Regulations is included in the 2007 AQMP for the South Coast Air Basin and described in SCAG's 2015 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 the California Air Resources Board (ARB) rescinds the original TCM and the substitution becomes effective.

PROJECT DESCRIPTION

The 2015 FTIP includes two committed TCM projects for constructing a bus transit facility in the City of Hemet (FTIP ID RIV041030) and City of Temecula (FTIP ID RIV050553) respectively. Both projects cannot be implemented timely because of facility siting issues. To mitigate the delay of these two projects, RCTC is proposing to substitute an express bus expansion project to support increased commuter transit as an element of the SR-91 Corridor Improvement Program for residents of Riverside County. Seven new express buses will be delivered in December 2016 for the service to commence in early 2017. The express bus expansion is a new project and is not yet classified as a committed TCM.

COMPLIANCE WITH SUBSTITUTION REQUIREMENTS

Interagency Consultation. The proposed substitution was presented to SCAG's publicly noticed TCWG meeting on April 28, 2015 for initial interagency consultation. The TCM substitution request document is being released for a 15-day public review period.

Equivalent Emissions Reduction. RCTC has analyzed the countywide emissions impacts of the substitute project and concluded that the replacement project provides equal or greater emission reductions (see Appendix A). SCAG staff has reviewed and concurred with both the methodology and the results of the analysis.



Similar Geographic Area. Both the two bus transit facility projects and the new express bus expansion project are located in the Western Riverside County portion of the South Coast Air Basin.

Full Funding. The Riverside Transit Agency (RTA) will utilize local funds for capital and operating expenses of the new express bus service.

Similar Time Frame. The proposed Express Bus Expansion TCM will be operational by early 2017, about one (1) year following the original schedule for the Hemet and Temecula/Murrieta Transit Center TCMs.

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

Legal Authority. The RTA has legal authority and personnel to implement and operate the substitute project.

Agency Review and Adoption. After the 15-day public review period, the substitution will be presented to SCAG's Energy and Environment Committee (EEC) for recommendation to SCAG's Regional Council for adoption. Upon EEC's recommendation, the substitution will be presented to SCAG's Regional Council for adoption. Adoption by the Regional Council and concurrence from U.S. EPA and ARB will rescind the original TCM projects and the new measure will become effective.

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



Appendix A

RCTC Substitution Request





April 9, 2015

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

Dear Mr. Ikhata:

RCTC understands that substitution projects are required by air quality regulations if a Transportation Control Measure (TCM) is delayed or removed from the Federal Transportation Improvement Program (FTIP). As such, we have been working closely with the Riverside Transit Agency (RTA) on two of its TCM projects, the Hemet Transit Center (RIV041030) and the Temecula/Murrieta Transit Center (RIV050553). Both of which have completion dates of December 2015. In Hemet, a mutually preferred site could not be identified by the City and key stakeholders; and in Temecula, the transit center location is indefinitely delayed pending the completion of the Murrieta Creek Flood Control and Environmental Restoration project by the County Flood Control District and Army Corps of Engineers to make the site suitable for a transit center.

RCTC is requesting that the Hemet Transit Center and Temecula/Murrieta Transit Center be substituted with RTA's Express Expansion Bus project. An air quality analysis concluded that the Express Expansion Bus project will have far greater emission benefits than both transit centers combined in the short and long-term horizons. RTA is confident that it can have the express buses delivered by December 2016 in time for service to commence in early 2017.

RCTC is requesting SCAG's cooperation in recommending that these substitution projects be presented to the Transportation Conformity Working Group (TCWG). We are eager to move forward with the substitution projects and would greatly appreciate your assistance in working through the substitution process with our State and Federal partners.

If you have any questions, please do not hesitate to contact me at (951) 787-7988 or at smedina@rctc.org.

Sincerely,

Shirley Medina
Planning and Programming Director

TCM Substitution Technical Analysis – Riverside Transit Agency

I.0 Introduction

The Riverside Transit Agency (RTA) is requesting to substitute two projects, the Hemet Transit Center (RIV041030) and the Temecula/Murrieta Transit Center (RIV050553), with RTA's seven (7) Express Bus Expansion Program, which will complement Riverside County Transportation Commission's (RCTC) SR-91 Corridor Improvement Program.

The Hemet Transit Center (RIV041030) proposed construction of a bus transit facility located on Kirby Street between Devonshire Avenue and W. Latham Avenue in the City of Hemet based on a comprehensive site selection study completed by RTA. The location is centrally located in the Hemet/San Jacinto Valley, next to the Hemet Valley Mall, and is near State Routes 74 and 79. The transit facility was expected to accommodate at least 4 bus bays serving nine (9) existing bus routes as well as serve as a marshaling point for local, regional, and express route connection. The estimated completion date for the Hemet Transit Center was December 2015. However, community concerns were raised suggesting that the site was not consistent with the development strategy of the property owners and an alternative site could not be identified.

The Temecula/Murrieta Transit Center (RIV050553) proposed construction of a bus transit center and Park and Ride facility located at 27199 Jefferson Avenue in the City of Temecula. The transit center was planned to include up to 14 bus bays serving nine (9) existing bus routes and 100 Park and Ride facility spaces. The estimated completion date for the Temecula/Murrieta Transit Center was December 2015. The Temecula/Murrieta Transit Center is delayed due to timing issues associated with the Riverside County Flood Control District's project surrounding the project site. The Murrieta Creek Flood Control and Environmental Restoration project is currently underway to reduce and ultimately eliminate the impacts due to flooding at the transit center site and surrounding area. Because completion of the project is unknown, RTA is reevaluating its transit facility requirements with the City to determine if another location would be viable.

2.0 Substitute Project Description

Considering the obstacles the committed TCMs, Hemet Transit Center and the Temecula/Murrieta Transit Center, continue to encounter with their implementation, RCTC proposes to substitute these two projects with RTA's new Express Bus Expansion Service. RTA will purchase seven (7) additional express buses (Gillig 40-ft. buses with 38-seated capacity) to accommodate increased demand for longer-distance commuters, creating two new routes, 200 and 205. These expansion buses are expected to support increased commuter transit, which will utilize the new SR91 Express Lanes from north Riverside County to Orange County. Both routes will provide peak hour express service to major transfer hubs and multi-modal stations including park-and-rides, employment centers, and retail destinations in Riverside and Orange Counties. Route 200 will begin in downtown Riverside and travel to the Galleria Mall at Tyler in the City of Riverside, the Corona Transit Center/North Main Corona Metrolink Station and Park and Ride, the Anaheim Canyon Metrolink Station and end service at major

destinations in the City of Anaheim. Route 205 will begin service in Temecula at the Promenade Mall and stop at retail destinations in Murrieta and Lake Elsinore, then travel to the Corona Transit Center/North Main Corona Metrolink Station, and terminate at the Village in Orange. The estimated implementation date for the RTA Express Bus Expansion is December 2016.

3.0 Compliance with Substitution Requirements

- Equivalent Emissions Reduction: RCTC has analyzed the countywide emissions impacts of the substitute TCM (Express Bus Expansion Program) and concluded that it provides equal or greater emission reductions to the original TCMs. See the Air Quality Analysis Methodology below;
- Similar Geographic Area: The Hemet Transit Center/Temecula/Murrieta Transit Center TCMs and the RTA Express Bus Expansion Program are located in the Western Riverside portion of the South Coast Air Basin.
- Full Funding: RTA will utilize local funds for capital and operating expenses.
- Similar Time Frame: The proposed Express Bus Expansion TCM will be operational by December 2016, approximately one (1) year following the original schedule for the Hemet and Temecula/Murrieta Transit Center TCMs.
- Timely Implementation: The proposed substitution is the means by which the obstacle to implementation of the Transit Center TCMs is being overcome.
- Legal Authority: The Riverside Transit Agency (RTA) has legal authority and personnel to implement and operate the substitute Express Bus Expansion Program TCM.

4.0 Air Quality Analysis Methodology

In order to verify that the project recommended for substitution achieves equal or greater air quality benefits relative to the project no longer moving forward, an air quality benefits assessment was conducted. The methodologies used in the analyses are including in the California Air Resources Board (CARB)/California Department of Transportation (Caltrans) publication “Methods to Find the Cost-Effectiveness of Air Quality Projects” and the associated Emissions Factors. The most current versions of these documents were utilized; the emission factor tables were updated as of May 2013¹.

The analysis entails quantifying the air quality benefits that would have been realized had the two Transit Center projects, the Hemet Transit Center, and the Temecula/Murrieta Transit Center, moved forward as originally proposed. These quantified air quality benefits are then compared to the projected emission reductions attributable to the RTA express bus service proposed as the substitute project.

¹ <http://www.arb.ca.gov/planning/tsag/eval/eval.htm>

The originally estimated completion date for the Hemet and Temecula/Murrieta Transit Centers was to be December 2015. RTA's Express Bus service will be implemented by December 2016.

Air quality benefits are quantified for three project horizon years: 2016, 2023, and 2035. It must be stressed, however, that it is exceedingly difficult for RTA to project transit routes, technology and ridership values twenty years into the future. Thus, extremely conservative data values were used in the quantitative analyses; the actual air quality benefits attributable to the substitute projects are likely to be greater than the emission reduction presented herein.

The CARB/Caltrans methodology applicable to this technical assessment is that associated with new transit bus service, as follows:

Operation of New Bus Service

Inputs	Default	Units	Comments
<i>For the Bus Service</i>			
Effectiveness Period (Life)	1	Years	Years project is funded.
Days (D)	260	Days (of operation)/year	Suggested defaults are weekday services - 260 days, daily services - 365 days, school bus services - 180 to 200 days
Ridership (R)		total trips (bus rider trips)/day	If 50 bus riders make a commute round trip each day, that's 100 bus rider trips per day. (50 bus riders x 2 trips)
Annual Bus VMT (Bus VMT)		annual miles traveled	
<i>For Auto Travel Reduced</i>			
Adjustment (A) on Auto Trips for transit dependent	0.50		This default factor equals the portion of transit riders who reduce a vehicle trip. The default for commuter bus service is 0.83

Inputs	Default	Units	Comments
Auto Trip Length (L)	9	miles one direction/trip	Length of average auto trips reduced. Other suggested defaults are work trip bus services - 16 mi., school bus - 3 mi.
<i>For Auto Travel Added to Access Bus Service</i>			
Adjustment (AA) on Auto Trips for Auto Access to and from transit service	0.1		This default factor equals the portion of riders who drive to the transit service. The default factor for long-distance commuter service is 0.8.
Trip Length (LL) for Auto Access to and from transit	2	miles one direction/trip	The default for long-distance bus service is 5 miles.

Formulas

Units

$$\text{Annual Auto Trips Reduced} = [(D)*(R)*(A)]*[1 - (AA)]$$

trips/year

$$\text{Annual Auto VMT Reduced} = [(D)*(R)*(A)]*[(L) - (AA)*(LL)]$$

miles/year

$$\text{Annual Emission Reductions (ROG, NOx, and PM2.5)} =$$

lbs/year

$$[(\text{Annual Auto Trips Reduced}) * (\text{Auto Trip End Factor}) + (\text{Annual Auto VMT Reduced}) * (\text{Auto VMT Factor}) - (\text{Bus VMT}) * (\text{Bus VMT factor})] / 454$$

It is important to note that wherever possible, RTA projected data was used in lieu of CARB defaults. The input values for each variable will be discussed in Section III: Quantification of Air Quality Benefits, below.

In addition, the Temecula/Murrieta Transit Center includes construction of a 100-space Park and Ride facility. The CARB/Caltrans methodology used to quantify air quality benefits of park and ride facilities is shown below:

Park and Ride Lots			
Days (D)	250	Effective days per year	
Ridership (R)		Total trips (riders)/day	One-way trips by riders (or number of boardings) per day
<i>For Auto Travel Reduced</i>			
Adjustment (A) on Auto Trips	0.83		This factor equals the portion of riders who did NOT previously use transit, vanpools, or carpools. The default (0.83) is the adjustment for long-distance, commuter vanpool service. For new rail feeders, use 0.3 for the

			adjustment factor A.
Auto Trip Length (L)	16	Miles one direction/trip	This is the assumed trip length on Transit.

For Auto Travel Added to Access Transit Center			
Adjustment (AA) for Auto Access to and from Transit Center	0.9	Park and Ride Lot	
Trip Length (LL) for Auto Access to and from Transit Center	5	Miles one direction/trip	The default (5 mi) is for bus riders.

Formulas:

$$\text{Annual Auto Trip Reduced} = [(D) * (R) * (A)] * [1 - (AA)] \text{ trips/year}$$

$$\text{Annual Auto VMT Reduced} = [(D) * (R) * (A)] * [(L) - (AA) * (LL)] \text{ miles/year}$$

$$\text{Annual Emission Reductions (ROG, NOx, and PM2.5)} = \text{lbs/year} [(\text{Annual Auto Trips Reduced}) * (\text{Auto Trip End Factor}) + (\text{Annual Auto VMT Reduced}) * (\text{Auto VMT Factor})] / 454$$

$$\text{Ridership (R)} = (\text{Parking Spaces}) * (\text{Lot Utilization}) * (2 \text{ commute trips/day})$$

Where

- Parking is the number of parking spaces for a new parking lot or the number of added spaces to an existing lot.
- Lot Utilization is the estimated lot utilization rate from monitored data OR use 0.75 as a default. The default value was used for 2015; a factor of 0.85 was used for year 2020.
- The default for Adjustment (AA) for Auto Access to and from transit center is 0.9.

4.1. Emission Reductions Associated with Original Transit Center Projects

In discussions with RTA, the additional clarifying information was obtained regarding the potential of the Hemet and Temecula/Murrieta Transit Centers to reduce additional automobile trips and automobile vehicle miles above and beyond what is currently accomplished by their existing transit services.

According to RTA, there were no plans that the Hemet Transit Center would provide any additional transit services - the new transit center would only serve as an alternate location for existing transit routes. No additional routes or transit vehicles were proposed.

The new Hemet Transit Center would provide a bus shelter and a real-time passenger information sign; however, RTA does not have any data that would suggest that these transit amenities, in and of themselves, would result in an increase in transit ridership and any corresponding reduction in automobile trips or vehicle miles traveled (VMT).

Similarly, the Temecula/Murrieta Transit Center did not propose any new routes or the addition of any new transit buses for a period spanning the next 15 years. Thus, between years 2015 and 2030, no additional reductions in automobile trips or automobile VMT were anticipated. It is not known with any reasonable certainty if additional routes or additional service frequency would be added post 2030.

The Temecula/Murrieta Transit Center also includes a 100 space park and ride facility. The Park and Ride Methodology discussed in Section 4.0, above uses the following information as input data:

Table 4.1-1: Temecula/Murrieta Park and Ride Facility Assessment Input Data

Park and Ride Facility	100 Spaces	Eff. Spaces	Ridership	Adj. Trips	Adj. VMT
2016 Utilization	75%	75	150	12	1,431.75
2023 Utilization	80%	80	160	13	1,527.20
2035 Utilization	90%	90	180	15	1,718.10
Default Adjustment Factor (AA)	0.90				
Default Auto Trip Adjustment Factor (A)	0.83				
Auto Trip Length (L)	16				
Trip Length for Auto Access (LL)	5				

As shown above, the park and ride facility utilization rate was expected to grow as a function time, with initial utilization estimated to be 75% in year 2016 and 90% in year 2035; i.e., 95% of available parking spots would be filled with a potential transit center user. It is possible that carpools or vanpools would also use the park and ride facility as the commute point of origin.

The air quality benefits attributable to a park and ride facility are the commuters who substitute transit or ridesharing in lieu of a single occupant automobile trip or a portion of a single occupant automobile trip. Thus, the air quality benefits accrue from the displacement of automobile trips and VMT. The air quality benefits associated with the automobile trips eliminated are quantified using emission factors

provided by CARB. These factors are shown below in Table 4.1-2. These are shown as a function of three project evaluation periods 2016, 2023, and 2035 for the primary criteria air pollutants, reactive organic gases (ROG), oxides of nitrogen (NOx), and 2.5 micron particulate matter. Note that 10-micron particulate matter (PM10) is derived from the PM2.5 values for reporting purposes.

Table 4.1-2: Emission Factors Associated with Automobile Trips Reduced

Automobile Emission Factors						
	ROG	2011-2015	2011-2020	2011-2025	2011-2030	2011-2035
VMT (g/mile)		0.191	0.153	0.132	0.119	0.113
commute trip ends (g/trip end)		0.764	0.614	0.521	0.462	0.353
	NOx					
VMT (g/mile)		0.217	0.172	0.146	0.130	0.124
commute trip ends (g/trip end)		0.303	0.233	0.189	0.162	0.162
	PM2.5					
VMT (g/mile)		0.087	0.087	0.087	0.087	0.087
commute trip ends (g/trip end)		0.006	0.004	0.004	0.004	0.004

Using the CARB/Caltrans methodology for park and ride facilities, the air quality benefits associated with the park and ride lot that was planned for the Temecula/Murrieta Transit Center are shown below in Table 4.1-3:

Table 4.1-3: Air Quality Benefits that would have accrued had the Temecula/Murrieta Park and Ride Facility been Constructed, “kg per day of emissions reduced”:

Air Quality Benefits, Temecula/Murrieta Park and Ride Facility (kg/day)				
	ROG	NOx	PM10	PM2.5
2016	0.227	0.249	0.135	0.125
2023	0.209	0.225	0.144	0.133
2035	0.199	0.215	0.163	0.150

Thus, the total air quality benefits associated with the two Transit Center that are no longer planned for construction are as shown in Table 4.1-4, below:

Table 4.1-4: Air Quality Benefits Associated with Transit Centers, kg per day of Emissions Reduced:

Center	Year	ROG	NOx	PM10	PM2.5
Hemet	2016	0	0	0	0
Temecula/Murrieta	2016	0.227	0.249	0.135	0.125
Hemet	2023	0	0	0	0
Temecula/Murrieta	2023	0.209	0.225	0.144	0.133
Hemet	2035	0	0	0	0
Temecula/Murrieta	2035	0.199	0.215	0.163	0.150

It should be noted that although the park and ride facility lot utilization increases as a function of time, the tailpipe exhaust pollutants associated with automobiles is expected to decrease over time, i.e., cars of the future will be less polluting. Thus, emissions for ROG and NOx tend to decrease over time.

However, since a large component of particulate matter emissions (PM) are associated with tire and brake wear, as well as entrained road dust, these emission benefits tend to increase as more automobiles utilize the park and ride facility and more trips are avoided or shortened in distance.

4.2 Emission Reductions Associated with Substitute Project

The expansion of RTA express bus service, with the addition of seven new express buses, is proposed as the substitute project. Table 4.2-1, below, shows input data used in quantifying the air quality benefits associated with the addition of seven express buses:

Table 4.2-1: Input Data Associated with Express Bus Service

Expansion Buses: Express Bus Service							
Route	# Buses	Year	Pass/Year	Adj Pass	Ave Trip	Dependency	Bus Miles
200 - Express	4	2016	77,010	64,688	25.8	16%	143,820
205 - Express	3	2016	21,930	18,421	40.1	16%	195,840

As shown in the above table, the input data includes the year the expansion buses enter service, the estimated number of passengers per year associated with each route, the average trip length per passenger, as well as the annual mileage accrued by each bus. Note that “Adj Pass” equals the adjusted number of new riders who are not transit dependent and thus have the potential to eliminate an automobile trip.

The air quality benefits associated with the automobile trips eliminated are quantified using emission factors are shown below in Table 4.2-2.

Table 4.2-2: Emission Factors Associated with Automobile Trips Reduced

Automobile Emission Factors						
	ROG	2011-2015	2011-2020	2011-2025	2011-2030	2011-2035
VMT (g/mile)		0.191	0.153	0.132	0.119	0.113
commute trip ends (g/trip end)		0.764	0.614	0.521	0.462	0.353
	NOx					
VMT (g/mile)		0.217	0.172	0.146	0.130	0.124
commute trip ends (g/trip end)		0.303	0.233	0.189	0.162	0.162
	PM2.5					
VMT (g/mile)		0.087	0.087	0.087	0.087	0.087
Commute trip ends (g/trip end)		0.006	0.004	0.004	0.004	0.004

The buses proposed for use in the Express Bus service are model year 2013 and 2014 Gillig transit buses equipped with the model year 2013 or 2014 Cummins ISL G 280 compressed natural gas (CNG) engine. The emission factors associated with the Cummins ISL G 280 CNG engine are shown below in Table 4.2-3. Note that the emission factors are common to both the model year 2013 and 2014 engines:

Table 4.2-3: Emission Factors Associated with the 2013/2014 Cummins ISL-G 280 CNG Engine

Transit Bus Emission Factors (g/mile)	
ROG	0.240
NOx	0.520
PM2.5	0.008

Using the methodology discussed in Section II for Transit Bus Service, the following air quality benefits are calculated for the express bus service. These are shown as a function of project assessment year in Table 4.2-4:

Table 4.2-4: Air Quality Benefits for the Transit Expansion Projects, “kg per day of emissions reduced”:

Air Quality Benefits - 2016 (kg per day)				
Route	ROG	NOx	PM10	PM2.5
200 - Express	0.714	0.623	0.430	0.395
205 - Express	0.212	0.081	0.187	0.172
Total Daily Emission Reductions	0.926	0.704	0.617	0.567

Air Quality Benefits - 2023 (kg per day)

Route	ROG	NOx	PM10	PM2.5
200 - Express	0.601	0.496	0.430	0.395
205 - Express	0.165	0.026	0.187	0.172
Total Daily Emission Reductions	0.766	0.522	0.617	0.567

Air Quality Benefits - 2035 (kg per day)

Route	ROG	NOx	PM10	PM2.5
200 - Express	0.485	0.391	0.430	0.395
205 - Express	0.118	-0.020	0.187	0.172
Total Daily Emission Reductions	0.602	0.371	0.617	0.567

5.0 Air Quality Benefits Equivalency – Findings of the Technical Assessment

The quantified emission reductions clearly demonstrate that the proposed RTA express bus service project will most likely yield greater quantifiable emission reductions as compared to the transit center/park and ride facility projects originally proposed for construction. The comparison is shown below in Table IV-1:

Table 5-1: Comparison of Emission Reduction Air Quality Benefits, “kg of air pollution reduced per day”:

	Assessment Year	ROG	NOx	PM10	PM2.5
Original Transit Centers	2016	0.227	0.249	0.135	0.125
Substitute Transit Expansion		0.926	0.704	0.617	0.567
Original Transit Centers	2023	0.209	0.225	0.144	0.133
Substitute Transit Expansion		0.766	0.522	0.617	0.567
Original Transit Centers	2035	0.199	0.215	0.163	0.150
Substitute Transit Expansion		0.602	0.371	0.617	0.567

As shown in the above Table, for each project assessment year, the emission reductions associated with the substitute Express Bus project is greater than the reductions that would have been realized by the Transit Center and Park and Ride facility construction. Thus, the substitute project has a more favorable impact on regional air quality improvement as compared to the original projects.

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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 applicable 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 San Bernardino Associated Governments (SANBAG) has requested that SCAG substitute two planned projects for Metrolink station park and ride lot expansion which are included as two committed TCMs in the South Coast Ozone SIP with a Regional Vanpool Program throughout San Bernardino County (see Appendix A). As documented herein, the proposed substitution is consistent with all federal requirements, including the MPA-21 planning requirements and the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

TCM SUBSTITUTION PROCESS

The substitution process set forth in MAP-21 and the Transportation Conformity Regulations is included in the 2007 AQMP for the South Coast Air Basin and described in SCAG's 2015 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 the California Air Resources Board (ARB) rescinds the original TCM and the substitution becomes effective.

PROJECT DESCRIPTION

The 2015 FTIP includes two committed TCM projects for Metrolink Station park and ride lot expansion in the City of Upland (FTIP ID 20040825) and City of Rialto (FTIP ID 200450) respectively. Due to revenue loss from the dissolution of redevelopment agencies in California, the Upland Metrolink Station Park and Ride Lot Expansion Project has been reduced in scope by a total of 300 parking spaces; while the Rialto Metrolink Station Park and Ride Lot Expansion Project has been reduced in scope by a total of 429 parking spaces. To mitigate the combined loss of 729 park and lot parking spaces, SANBAG is proposing to substitute a regional vanpool program project, with full funding for forming at least 128 new commuter vanpools in FY 2015-2016 with a steady increase to 218 vanpools by 2035 for residents of San Bernardino County. The regional vanpool program, starting operation in FY 2015-2016 and will continue as an on-going and growing program, is a new project and is not yet classified as a committed TCM.

COMPLIANCE WITH SUBSTITUTION REQUIREMENTS

Interagency Consultation. The original substitution was presented to SCAG's publicly noticed TCWG meetings on January 27 and April 28, 2015 respectively for interagency consultation. The TCM substitution revision request document was emailed to TCWG on May 11, 2015 for additional interagency consultation and is being released for a 15-day public review period.



Equivalent Emissions Reduction. SANBAG has analyzed the countywide emissions impacts of the substitute project and concluded that the replacement project provide equal or greater emission reductions (see Appendix A). SCAG staff has reviewed and concurred with both the methodology and the results of the analysis.

Similar Geographic Area. The two Metrolink station park and ride lot expansion projects and the regional vanpool program project serve the residents within the San Bernardino County portion of the South Coast Air Basin.

Full Funding. SANBAG has secured \$4 million from the Congestion Mitigation Air Quality funds for the regional vanpool program project. In addition, the program is expected to generate additional Federal Transit Administration Section 5307 funds, which will sustain the program on an on-going basis.

Similar Time Frame. The proposed project will become operational upon conclusion of the TCM substitution later this year, consistent with the schedules of the two Metrolink Park and Ride Lot Expansion TCM projects.

Timely Implementation. The proposed substitution is the means by which the obstacle to implementation of the two Metrolink Station park and ride lot expansion TCMs is being overcome. The replacement project will be monitored through TCM Timely Implementation Reports that SCAG releases for public review and submits for federal approval.

Legal Authority. SANBAG has legal authority and personnel to implement and operate the substitute project.

Agency Review and Adoption. After the 15-day public review period, the substitution will be presented to SCAG's Energy and Environment Committee (EEC) for recommendation to SCAG's Regional Council for adoption. Upon EEC's recommendation, the substitution will be presented to SCAG's Regional Council for adoption. Adoption by the Regional Council and concurrence from U.S. EPA and ARB will rescind the original TCM projects and the new measure will become effective.

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



Appendix A

SANBAG Substitution Request



-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

May 11, 2015

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

Dear Mr. Ikhata:

On January 21 2015, SANBAG submitted a Transportation Control Measure (TCM) substitution request for the Upland Metrolink Station Park and Ride Lot Expansion Project (ID 20040825) and the Rialto Metrolink Station Park and Ride Lot expansion project (ID200450) with SANBAG's Regional Vanpool Program.

The attached revised TCM substitution report addresses comments gathered from the Transportation Conformity Working Group (TCWG). The revised report used more conservative estimates for the number of vanpools in year 2023 and 2035, and the estimated vanpool average trip length was reduced to 40 miles one way. The revised estimates are able to generate a net air quality benefits to substitute the reduction in Park and Ride lot spaces at the Upland and Rialto Metrolink stations.

SANBAG would like to proceed with the revised report at your earliest convenience. We understand the revised report will be recommended for SCAG's Regional Council approval at the May TCWG meeting. We would greatly appreciate your assistance in preparing for and working through the substitution process with our state and federal partners.

Please contact Philip Chu, Management Analyst III, at 909-884-8276 for the next step on the revised substitution process and follow-up on the attachment. Thank you for your assistance in the important matter.

Sincerely,



Andrea Zureick
Director of Fund Administration and Programming

Attachments

Replacement of Planned Park and Ride Lot Parking Space Expansions with Implementation of Regional Vanpool Program (Revised 5/5/2015)

1.0 Introduction

The dissolution of redevelopment agencies in California has significantly impacted the ability of the local agencies within San Bernardino County to construct new projects. Both the City of Upland and the City of Rialto have Transportation Control Measure (TCM) projects in the current Federal Transportation Improvement Program (FTIP) that have been impacted by revenue loss. The Upland Metrolink Station Park and Ride Lot Expansion Project (ID 20040825) has been delayed due to lack of funding and the Rialto Metrolink Station Park and Ride Lot Expansion Project (ID200450) has been down scoped. For air quality conformity purposes, SANBAG is proposing to implement a Regional Vanpool Program as a single replacement TCM project to offset the emissions reduction shortfall anticipated for the reduced parking space expansion at each park and ride facility in the FTIP. The project description and air quality modeling results are discussed below.

The estimated number of vanpool and the average trip length have been adjusted in the revised report. The revised vanpool assumptions are more conservative compared to the previous estimates while still generate a net air quality benefits

2.0 Project Description

The SANBAG Regional Vanpool Program TCM project consists of the formation of no fewer than 128 new commuter vanpools in Fiscal Year 2015/2016. These vanpools will originate in San Bernardino County but have destinations in San Bernardino, Riverside, Orange, and Los Angeles Counties. Based on the success of similar programs in Southern California, the number of vanpools originating in San Bernardino County is projected to increase over the program life. Estimated vanpool formation by year 2023 is 1,219,172 total operating vanpools. Estimated vanpool formation by year 2035 is 1,459,218 vanpools. As shown in the following air quality analysis, the air quality benefits attributable to the vanpool program more than offset the air quality benefits anticipated from the Metrolink Station Park and Ride Lot Expansion projects over the respective project lifetime of 2015 through 2035.

3.0 Compliance with Substitution Requirements

- Equivalent Emissions Reduction: SANBAG has analyzed the countywide emissions impacts of the regional vanpool program, which is the proposed substitute TCM project, and concludes that it provides greater emissions reduction than the combined emissions reduction of the original TCM projects. See the Air Quality Analysis Methodology in Section 4.
- Similar Geographic Area: Both the Metrolink Park and Ride Lot Expansion TCM projects and the regional vanpool program TCM project are located in the San Bernardino portion of the South Coast Air Basin. The regional vanpool program will operate throughout San

Bernardino County, excluding Victor Valley where there is an existing vanpool program.

- **Full Funding:** SANBAG has current funding from Congestion Mitigation Air Quality funds in the amount of \$4 million for the regional vanpool program TCM project. The program is expected to generate additional Federal Transit Administration Section 5307 funds, which will sustain the program on an on-going basis.
- **Similar Time Frame:** The proposed regional vanpool program TCM project will be operational in 2015, equivalent to the Metrolink Park and Ride Lot Expansion TCM project schedules.
- **Timely Implementation:** The proposed substitution is the means by which the obstacle to implementation of the Metrolink Park and Ride Lot Expansion TCM projects is being overcome.
- **Legal Authority:** SANBAG has legal authority and personnel to implement and operate the substitute regional vanpool program TCM project.

4.0 Air Quality Analysis Methodology

The air quality impacts of the projects were calculated using California Air Resources Board (CARB) and Caltrans-approved methodologies for the evaluation of park and ride facilities and vanpool implementation programs. These methodologies are documented in the CARB/Caltrans document *“Methods to Find the Cost-Effectiveness of Funding Air Quality Projects”*.¹ The emission factors used in the evaluations are those published by CARB in May 2013 and are the most current factors available.

4.1 Park and Ride Parking Spaces - Air Quality Benefits not Realized due to Project Down-scoping: Park and Ride Lot Expansion Projects located at the Upland and Rialto Metrolink Stations have been down-scoped, reducing the number of available spaces for Metrolink commuters or other higher-occupancy commute modes. The Upland Metrolink Station Park and Ride Lot Expansion Project has been reduced in scope by a total of 300 parking spaces. The Rialto Metrolink Station Park and Ride Lot Expansion Project has been reduced in scope by a total of 429 parking spaces. The total loss in parking spaces is 729. The assumed net decrease in total daily Metrolink ridership resulting from this reduction in scope is shown below in Table 1:

¹ Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, California Air Resources Board/California Department of Transportation, May 2013 Update. (<http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>)

Table 1: Metrolink Ridership Decrease from Scope Reduction of Park and Ride Lot Expansion Projects

		Spaces Reduced	Utilization Factor	Effective Spaces	Trip Length One-Way (mi.)	Daily One-Way Trips
2015	Upland	300	75%	225	35	450
2023	Upland	300	85%	255	35	510
2035	Upland	300	100%	300	35	600
2015	Rialto	429	75%	322	55	644
2023	Rialto	429	85%	365	55	729
2035	Rialto	429	100%	429	55	858

The average trip distance is 35 miles for commuters originating at the Upland Metrolink station and 55 miles for commuters originating at the Rialto Metrolink station. It is probable that the majority of commuters will utilize Metrolink to access Union Station in downtown Los Angeles; thus, the distances used in the analysis reflect this majority of commuters. (Note: Since there is no reliable data to determine the final destination of Metrolink users, the additional net air quality benefit from the Vanpool program will make up for trips that are taken beyond Union Station.)

As noted in Table 1, the CARB default factor of 0.75 was used to determine parking space utilization, i.e., 75% of the total of 729 spaces were assumed to generate new Metrolink riders. For analysis year 2023, it is assumed that the lost utilization factor will increase to 0.85, or that 85% of the 729 spaces will be occupied. For year 2035, it is assumed that commuters would occupy 100% of the 729 parking spaces.

4.2 SANBAG Regional Vanpool Program: The Regional Vanpool Program will begin operation in 2015 and is expected to implement no fewer than 128 new commuter vanpools at program commencement. First year daily ridership is targeting 1,664 daily riders. It is assumed that 83% of these riders are not vanpool dependent, and in lieu of vanpool participation would have commuted via single occupant automobile. This value is based on CARB guidelines. Further, it is assumed that 75% of all vanpool participants will drive a single occupant automobile to access their vanpool, with a one-way average vanpool access trip distance of five (5) miles. This is also consistent with CARB guidelines. Finally, emissions associated with the van miles traveled are factored into the air quality analysis.

Vanpool participation is expected to grow ~~significantly~~ between years 2015 and 2023 at 2% year over year increase, with continued operation and growth beyond up to year 2035. Table 2, below, shows the number of vanpools, vanpool riders, and single occupant automobile trips eliminated as a function of year:

Table 2: SANBAG Regional Vanpool Program Participation

	Riders Per Van	# Vanpools	Average Trip Length (mi.)	Daily One Way Trips
2015	6.5	128	4540	1,664
2023	6.5	1,219,172	4540	15,8472,236
2035	6.5	1,459,218	4540	18,9672,834

As shown in Table 2, the average number of participants per vanpool is estimated to be 6.5. Average one-way trip length is estimated to be 405 miles one-way – this value is based on data compiled for other commuter-oriented vanpools that originate in the Inland Empire. The majority of these vanpools have destinations in the Los Angeles County and Orange County metropolitan areas. It is important to note that the trip lengths associated with the park and ride lot projects and vanpool projects are, when viewed as averages, comparable.

Vanpool participation is expected to steadily increase. In year 2023, it is projected that 1,219,172 vanpools will be operating with a point of origin in San Bernardino County. This equates to approximately 15,8472,236 daily one-way trips that will be accomplished via high occupancy vanpool as opposed to automobile. For 2035, this is expected to grow to 1,459,218 vanpools, accounting for 18,9672,834 daily one-way commute trips.

The CARB/Caltrans-approved methodology for analyzing the air quality benefits of park and ride and vanpool projects is discussed in Section 4.3.

4.3 Formulas & Input Values and Assumptions for Park and Ride Lot and Vanpool Projects
(Table II-1 Input Values for Park and Ride Lot and Vanpool Projects (CARB - May 2013))

The emissions reduction benefits from park and ride lots and vanpool projects can be calculated using the Vanpools and Shuttles methodology.

Park and Ride Lots & Vanpools			
Days (D)	250	Effective days per year	
Ridership (R)		Total trips (riders)/day	One-way trips by riders (or number of boardings) per day. Refer to “Daily One Way Trips” in Tables 1 and 2 for Ridership values.
For Auto Travel Reduced			
Adjustment (A) on Auto Trips	0.83		This factor equals the portion of riders who did NOT previously use transit, vanpools, or carpools. The default (0.83) is the adjustment for long-distance, commuter vanpool

			service.
Auto Trip Length (L)	35 Upland 55 Rialto 405 Vanpool	Miles one direction/trip	This is the assumed trip length on Metrolink or in the vanpool.

For Auto Travel Added to Access Vanpool/Shuttle			
Adjustment (AA) for Auto Access to and from vanpool/shuttle	0.9 0.75	Park and Ride Lots Vanpools	The percentage of riders who drive to the park and ride lots or vanpool/shuttle service.
Trip Length (LL) for Auto Access to and from vanpool/shuttle	5	Miles one direction/trip	The default (5 mi) is for long-distance vanpools.

Formulas:

Annual Auto Trip Reduced = [(D) * (R) * (A)]*[1-(AA)] trips/year

Annual Auto VMT Reduced = [(D) * (R) * (A)]* [(L) - (AA)*(LL)] miles/year

Annual Emission Reductions (ROG, NOx, and PM10) = lbs/year [(Annual Auto Trips Reduced)*(Auto Trip End Factor) + (Annual Auto VMT Reduced)*(Auto VMT Factor) - (Van VMT)*(Van VMT Factor)]/454

Park and Ride Ridership (R) = (Parking Spaces)*(Lot Utilization)*(2 commute trips/day) (Per Table 1)

Vanpool Ridership (R) = #Passengers * #Vanpools * 2 commute trips/day (Per Table 2)

Van VMT = (#Vanpools)* (D)* (L) * (2 commute trips/day) (Per Table 2)

Where

- Parking spaces is the number of parking spaces added to an existing lot.
- Lot Utilization is the estimated lot utilization rate from monitored data OR use 0.75 as a default. The default value was used for 2015; a factor of 0.85 was used for year 2023.
- The default for Adjustment (AA) for Auto Access to and from vanpool/shuttle is 0.9 for park and ride and 0.75 for vanpools.

4.4 Emissions Factors: Automobile emissions factors for year 2015 and 2023 are provided by CARB/Caltrans in the referenced Guidelines document, as shown below in Table 3.

Table 3: CARB/Caltrans Automobile Emissions Factors

Analysis Period or Project Life	1-5 Years (2011-2015)	6-10 Years (2011-2020)	11-15 Years (2011-2025)	16-20 Years (2011-2030)
ROG				
VMT (g/mile)	0.191	0.153	0.132	0.119
commute trip ends (g/trip end)	0.764	0.614	0.521	0.462
average trip ends (g/trip end)	0.584	0.470	0.399	0.353
NO_x				
VMT (g/mile)	0.217	0.172	0.146	0.130
commute trip ends (g/trip end)	0.303	0.233	0.189	0.162
average trip ends (g/trip end)	0.298	0.231	0.189	0.162
PM_{2.5}				
VMT (g/mile)	0.087	0.087	0.087	0.087
running exhaust only (g/mile)	0.002	0.002	0.002	0.002
tire and brake wear (g/mile)	0.018	0.018	0.018	0.018
road dust (g/mile)	0.022	0.022	0.022	0.022
commute trip ends (g/trip end)	0.006	0.004	0.004	0.004
average trip ends (g/trip end)	0.003	0.003	0.003	0.004
CO				
VMT (g/mile)	2.239	1.783	1.518	1.356
commute trip ends (g/trip end)	6.046	4.847	4.083	3.593
average trip ends (g/trip end)	4.248	3.396	2.853	2.504

Emissions factors for the period ending in year 2035 were derived from EMFAC 2011 and are as follows (Table 4):

Table 4: Automobile Emissions Factors – 2011-2035

2011-2035 Emissions Factors	ROG	NO _x	PM ₁₀	PM _{2.5}	CO
VMT (g/mile)	0.113	0.124	0.096	0.087	1.288
Trips (g/trip end)	0.353	0.162	0.004	0.004	2.504

Emissions factors for vanpool vehicles are based on “Light and Medium Duty Trucks” (~~between 8501-10,000 lbs~~ Up to 8,500) on Table 2 (page 5) of the referenced Guidelines document assuming 8 passenger capacity, new cleaner vehicles will be purchased for the vanpool program and are as follows (Table 5):

Table 5: Vanpool Vehicle Emissions Factors

Emissions Factors	ROG	NO _x	PM ₁₀	PM _{2.5}	CO
VMT (mg/mile)	14355	70200	12253	11249	6,4002,100

5.0 Air Quality Benefits Equivalency – Findings of the Technical Assessment

The methodologies discussed above in Sections 4.3 and 4.4 were used along with the project input data discussed in Sections 4.1 and 4.2. The forecast emissions reductions for the Metrolink Station Park and Ride Lot Expansion Projects were then compared with those of the Regional Vanpool Program. The results are shown in the following tables.

5.1 Park and Ride Lot Expansion Projects Air Quality Benefits – The incremental air quality benefits that were anticipated for the two Metrolink Station Park and Ride Lot Expansion projects, assuming the original project scopes, are shown below in Table 6:

Table 6: Park and Ride Lot Estimated Emissions Reductions, kg per day

	ROG	NO _x	PM10	PM2.5	CO/7
Upland 2015	1.572	1.771	0.768	0.707	2.622
Rialto 2015	3.706	4.189	1.821	1.675	6.191
Total	5.278	5.960	2.589	2.382	8.812

	ROG	NO _x	PM10	PM2.5	CO/7
Upland 2023	1.231	1.350	0.871	0.801	2.014
Rialto 2023	2.899	3.190	2.061	1.896	4.751
Total	4.130	4.540	2.932	2.697	6.765

	ROG	NO _x	PM10	PM2.5	CO/7
Upland 2035	1.237	1.349	1.025	0.943	2.006
Rialto 2035	2.916	3.189	2.426	2.232	4.737
Total	4.153	4.538	3.450	3.174	6.743

The above Table shows the air quality benefits, in units of “kg per day” associated with the 729 total park and ride spaces at the two Metrolink stations for three horizon years: 2015; 2023; and 2035.

5.2 Regional Vanpool Program Air Quality Benefits - The following Table illustrates the air quality benefits attributable to the SANBAG Regional Vanpool Program for the years 2015, 2023, and 2035:

Table 7: SANBAG Regional Vanpool Program Emissions Reductions, kg per day

Vanpools 2015				
ROG	NOx	PM10	PM2.5	CO/7
6.51 <u>36.352</u>	6.97 <u>07.030</u>	2.82 <u>52.734</u>	2.61 <u>62.516</u>	9.07 <u>99.089</u>
Vanpools 2023				
ROG	NOx	PM10	PM2.5	CO/7
5.73 <u>642.764</u>	6.13 <u>547.224</u>	26.03 <u>53.795</u>	23.95 <u>23.514</u>	47.60 <u>77.359</u>
Vanpools 2035				
ROG	NOx	PM10	PM2.5	CO/7
42.26 <u>96.032</u>	46.65 <u>26.478</u>	31.16 <u>14.849</u>	28.66 <u>84.490</u>	41.75 <u>27.315</u>

5.3 Summary: The results clearly indicate that the proposed SANBAG Regional Vanpool Program TCM project will have equivalent – and likely substantially greater - air quality benefits as compared to the Park and Ride Lot Expansion TCM Projects in San Bernardino County and the region. The air quality benefits as a function of year, above and beyond those attributable to the two Metrolink Park and Ride Lot Expansion Projects, are shown below in Table 8.

Table 8: Net Air Quality Benefits of Proposed SANBAG Regional Vanpool Program TCM Substitution Project as Compared to Park and Ride Lot Expansion TCM Projects, kg per day

	ROG	NOx	PM10	PM2.5	CO/7
2015	1.23 <u>51.074</u>	1.00 <u>91.070</u>	0.14 <u>50.236</u>	0.13 <u>40.234</u>	0.27 <u>70.258</u>
2023	38.63 <u>41.606</u>	42.68 <u>41.595</u>	23.10 <u>30.863</u>	21.25 <u>50.817</u>	40.84 <u>20.594</u>
2035	38.11 <u>61.879</u>	42.11 <u>41.940</u>	27.71 <u>11.399</u>	25.49 <u>41.316</u>	35.00 <u>90.572</u>

As shown above, net positive air quality benefits should be realized from SANBAG Regional Vanpool Program inception through year 2035.

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Metro, RCTC, and SANBAG TCM Substitutions

Energy and Environment Committee Meeting
June 4, 2015



Presentation Outline

- Background Information
- Metro, RCTC, and SANBAG TCM Substitution Requests; and
- Staff Review Conclusions and Recommended Actions
- Next Steps

Background Information

Transportation Control Measures (TCMs)

- Defined in Federal Clean Air Act (CAA)
- Transportation projects or programs that reduce air pollutant emissions by modifying trip patterns or vehicle use
- Identified and committed in ozone air plans

3

Background Information (cont.)

TCM Substitution Process

- Specified in CAA
- Multiple steps process:
 1. CTC actions
 2. SCAG actions
 3. EPA and ARB concurrence

4

Metro TCM Substitution

Original TCM

- Long Beach park and ride lot project
- Requested to be canceled due to lack of funding

Substitute TCM

- Two park and ride lot projects and two bike lane projects at various locations

5

RCTC TCM Substitution

Original TCMs

- Two bus transit facility projects in Hemet and Temecula
- Requested to be canceled or significantly delayed due to siting issues

Substitute TCM

- A new express bus expansion project along SR-91 corridor

6

SANBAG TCM Substitution

Revision to TCM substitution approved by EEC and Regional Council in April 2015

Original TCM

- Two Metrolink park and ride lot expansion projects in Upland and Rialto
- Requested to reduce scope due to lack of funding

Substitute TCM

- A new regional vanpool program

7

Staff Review Conclusions

Metro, RCTC, and SANBAG TCM Substitutions meet all CAA requirements

1. Interagency consultation
2. Equivalent emissions reduction
3. Similar geographic area
4. Full funding
5. Similar time frame
6. Timely Implementation
7. Legal authority
8. Agency review and adoption

8

Recommended EEC Action

Recommend Regional Council to

- adopt the Metro, RCTC, and SANBAG TCM substitutions, and
- direct staff to submit them to the U.S. EPA and California ARB for concurrence

9

Next Steps

- Adoption by the Regional Council
- Concurrence by the U.S. EPA and California ARB
- FTIP Amendment by CTC and SCAG

10

Thank you!

Rongsheng Luo, Program Manager
Department of Compliance and Performance Monitoring
Land Use and Environmental Planning Division
(213) 236-1994 luo@scag.ca.gov



11

DATE: June 4, 2015

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

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

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

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
SCAG continues to recommend full funding for the 13 Affordable Housing and Sustainable Communities (AHSC) projects submitted from the SCAG region, totaling \$61 million for fiscal year 2014-2015. On May 13, 2015, President Viegas-Walker reiterated the support for all the 13 projects in her letter to the Strategic Growth Council (SGC). SCAG expects a decision from SGC in late June. In addition to reaching out to the project proponents, staff is developing an action plan to further mobilize the region in preparation for future AHSC funding. New information from the Governor's May Revision Budget and Cap and Trade Expenditure Plan for Fiscal Year 2015-2016 released May 14, 2015 outlines an increase of \$270 million for the AHSC program, totaling \$400 million. The entire Greenhouse Gas Reduction Fund (GGRF) will reach \$2.2 billion for Fiscal Year 2015-2016.

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 Affordable Housing and Sustainable Communities Program is a statewide competitive program to provide grants and loans for affordable housing, infill and compact transit-oriented development, and infrastructure connecting these projects to transit. The Strategic Growth Council and Department of Housing and Community Development (HCD) administer the program, including project evaluation and the approval of funding awards. \$120 million is available to be awarded for the FY 2014-15 program. Project applications were due on April 20. SGC's Board will approve awards in late June.

In late February, SCAG reviewed the initial fifty (50) concept proposals for support of Sustainable Communities Strategies (SCS) implementation. In March, SGC invited a select number of the initial applicants to submit full applications. As reported at the April 2 Regional Council meeting, only 13

REPORT

applicants from the SCAG region were selected by SGC to submit final applications. These 13 applications total \$61 million for the final round. Statewide, SGC received \$255 million in applications, so the share of potential funding for the SCAG region is far below the region's statewide population share. Further, it clearly does not sufficiently respond to the needs of the region's statewide proportion of disadvantaged communities.

Key Efforts

As part of a comprehensive approach to position AHSC applications from the SCAG region to strongly compete in the statewide pool, SCAG's Cap and Trade Assistance Team is putting together a comprehensive action plan to further engage potential project applicants. One of the forums is to continue the Peer Learning Exchange throughout the region to ensure the region's competitiveness for future funding.

Additionally, on May 13th, 2015, President Cheryl Viegas-Walker reiterated SCAG's Board's direction urging SGC to fund all the 13 projects. In the letter, President Viegas-Walker outlined the significance of the projects to the region for their achievement of various regional goals, especially affordable housing and transit-oriented connectivity, and their role in strongly implementing the Sustainable Communities Strategy and supporting the disadvantaged communities. Please see the attached letter.

Cap and Trade Expenditure Plan for Fiscal Year 2015-2016

On May 14, 2015 Governor Brown released his Revised State Budget for Fiscal Year 2015-2016. The Revised Budget includes a Cap and Trade Expenditure Plan outlining budget allocations for various investment categories. Under the Sustainable Communities and Clean Transportation investment category, the Affordable Housing and Sustainable Communities program is being allocated with \$400 million for FY 2015-2016. Compared to FY 14-15, the FY 15-16 budget has increased the AHSC program by \$270 million. This Expenditure Plan considers the Governor's recently issued Executive Order B-30-15, which has established a greenhouse gas reduction target of 40 percent below 1990 levels by 2030. The Expenditure Plan provides significant investment towards meeting the 2030 climate goals and the goals of SB 535 directing GGRF investment in disadvantaged communities. The Revised Budget is available at <http://www.ebudget.ca.gov/FullBudgetSummary.pdf> and more information is available in the State and Federal Legislative Update. The attached table outlines the Cap and Trade Expenditure Plan.

FISCAL IMPACT:

Work associated with this item is included in the current FY2014/15 Overall Work Program (15-020.SCG00161.04: Regulatory Compliance; 15-065.SCG00137: Sustainability Program; and 15-070.SCG00147: Modeling Application and Analysis)

ATTACHMENTS:

1. May 13, 2015 President Cheryl Viegas-Walker AHSC Letter to SGC
2. Cap and Trade Expenditure Plan Summary Table



May 13, 2015

Mr. Ken Alex
Chair, Strategic Growth Council
State of California
1400 10th Street
Sacramento, California 95814

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

RE: Full Funding of Southern California AHSC Program Grant Applications

Dear Mr. Alex:

Thank you for your staff's interest in meeting with the Southern California Association of Governments (SCAG) on the thirteen (13) projects currently in the running for Cap-and-Trade Affordable Housing/Sustainable Communities (AHSC) funds. This letter is to reiterate SCAG's position that all 13 projects merit funding. As stated in the letter of April 14, 2015 from SCAG's immediate past President Carl Morehouse, our Board urges the Strategic Growth Council (SGC) to fully fund the 13 projects in the six- county SCAG region.

Officers

President
Cheryl Viegas-Walker, El Centro

First Vice President
Michele Martinez, Santa Ana

Second Vice President
Margaret Finlay, Duarte

Immediate Past President
Carl Morehouse, San Buenaventura

In addition to the directive of our Board at its April meeting, I must emphasize an important fact that in the past several weeks, SCAG staff has conducted an extensive review of each project. Staff has verified that each of the projects exceed all requirements defined in SCAG's and SGC's criteria.

**Executive/Administration
Committee Chair**
Cheryl Viegas-Walker, El Centro

Of significance, all 13 projects have extremely high ratios of leveraged funding, VMT-based greenhouse gas emission reductions, and co-benefits. All projects are champions for either affordable housing or connectivity to transit-oriented development (or both!). In short, these 13 projects fully support the implementation of SCAG's nationally-acclaimed Sustainable Communities Strategy (SCS). Lastly, 12 of the 13 projects are located in and support Disadvantaged Communities, which are prevalent in the SCAG region, where one in 4 children live in poverty.

Policy Committee Chairs

Community, Economic and
Human Development
Bill Jahn, Big Bear

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino
Associated Governments

It is our position that while full funding of the 13 projects still significantly underserves the region's equitable share, we request all projects be fully funded.

Thank you and please feel free to contact me at (760) 332-9832 or SCAG Executive Director Hasan Ikhata at (213) 236-1944 or ikhata@scag.ca.gov, at any time.

Sincerely,


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

Cc: Regional Council Members, SCAG
Hasan Ikhata, Executive Director, SCAG
Tim Egan, Capitol Representation Group

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CAP AND TRADE EXPENDITURE PLAN

Figure CAP-01
2015-16 Cap and Trade Expenditure Plan
(Dollars in Millions)

<i>Investment Category</i>	<i>Department</i>	<i>Program</i>	<i>Jan 10/ Accelerated Drought</i>	<i>May Revision</i>	<i>Total</i>
Sustainable Communities and Clean Transportation	High-Speed Rail Authority	High-Speed Rail Project	\$250	\$250	\$500
	State Transit Assistance	Low Carbon Transit Operations Program	\$50	\$50	\$100
	Transportation Agency	Transit and Intercity Rail Capital Program	\$100	\$165	\$265
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$200	\$200	\$400
	Air Resources Board	Low Carbon Transportation	\$200	\$150	\$350
Energy Efficiency and Clean Energy	Department of Community Services and Development	Energy Efficiency Upgrades/Weatherization	\$75	\$65	\$140
	Department of General Services *	Energy Efficiency for Public Buildings	\$20	\$20	\$40
	University of California/ California State University	Renewable Energy and Energy Efficiency Projects	\$0	\$60	\$60
	Department of Water Resources/Department of Food and Agriculture	Water and Energy Efficiency	(\$30)	\$60	\$60
	Energy Commission/ Department of Water Resources	Drought Executive Order - Rebates for Appliances	\$0	\$30	\$30
	Energy Commission/ Department of Water Resources	Drought Executive Order - Water and Energy Technology Program	\$0	\$30	\$30
	Department of Food and Agriculture	Agricultural Energy and Operational Efficiency	\$5	\$20	\$25
Natural Resources and Waste Diversion	Department of Fish and Wildlife	Wetlands and Watershed Restoration	\$25	\$40	\$65
	Department of Forestry and Fire Protection	Forest Health	\$42	\$50	\$92
	Department of Food and Agriculture	Healthy Soils	\$0	\$20	\$20
	Cal Recycle	Waste Diversion	\$25	\$35	\$60
Total			\$992	\$1,245	\$2,237

* Shifts administration of Green Buildings and \$20 million from the current year from Energy Commission to Department of General Services.

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NO. 569
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE MEETING
THURSDAY, MAY 7, 2015

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

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held its meeting at the JW Marriott Desert Springs Resort & Spa, Desert Salons 7 & 8, 74-855 Country Club Drive, Palm Desert, CA 92260. There was a quorum.

Members Present

Hon. Carl Morehouse, President	<i>San Buenaventura</i>	District 47
Hon. Cheryl Viegas-Walker, 1 st Vice President	<i>El Centro</i>	District 1
Hon. Michele Martinez, 2 nd Vice President	<i>Santa Ana</i>	District 16
Hon. Greg Pettis, Immediate Past President	<i>Cathedral City</i>	District 2
Hon. Michelle Steel		Orange County
Hon. Jack Terrazas		Imperial County
Hon. Chuck Washington		Riverside County
Hon. Linda Parks		Ventura County
Hon. Jim Katapodis	<i>Huntington Beach</i>	OCTA
Hon. Alan Wapner	<i>Ontario</i>	SANBAG
Hon. Jan Harnik	<i>Palm Desert</i>	RCTC
Hon. Jim Hyatt	<i>Calimesa</i>	District 3
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
Hon. Barbara Kogerman	<i>Laguna Hills</i>	District 13
Hon. Steven Choi	<i>Irvine</i>	District 14
Hon. Steve Nagel	<i>Fountain Valley</i>	District 15
Hon. John Nielsen	<i>Tustin</i>	District 17
Hon. Steve Hwangbo	<i>La Palma</i>	District 18
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Gene Daniels	<i>Paramount</i>	District 24
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Dan Medina	<i>Gardena</i>	District 28



Members Present – continued

Hon. Rex Richardson	<i>Long Beach</i>	District 29
Hon. Lena Gonzalez	<i>Los Angeles</i>	District 30
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Gene Murabito	<i>Glendora</i>	District 33
Hon. Barbara Messina	<i>Alhambra</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Jonathan Curtis	<i>La Cañada/Flintridge</i>	District 36
Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
Hon. Sam Pedroza	<i>Claremont</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
Hon. Pam O’Connor	<i>Santa Monica</i>	District 41
Hon. Jess Talamantes	<i>Burbank</i>	District 42
Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
Hon. John Sibert	<i>Malibu</i>	District 44
Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
Hon. Glen Becerra	<i>Simi Valley</i>	District 46
Hon. Tom LaBonge	<i>Los Angeles</i>	District 51
Hon. Ryan McEachron	<i>Victorville</i>	District 65
Hon. Dante Acosta	<i>Santa Clarita</i>	District 67
Hon. Julio Rodriguez	<i>Perris</i>	District 69
Hon. Ross Chun	<i>Aliso Viejo</i>	TCA

Members Not Present

Hon. Michael D. Antonovich		Los Angeles County
Hon. Mark Ridley-Thomas		Los Angeles County
Hon. Curt Hagman		San Bernardino County
Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
Hon. Randon Lane	<i>Murrieta</i>	District 5
Hon. Paul Eaton	<i>Montclair</i>	District 9
Hon. Mike Munzing	<i>Aliso Viejo</i>	District 12
Hon. Kris Murray	<i>Anaheim</i>	District 19
Hon. Tri Ta	<i>Westminster</i>	District 20
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Victor Manalo	<i>Artesia</i>	District 23
Hon. Sean Ashton	<i>Downey</i>	District 25
Hon. Steve De Ruse	<i>La Mirada</i>	District 31
Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Paul Koretz	<i>Los Angeles</i>	District 52
Hon. Nury Martinez	<i>Los Angeles</i>	District 53



Members Not Present - continued

Hon. Felipe Fuentes	<i>Los Angeles</i>	District 54
Hon. Bernard C. Parks	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Herb Wesson, Jr.	<i>Los Angeles</i>	District 57
Hon. Mike Bonin	<i>Los Angeles</i>	District 58
Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
Hon. Mitch O’Farrell	<i>Los Angeles</i>	District 60
Hon. José Huizar	<i>Los Angeles</i>	District 61
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Karen Spiegel	<i>Corona</i>	District 63
Hon. Barbara Delgleize	<i>Huntington Beach</i>	District 64
Hon. Michael Wilson	<i>Indio</i>	District 66
Hon. Rusty Bailey	<i>Riverside</i>	District 68
Hon. Andrew Masiel, Sr.	<i>Pechanga Band of Luiseño Indians</i>	Tribal Government Rep.
Mr. Randall Lewis	<i>Lewis Group of Companies</i>	Ex-Officio
Hon. Eric Garcetti	<i>Los Angeles</i>	(At-Large)

Staff Present

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Carl Morehouse called the meeting to order at 9:15 a.m. Councilmember Tom LaBonge, City of Los Angeles, District 51, led the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

There was no public comment received.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.



EXECUTIVE DIRECTOR'S REPORT

Cap-and-Trade Funding Update

As previously reported, Hasan Ikhata, Executive Director, stated that SCAG's request to the Strategic Growth Council to reconsider more projects in the SCAG region for the Affordable Housing & Sustainable Communities (AHSC) Program was denied. Because this is a critical issue, Mr. Ikhata will ensure to seek alternatives that the invited projects will obtain funding while exploring a legislative approach to the program.

PRESIDENT'S REPORT

Coalition for America's Gateways and Trade Corridors (CAGTC)

President Morehouse reported that members of the Executive/Administration Committee travelled last month to Washington, DC, to attend the CAGTC Conference, where they were joined by Goods Movement leaders—from both private and public sectors—to call for immediate action by Congress to pass a surface transportation reauthorization bill that includes dedicated funding for rebuilding and upgrading the nation's freight infrastructure.

Recognition of Outgoing Regional Council and Policy Committee Members

President Morehouse recognized the following outgoing members of the Regional Council and Policy Committees. He thanked them for their service and presented each of them with a Plaque of Recognition.

Members and years served in the Community, Economic and Human Development (CEHD) Committee

Hon. Sam Allevato, <i>San Juan Capistrano</i>	2010-2014
Hon. Lynn Dvorak, <i>Laguna Woods</i>	2014
Hon. Chris Garcia, <i>Cudahy</i>	2013-2014
Hon. Ron Garcia, <i>Brea</i>	2008-2014
Hon. Joseph Gonzalez, <i>South El Monte</i>	2011-2014
Hon. John Palinkas, <i>Pechanga Bands of Luiseño Indians</i>	2008-2014
Hon. Rex Parris, <i>Lancaster</i>	2009-2014

Members and years served in the Energy and Environment Committee (EEC)

Hon. John Denver, <i>Menifee</i>	2014-2015
Hon. Steve Hernandez, <i>Coachella Valley</i>	2013-2014
Hon. James Ramos, <i>SANBAG</i>	2013
Hon. Joe Shaw, <i>Huntington Beach</i>	2014



Members and years served in the Transportation Committee (TC)

Hon. Catalina Chacon, <i>Pechanga Bands of Luiseño Indians</i>	2013-2014
Mr. Aziz Elattar, <i>Caltrans</i>	2012-2014
Hon. Bill Hodge, <i>Calxico</i>	2012-2014
Hon. Patricia Kelley, <i>Mission Viejo</i>	2008-2014
Hon. Brian McDonald, <i>Chemehuevi Indian Tribe</i>	2008-2014
Hon. Larry Smith, <i>Hemet</i>	2014

Members and years served in the Regional Council (RC)

Hon. Dante Acosta, <i>Santa Clarita</i>	2014-2015
Hon. Marion Ashley, <i>Riverside County</i>	2014-2015
Hon. Bruce Barrows, <i>Cerritos</i>	1997-2015
Hon. Lisa Bartlett, <i>Dana Point, TCA</i>	2010-2014
Hon. Bob Botts, <i>Banning, RCTC</i>	2013
Hon. Leslie Daigle, <i>Newport Beach</i>	2006-2014
Hon. Jeff DeGrandpre, <i>Eastvale</i>	2012-2014
Hon. Steve De Ruse, <i>La Mirada</i>	2015
Hon. Roy Francis, <i>La Habra Heights</i>	2013-2014
Hon. Micheal Goodland, <i>Jurupa Valley</i>	2014
Hon. Mario Guerra, <i>Downey</i>	2013-2014
Hon. Matthew Harper, <i>Huntington Beach</i>	2011-2014
Hon. Carol Herrera, <i>Diamond Bar</i>	2013-2015
Hon. James Johnson, <i>Long Beach</i>	2010-2014
Hon. Marsha McLean, <i>Santa Clarita</i>	2009-2014
Hon. Leroy Mills, <i>Cypress</i>	2009-2014
Hon. Kathryn McCullough, <i>Lake Forest</i>	2013-2014
Hon. Brett Murdock, <i>Brea</i>	2013-2014
Hon. Steven Neal, <i>Long Beach</i>	2010-2014
Hon. Shawn Nelson, <i>Orange County</i>	2003-2015
Hon. Gary Ovitt, <i>San Bernardino County</i>	2005-2014
Hon. Ron Roberts, <i>Temecula</i>	1996-2014
Hon. Julio Rodriguez, <i>Perris</i>	2014-2015
Hon. Adam Rush, <i>Eastvale</i>	2013-2014
Hon. Mark Rutherford, <i>Westlake Village</i>	2011-2014
Hon. Jeff Stone, <i>Riverside County</i>	2005-2014

Electronic Voting System

President Morehouse reminded the Regional Council members of SCAG's electronic voting system process that requires members to vote on the communicator keypad using their individualized pre-coded identifying smartcard. The electronically-recorded votes will indicate how each member voted and will be a part of the official record of the Regional Council minutes of the meeting.

COMMITTEE REPORTS/ACTION ITEMS

Executive/Administration Committee (EAC) Report

1. Final Adoption of the Fiscal Year (FY) 2015-16 Comprehensive Budget

President Morehouse introduced the item.

A MOTION was made (M. Martinez) to adopt the Final FY 2015-16 Comprehensive Budget, and corresponding Resolution No. 15-569-1, that authorizes submittal of the Overall Work Program (OWP) to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the California Department of Transportation (Caltrans). Motion was SECONDED (Finlay) and passed by the following votes:

AYE/S: Acosta, Brown, Choi, Chun, Clark, Curtis, Daniels, Finlay, Gazeley, Gonzalez, Harnik, Herrera, Hofbauer, Hwangbo, Hyatt, Jahn, Katapodis, Kogerman, LaBonge, Lorimore, Marquez, M. Martinez, McCallon, McEachron, Medina, Messina, Mitchell, Morehouse, Murabito, Nagel, Navarro, Nielsen, L. Parks, Pedroza, Pettis, Ramirez, Robertson, Rodriguez, Saleh, Sibert, Solache, Steel, Talamantes, Terrazas, Viegas-Walker, Wapner, and Washington.

NOE/S: None.

ABSTAIN: None.

2. Final Report and Recommendations of the Regional Housing Needs Assessment (RHNA) and Housing Element Reform Subcommittee

President Morehouse introduced the item. CEHD Committee Chair Bill Jahn, Big Bear Lake, District 11, provided the background information and thanked the Subcommittee members and staff for their efforts

A MOTION was made (Jahn) to review and approve the Final Report and recommendations of the RHNA and Housing Element Reform Subcommittee (Subcommittee), which were reviewed and recommended by the Community, Economic, and Human Development (CEHD) Policy Committee. Motion was SECONDED (McCallon) and passed by the following votes:

AYE/S: Becerra, Brown, Choi, Chun, Clark, Curtis, Daniels, Finlay, Gazeley, Gonzalez, Harnik, Herrera, Hofbauer, Hwangbo, Hyatt, Jahn, Katapodis, Kogerman, LaBonge, Lorimore, Marquez, M. Martinez, McCallon, McEachron, Medina, Messina, Mitchell, Morehouse, Murabito, Nagel, Navarro, Nielsen, O'Connor, L. Parks, Pedroza, Pettis, Ramirez, Richardson, Robertson, Rodriguez, Saleh, Sibert, Solache, Talamantes, Terrazas, Viegas-Walker, Wapner, and Washington.

NOE/S: Acosta and Steel.

ABSTAIN: None.



CONSENT CALENDAR

Approval Item

3. Minutes of the April 2, 2015 Regional Council Meeting

A MOTION was made (Viegas-Walker) to approve the Minutes of the April 2, 2015 Regional Council meeting. Motion was SECONDED (M. Martinez) and passed by the following votes:

AYE/S: Acosta Becerra, Brown, Choi, Chun, Clark, Curtis, Daniels, Finlay, Gazeley, Gonzalez, Harnik, Herrera, Hofbauer, Hwangbo, Hyatt, Jahn, Katapodis, Kogerman, LaBonge, Lorimore, Marquez, M. Martinez, McCallon, McEachron, Medina, Messina, Mitchell, Morehouse, Murabito, Nagel, Navarro, Nielsen, O'Connor, L. Parks, Pedroza, Pettis, Ramirez, Richardson, Robertson, Rodriguez, Saleh, Solache, Steel, Talamantes, Terrazas, Viegas-Walker, Wapner, and Washington.

NOE/S: None.

ABSTAIN: Sibert.

Receive and File

4. 2015 Meeting Schedule of the Regional Council and Policy Committees

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

A MOTION was made (M. Martinez) to receive and file Agenda Item Nos. 4 - 5. Motion was SECONDED (Katapodis) and passed by the following votes:

AYE/S: Acosta Becerra, Brown, Choi, Chun, Clark, Curtis, Daniels, Finlay, Gazeley, Gonzalez, Harnik, Herrera, Hofbauer, Hwangbo, Hyatt, Jahn, Katapodis, Kogerman, LaBonge, Lorimore, Marquez, M. Martinez, McCallon, McEachron, Medina, Messina, Mitchell, Morehouse, Murabito, Nagel, Navarro, Nielsen, O'Connor, L. Parks, Pedroza, Pettis, Ramirez, Richardson, Robertson, Rodriguez, Saleh, Sibert, Solache, Steel, Talamantes, Terrazas, Viegas-Walker, Wapner, and Washington.

NOE/S: None.

ABSTAIN: None.

FUTURE AGENDA ITEM/S

None.

ADJOURNMENT

There being no further business, President Morehouse adjourned the Regional Council meeting at 9:52 a.m.

The next regular meeting of the Regional Council is scheduled for Thursday, June 4, 2015, at the SCAG Los Angeles Office.



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DATE: June 4, 2015

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

FROM: Joann Africa, Chief Counsel/Director of Legal Services, 213-236-1928, africa@scag.ca.gov

SUBJECT: Legal Services

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Approve renewal of legal services contract with PC Law Group for Fiscal Year 2015-2016 in the total amount of \$225,000.

EXECUTIVE SUMMARY:
Staff seeks to renew the contract of PC Law Group for the next fiscal year for \$225,000 to provide outside counsel assistance as SCAG continues to develop the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and associated Program Environmental Impact Report (PEIR). Ms. Patricia Chen will continue to serve as Special Counsel in preparing the PEIR for the 2016 RTP/SCS.

STRATEGIC PLAN:
This item supports Goal 1 (Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies) of the Strategic Plan.

BACKGROUND:
The Regional Council has previously authorized the retention of PC Law Group. Patricia Chen of PC Law Group has served as Special Counsel to SCAG, and has provided legal services to the agency for several years on matters related to the RTP/SCS, the PEIR and the Regional Housing Needs Assessment.

As staff continues to develop the 2016 RTP/SCS and associated PEIR, the drafts of which are scheduled for release in the fall, staff seeks to renew the contract of PC Law Group in the total amount of \$255,000 for legal services related to the 2016 RTP/SCS and PEIR on an as-needed basis, as determined by the Chief Counsel. Ms. Chen served as Special Counsel to SCAG in developing the PEIR for the 2012 RTP/SCS and will continue to serve in this position with respect to preparing the PEIR for the 2016 RTP/SCS. The \$255,000 is covered by the Legal Department's Indirect Cost Budget for FY 2015-16. As part of the renewal, Ms. Chen will maintain her current hourly rate of \$325 per hour.

FISCAL IMPACT:
Funding for the renewal of the PC Law Group contract will be allocated from the Legal Department's Indirect Cost budget for FY 2015-16.

ATTACHMENT:
None

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DATE: June 4, 2015

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

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

SUBJECT: Participation at the International Symposium on Sustainable Development hosted by the Myongji University (MJU) in Seoul, Korea

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve lodging reimbursement for Regional Councilmember, Hon. Larry McCallon, who represented SCAG and participated at the International Symposium on Sustainable Development, held on May 12-13, 2015, in Seoul, Korea; and to authorize the expenditure of \$1,245.05 from the General Fund to cover the lodging expense only.

EXECUTIVE SUMMARY:

Myongji University (MJU), one of SCAG's partner institutions in Korea, hosted the International Symposium on Sustainable Development ("Symposium"), held May 12-13, 2015, where planning and policy experiences of the United States and Korea were discussed to address demographic changes and impacts on metropolitan and local jurisdictions in the areas of economy, finance, housing, transportation, environment, and climate change, etc. The Symposium was seen as an opportunity for sustainable growth and identify best practices.

At its April 2, 2015 meeting, the Regional Council approved SCAG delegates, Immediate Past President, Hon. Gregory S. Pettis, and Regional Councilmember, Hon. Keith F. Millhouse, to attend and participate at the Symposium. Regional Councilmember Hon. Larry McCallon also travelled to Seoul, Korea on personal business during the time of the Symposium. While there, he volunteered to attend and participate at the Symposium with the SCAG delegates and provided a presentation on "Implementing RTP/SCS and Measuring Progress." Hon. McCallon is now seeking reimbursement for lodging expenses for four (4) days, while in attendance at the Symposium, in the amount of USD \$1,245.05, including taxes and fees.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, especially our Vision Statement of serving as "an international and regional planning forum trusted for its leadership and inclusiveness in developing plans and policies for a sustainable Southern California."

BACKGROUND:

As past practice, Regional Council approval is obtained for RC members travelling outside of the United States on SCAG business. At its April 2, 2015 meeting the Regional Council approved SCAG delegates, Immediate Past President, Hon. Gregory S. Pettis, and Regional Councilmember, Hon. Keith F.

REPORT

Millhouse, to attend and participate at the Symposium. On personal business, Hon. Larry McCallon travelled to Seoul, Korea during the time of the Symposium. While there, he volunteered to attend and participate with the SCAG delegates; and he provided a presentation on “*Implementing RTP/SCS and Measuring Progress.*” Hon. McCallon’s participation was a valuable addition to SCAG. He is not seeking travel-related expense reimbursement or stipend except for four (4) days of lodging expense in the amount of USD \$1,245.05, including taxes and fees. Therefore, an expenditure of USD \$1,245.05 will be allocated from the FY 14-15 General Fund Budget to cover the lodging expense reimbursement.

FISCAL IMPACT:

The lodging expense reimbursement in the amount of \$1,245.05 will be allocated from SCAG’s FY 14-15 General Fund Budget.

ATTACHMENT:

None

DATE: June 4, 2015

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

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

SUBJECT: Contract Amendment Greater than 30% of the Contract’s Original Value, Contract 12-036-C1, Secured and Managed Data Facility

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION:

Approve Amendment 2 to Contract No. 12-036-C1, with Switch Communications, LLC, in an amount not-to-exceed \$1,121,210 to continue to provide a secure and managed data facility, for SCAG’s computer systems and applications; as well as to extend the contract term 5 years and one month (61 months), from 6/1/15 to 6/30/20.

EXECUTIVE SUMMARY:

Staff recommends amending contract 12-036-C1 in which the consultant shall provide a managed data facility in order to maintain space, utilities, data communications and physical security for SCAG’s core enterprise computer systems.

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.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Switch Communications, LLC (12-036-C1)	The consultant will continue to provide a secure and managed data facility that will enable SCAG to maintain the capacity and security of its automated systems and decrease the risk of extended outages related to natural or man-made disasters.	\$1,121,210

FISCAL IMPACT:

Funding of \$213,563 is available in the FY 2015-16 budget, and \$854,255 is expected to be available in the FY 2016-17 through FY2019-20 budgets, subject to budget availability.

ATTACHMENT:

Consultant Contract No. 12-036-C1

CONSULTANT CONTRACT 12-036-C1

Recommended Consultant:	Switch Communications, LLC
Background & Scope of Work:	<p>In May 2012, the Regional Council approved an agreement for an offsite data center facility located in Las Vegas, Nevada for three (3) years. This facility now houses SCAG's core enterprise and planning computing systems previously located in the Los Angeles Office. The facility provides advanced system protection, reduced risk of outages, and increased capacity to meet SCAG's growing computing requirements. With the original contract, SCAG advanced its operations from a one- to two-data center architecture, now utilizing the Los Angeles server room as a backup site.</p> <p>Over the initial three year period, Switch Communications LLC has proven to be a reliable and trusted partner and will continue to provide space, power, cooling, communications and physical security systems. SCAG is seeking approval of a five-year extension from June 2015 to June 2020 with one five-year optional period to June 2025, consistent with the Master Service Agreement (MSA - described below in Basis for Selection) negotiated and approved by Los Angeles Department of Water and Power in 2014.</p>
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• Due to geographic location, reduce risk of network and data outages related to natural disasters;• Eliminate capital requirements to upgrade and operate a reliable, secure data center in the Los Angeles office;• Increase security and uptime through advanced environmental and physical security systems, including emergency generator power, redundant electrical and cooling systems, advanced fire suppression, and multi-step, biometric entry systems; and• Ensure that SCAG's modeling, Geographic Information Systems (GIS), website, financial and database systems are available to reliably serve SCAG staff, constituents and partners.
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 \$1,121,210 Switch Communications LLC (prime consultant)
Contract Period:	June 1, 2015 through June 30, 2020
Project Number:	811.SCG01163.08
Basis for Selection:	In accordance with SCAG's Contract Manual Section 2.5, dated 11/1/14, 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 the Los Angeles Department of Water and Power (Agreement No. GS-35F-0510V) that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.

During the initial evaluation, staff recommended Switch Communications for the contract award because the vendor:

- Provided the lowest level of risk due to natural disaster because of its location in Las Vegas, NV;
- Provided the best mix of services for SCAG’s needs, including lower-priced and higher-redundancy data communications services;
- Demonstrated the highest level of facility services and management, including advanced cooling and power systems, strict installation and operational standards; and a clean and orderly facility; and
- Provided a higher standard than other vendors for physical security.

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DATE: June 4, 2015

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

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

SUBJECT: Contracts \$200,000 or Greater: Contract Nos. 15-011-C1 to C7, Temporary Employment Services

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Approve Contract Nos. 15-011-C1 to C7, in an amount not-to-exceed \$675,000, to provide temporary employment services to SCAG.

EXECUTIVE SUMMARY:
The purpose of this procurement is to establish a group of pre-qualified contracted agencies to provide temporary employment services to SCAG during the term of the contract, June 2015 through April 30, 2018. These contracts will permit SCAG to continue to conduct business in a cost effective manner during peak workloads, long-term absences, and special projects that could not be anticipated during the budget process. Actual use of the agencies will vary primarily by need, availability of competent workers, and competitive rates.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 5: Optimize organizational efficiency and cultivate an engaged workforce.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
1. AgreeYa Solutions	The selected agencies shall provide temporary employment services to SCAG on an as-needed basis.	\$675,000
2. AppleOne		
3. HB Staffing		
4. IntelliBridge		
5. PMurphy		
6. RADgov		
7. Staffmark		

FISCAL IMPACT:
Funding of \$25,000 is available in the FY 2014-15, \$200,000 in the FY 2015-16 budget, and \$225,000 is expected to be available in the FY 2016-17 and FY2017-18 respectively, subject to budget availability.

ATTACHMENT:
Consultant Contract Nos. 15-011-C1 to C7

CONSULTANT CONTRACTS 15-011-C1 through 15-011-C7

- Recommended Consultant:**
1. AgreeYa Solutions
 2. AppleOne
 3. HB Staffing
 4. IntelliBridge
 5. PMurphy
 6. RADgov
 7. Staffmark

Background & Scope of Work: The purpose of this procurement was to establish a group of pre-qualified contracted agencies to provide temporary worker services to SCAG. SCAG may call upon the selected agencies throughout the year to provide short-term temporary staffing for vacancies, leaves of absence, or peaks in workload. Actual use of the agencies will vary primarily by need, availability of competent workers, competitive rates, and will not exceed available funding in any given fiscal year. SCAG specifically requires temporary workers in two functional categories: General Staffing/Graphic Design, and Information Technology.

Project's Benefits & Key Deliverables: These contracts will permit SCAG to continue to conduct business in a cost effective manner during peak workloads, long term absences, and special projects that could not be anticipated during the budget process.

Strategic Plan This item supports SCAG's Strategic Plan Goal 5: Optimize organizational efficiency and cultivate an engaged workforce.

Contract Amount:	Total not-to-exceed	\$675,000
FY15	June 4, 2015 – June 30, 2015	\$25,000
FY16	July 1, 2015 – June 30, 2016	\$200,000
FY17	July 1, 2016 – June 30, 2017	\$225,000
FY18	July 1, 2017 – April 30, 2018	\$225,000

Note: This is for on-call or as-needed services to be paid a set hourly rate for temporary worker services. As such, there is no specific award amount to each firm, nor does SCAG guarantee any specific amount of work to a firm. Therefore, no award amounts are shown below.

1. AgreeYa Solutions
2. AppleOne
3. HB Staffing
4. IntelliBridge
5. PMurphy
6. RADgov
7. Staffmark

Contract Period: Notice to Proceed through April 30, 2018

Project Number: 810.SCG0120.04

Funding sources: Indirect Cost Fund, primarily attributable from salary savings of vacant positions.

Request-for-Proposal (RFP): SCAG staff notified 752 firms of the release of RFP 15-011-C1 via SCAG's Solicitation Management System. A total of 41 firms downloaded the RFP. SCAG received the following eight (8) proposals in response to the solicitation and selected all 7 offerors (excluding Xerxes Studio*):

Selected

1. AgreeYa Solutions
2. AppleOne
3. HB Staffing
4. IntelliBridge
5. PMurphy
6. RADgov
7. Staffmark
8. Xerxes Studio*

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 on which to base a contract award.

The PRC consisted of the following individuals:

Carmen Flores, Manager of Human Resources
Catherine Kirschbaum, Chief Information Officer
Adriana Madrigal-Munoz, Human Resources Analyst

Basis for Selection: The PRC ranked all the proposals based on the proposal information, organization, content, technical proposal/qualifications, and price. In order to receive the most competitive pricing, the PRC decided that when the temporary worker assignment is required, selection will be made based on need, fit and each firm's costs.

The PRC selected all eight (8) agencies since all of them demonstrated excellent understanding of SCAG's needs in applicant screening, evaluation and testing, as well as demonstrated many of years of experience in the field. All firms were financially viable.

**Conflict Of Interest Form - Attachment
For June 4, 2015 Regional Council Approval**

Item No. 9

Approve Contracts No. 15-011-C1 through 15-011-C7, in the total amount not to exceed \$675,000 to establish a group of pre-qualified agencies to provide temporary worker services to SCAG.

The firms for these contracts are as follows:

AgreeYa Solutions

AppleOne

HB Staffing

IntelliBridge

PMurphy

RADgov

Staffmark

DATE: June 4, 2015

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

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

SUBJECT: Authorize Acceptance of the Federal Highway Administration's (FHWA) FY 2015 Value Pricing Pilot (VPP) Program Grant Funds

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION FOR EAC:

Recommend that the Regional Council approve Resolution No. 15-570-1, authorizing SCAG to accept the Federal Highway Administration's (FHWA's) FY2015 Value Pricing Pilot (VPP) program funds, if awarded to SCAG, to continue planning efforts to support the SCAG Region Value Pricing Study.

RECOMMENDED ACTION FOR RC:

Approve Resolution No. 15-570-1, authorizing SCAG to accept FHWA's FY2015 Value Pricing Pilot (VPP) program funds, if awarded to SCAG, to continue planning efforts to support the SCAG Region Value Pricing Study.

EXECUTIVE SUMMARY:

SCAG submitted a grant proposal to the FHWA in regards to the FY-2015 Value Pricing Pilot (VPP) program funds ("Grant Funds"), to continue planning efforts to support the SCAG Region Value Pricing Study. Building on SCAG's current work on innovative and sustainable mobility solutions for the region, the grant will be used for public engagement, conducting thorough equity analyses, and evaluating system design considerations.

STRATEGIC PLAN:

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

BACKGROUND:

SCAG submitted a grant proposal in the total amount of \$1,335,000 (of which \$1,068,000 is proposed to come from FHWA) to support continuing work on the SCAG Region Value Pricing Study. The primary goal of the project is to build on SCAG's current feasibility study efforts and continue public engagement on congestion pricing alternatives, conducting thorough equity analyses, and evaluating system design considerations.

FHWA's support for innovative mobility programs in the Southern California region, including Metro's Congestion Reduction Demonstration Project, has helped Los Angeles reduce congestion and establish a foundation for value pricing as a key system management tool. Additionally, key findings from SCAG's current research effort (also funded by FHWA) suggest that a comprehensive mobility program integrating pricing can achieve meaningful reductions in congestion while shifting a sizeable share of trips to transit and active transportation modes. Findings also indicate that such a mobility program can be financially self-sustaining.

REPORT

As part of the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy, the region must reduce, if feasible, greenhouse gas emissions by 8 percent per capita by 2020 and by 13 percent per capita by 2035. These reductions in climate change related emissions will require integration of innovative mobility solutions. SCAG's Value Pricing Study advances regional sustainability efforts by evaluating strategies that reduce vehicle miles traveled and greenhouse gas emissions. FHWA's FY-2015 Grant Funds will enable SCAG to continue the work from the current feasibility study efforts and facilitate further public engagement on innovative mobility solutions.

FISCAL IMPACT:

The FHWA grant, if awarded, will authorize SCAG to receive \$1,068,000 in Federal Grant Funds that will be utilized to continue planning efforts on the SCAG Region Value Pricing Study. If awarded, this grant will require a local match totaling \$267,000.

ATTACHMENT:

Resolution No. 15-570-1



RESOLUTION NO. 15-570-1

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS APPROVING THE
ACCEPTANCE OF THE FEDERAL HIGHWAY ADMINISTRATION'S
FY 2015 VALUE PRICING PILOT PROGRAM (VPP) GRANT FUNDS,
IF AWARDED TO SCAG, TO CONTINUE PLANNING EFFORTS
TO SUPPORT THE SCAG REGION VALUE PRICING STUDY**

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Cheryl Viegas-Walker, El Centro

First Vice President
Michele Martinez, Santa Ana

Second Vice President
Margaret Finlay, Duarte

Immediate Past President
Carl Morehouse, San Buenaventura

**Executive/Administration
Committee Chair**

Cheryl Viegas-Walker, El Centro

Policy Committee Chairs

Community, Economic and
Human Development
Bill Jahn, Big Bear

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino
Associated Governments

WHEREAS, the Southern California Association of Governments (“SCAG”) is the designated Metropolitan Planning Organization (MPO), pursuant to 23 U.S.C. Section 134 et seq. and 49 U.S.C. Section 5303 et seq., serving the nation’s largest metropolitan planning area comprised of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties; and

WHEREAS, SCAG has applied for an award of \$1,068,000 from the Federal Highway Administration’s (FHWA’s) FY2015 Value Pricing Pilot (VPP) program Grant Funds (“Grant Funds”), to continue planning efforts to support the SCAG Region Value Pricing Study; and

WHEREAS, the primary goal of the FHWA’s VPP program is to demonstrate whether and to what extent roadway congestion may be reduced through application of congestion pricing strategies, and the magnitude of the impact of such strategies on driver behavior, traffic volumes, transit ridership, air quality and availability of funds for transportation programs; and

WHEREAS, if awarded, the Grant Funds will be used to build upon and continue work on the current SCAG Region Value Pricing Study, which will involve consulting services to facilitate public engagement, to conduct thorough equity analyses, and to evaluate system design considerations.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of Southern California Association of Governments to authorize SCAG to accept and administer the Grant Funds, if awarded, to continue planning efforts to support the SCAG Region Value Pricing Study.

BE IT FURTHER RESOLVED by the SCAG Regional Council as follows:

1. That the Regional Council hereby authorizes SCAG, if awarded, to accept the Federal Grant Funds in the amount of \$1,068,000 from the FHWA's VPP program to continue work on the SCAG Region Value Pricing Study.
2. That SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to supporting the SCAG Region Value Pricing Study.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 4th day of June, 2015.

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

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

DATE: June 4, 2015

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

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

SUBJECT: SCAG Memberships

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve

EXECUTIVE SUMMARY:

The Legislative/Communications & Membership Committee (LCMC) met on May 19, 2015 and recommended approval of up to \$40,000 in FY 2016 memberships for 1) California Contract Cities Association (\$5,000); 2) National Association of Regional Councils (\$30,000); and 3) FuturePorts (\$5,000).

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:

Memberships

1) California Contract Cities Association – \$5,000

California Contract Cities Association (CCCA) is a network of member cities united for a common cause. The general purpose of CCCA is to serve as a rallying point for cities contracting for municipal services to insure constituents the best service at the minimum cost. Through municipal seminars, education, exchange of ideas and information, the association combines resources to influence policy decisions affecting member cities. The California Contract Cities Association's Associate Members Program fosters mutually beneficial public/private partnerships, and for many years, member cities have been using public/private partnerships to provide the essential public services that make cities even better for the benefit of their communities. The Associate Members Program formalizes these relationships and provides an open networking platform for businesses, non-profit organizations, member cities' local elected officials, and city decision-makers to collectively conquer the unique challenges facing contract cities.

SCAG staff is recommending a \$5,000 “Silver” membership, which will provide SCAG with the following:

- An opportunity to attend monthly CCCA Board of Directors Meetings (meal cost included for one (1) company representative);
- Link to SCAG website in Associate Members Directory on CCCA website;
- Sponsor recognition (including signage) at educational seminars;
- Access to CCCA membership roster and conference registration lists.
- One (1) registration at the Annual Municipal Seminar;
- Participation on the Associate Members Program Steering Committee; and
- Access to select CCCA City Managers/Administrators Committee meetings.

2) National Association of Regional Councils (NARC) – \$30,000

NARC is the leading advocate for Metropolitan Planning Organizations (MPO) based out of Washington, DC. NARC serves as the national voice for regionalism by advocating for regional cooperation as the most effective way to address a variety of community planning and development opportunities and issues. NARC’s member organizations are composed of multiple local governments that work together to serve American communities – large and small, urban and rural. They regularly provide solutions that positively impact American communities through effective inter-jurisdictional cooperation. SCAG has been an active member of NARC throughout the years and recommends continuing to do so as this organization is consistent with SCAG core responsibilities and adopted Mission.

The FY 2015-2016 dues are \$30,000. As a national public interest organization, NARC works with and through its members to:

- Shape federal policy that recognizes the increased value of local intergovernmental cooperation;
- Advocate effectively for the role of regional councils in the coordination, planning, and delivery of current and future federal programs;
- Provide research and analysis of key national issues and developments that impact our members; and
- Offer high quality learning and networking opportunities for regional organization through events, training, and technical assistance.

3) FuturePorts – \$5,000

FuturePorts was established in 2005 and serves as a voice for their members in the goods movement supply chain in order to advocate for balance between business, environment, and community concerns at the San Pedro Bay Ports (Ports of Los Angeles and Long Beach). Their members represent the entire goods movement supply chain, including businesses that support the goods movement industry, as well as labor and trade unions that work at the ports. Their objective is to ensure a healthy economic and environmental future supporting green growth at the ports. In the ten years since it was founded, FuturePorts has positioned itself as a leader in the movement for rational and balanced growth, representing business interests at both the Ports of Los Angeles and Long Beach commission meetings; Los Angeles and Long Beach city council meetings; public hearings;

REPORT

and other community events. They write letters, provide outreach, and engage the support of other business organizations and stakeholders as we work toward common goals of growing and greening our ports.

SCAG has been a sponsor of the annual FuturePorts conference in the past, but the growing importance of goods movement to the Southern California economy is making it increasingly necessary for the agency to maintain its ability to effectively participate in dialogue and discussion on such an important facet of the region's economy. As a result, staff is recommending that the agency become a member of FuturePorts at the "Commodore" level in the amount of \$5,000, which includes:

- \$1,500 credit to apply to event sponsorships (e.g. one event at \$1,500 or two events at \$750);
- Full color logo listing on website member directory;
- Full color logo in member logo block on website homepage;
- Reduced Registration fees for FuturePorts events;
- Free attendance for FuturePorts "VIP" events; and
- Name on all printed materials

FISCAL IMPACT:

\$40,000 for membership is included in the approved FY 14-15 General Fund budget.

ATTACHMENT:

None

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DATE: June 4, 2015

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

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

SUBJECT: AB 1074 (Garcia): Alternative Fuels Infrastructure Plan--SUPPORT

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Support.

EXECUTIVE SUMMARY:

AB 1074 is a 'study bill' that directs the State Energy Resources Conservation and Development Commission to develop an alternative refueling infrastructure plan, as part of a broader assessment, that identifies the number of alternative fueling stations that will be needed to fulfill the state's clean transportation goals. Recognizing that the State will need an infrastructure to support alternatively fueled vehicles as California transitions from fossil fueled vehicles to zero- and near-zero emission vehicles, staff recommends support of this bill to direct the development of an infrastructure plan to support this transition. The Legislative/Communications and Membership Committee (LCMC), at its May 19, 2015 meeting unanimously voted to support AB 1074 and forwarded a support position recommendation for adoption by the Regional Council.

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:

Under current law, the State Energy Resources Conservation and Development Commission (Commission) is required to prepare a biennial integrated energy policy report containing an overview of major energy trends and issues facing the state. It is also required to make recommendations to improve the efficiency of transportation energy use, reduce dependence on petroleum fuels, decrease environmental impacts from transportation energy use, and contribute to reducing congestion, promoting economic development, and enhancing energy diversity and security.

AB 1074 directs the Commission to develop an alternative refueling infrastructure plan, as part of a broader assessment, that identifies the number of alternative fueling stations that will be needed to fulfill the state's clean transportation goals. It declares that it is the legislative intent to accelerate the adoption of alternatively fueled vehicles by increasing alternative fueling options needed to facilitate electric, hydrogen, and natural gas vehicles along passenger and goods movement corridors. The bill defines "alternative fuel" to include biodiesel, bio-alcohol (methanol, ethanol, and butenal), chemically stored electricity (battery and fuel cells), hydrogen, compressed fossil or non-fossil natural gas, liquefied fossil

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or non-fossil natural gas, vegetable oil, propane, and other biomass sources. It defines "alternative refueling infrastructure" as equipment that is available to the public and used to charge or store and dispense alternative fuel to vehicles in accordance with industry codes and standards.

Provisions of the bill require that the Commission conduct an assessment and develop an integrated strategy to maximize the benefits and scope of alternative refueling infrastructure to help the state achieve climate change, air quality, and economic goals. It further requires the Commission to develop a refueling infrastructure plan that identifies the number and types of stations and geographical areas where additional stations will be needed and to rely upon and consolidate existing reports and information, where possible. The bill requires that the Commission provide the infrastructure plan to the Legislature on or before January 1, 2017.

Discussion

Under current law (Executive Order) California is directed to reduce Greenhouse Gas (GHG) emissions by 80% before 2050. Vehicles contribute more to air pollution and GHG emissions than any other sector. Transportation corridors in California are especially polluted due to the volume of passenger and freight traffic. In order to help California achieve climate goals and reduce air pollution, a robust refueling infrastructure for alternative fueled vehicles is needed. California has committed to transitioning its vehicle fleet from predominantly fossil fueled vehicles to zero- and near-zero emission vehicles. Many of the efforts to accomplish this transition involve advancing clean fuel and vehicle technologies and incentivizing their purchase and use. Equally important to the deployment of these vehicles is supplying the fueling infrastructure needed to support the fleet

AB 1074 would direct the California Energy Commission (CEC) to develop a refueling infrastructure plan that identifies any and all stations, locational sites or areas, and facilities necessary to ensure refueling options. The CEC would be required to submit the plan to the Legislature on or before January 1, 2017. As a study bill, AB 1074 assesses no mandates on any local government or transportation agency. The League of California Cities and California State Association of Counties are not on-record on this bill. It represents a needed first step to making the transition of the state's vehicle fleet from fossil fuel to zero- and near-zero emission. AB 1074 passed Assembly Transportation Committee (16-0) on April 13, 2015, and currently it is referred to Assembly Appropriations Committee with no hearing scheduled. The LCMC at its May 19, 2015 meeting voted unanimously to support the bill and forwarded a support recommendation for adoption by the Regional Council. A copy of the bill can be accessed at: <http://goo.gl/yvmYIJ>

ATTACHMENT:

None

DATE: June 4, 2015

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

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

SUBJECT: AB 857 (Perea): California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program - SUPPORT

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

AB 857 provides that no less than 50% (or \$100 million, whichever is greater) of technology program funds go to certain heavy-duty trucks that meet specified emissions standards during the period between January 2, 2018 and January 1, 2023. The bill further specifies that if incentives under the program fund natural gas vehicles, these vehicles must use fuels with at least 10% renewable natural gas. Staff recommends support as the bill provides incentives to put more clean trucks on the road and supports a faster transition to low carbon transportation technologies in the heavy duty truck sector to reduce GHG emissions in one of the area's most responsible for such emissions. The Legislative/Communications and Membership Committee (LCMC), at its May 19, 2015 meeting unanimously voted with one abstention to support AB 857 and forwarded a support recommendation to the Regional Council for adoption at its June 4, 2015 meeting.

STRATEGIC PLAN:

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

BACKGROUND:

Current law requires the California Air Resources Board (CARB), pursuant to AB 32, to develop a plan of how to reduce statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. Existing law also establishes the Greenhouse Gas Reduction Fund (GGRF) and requires all money collected pursuant to cap and trade, with limited exceptions, be deposited into the fund.

In 2013, SB 1204 (Lara) was enacted to create the Technology Program to fund development, demonstration, pre-commercial pilot, and early commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies including, but not necessarily limited to, medium- and heavy-duty trucks, vocational trucks, short-haul and long-haul trucks, buses, and off-road vehicles and equipment, port equipment, agricultural equipment, marine equipment, and rail equipment. The intent of this program was to create a single, overarching program to develop and deploy heavy-duty vehicles. The law requires the Technology Program be funded from the GGRF and prioritized for

projects in disadvantaged communities, and it requires that until January 1, 2018, no less than 20% of funding for the Technology Program support commercial deployment of existing zero- and near-zero-emission heavy duty trucks, which is broadly defined. The Technology Program works to develop zero- and near-zero emission technologies for vehicles and equipment not only for trucks, but also for off-road vehicles and equipment at the ports as well as in agricultural, marine, and rail sectors. Within the Technology Program, funding priority is generally given to projects that demonstrate benefit to disadvantaged communities, the ability to leverage additional public and private funding, and provide the potential for co-benefits.

AB 857 (Perea) would re-establish the priorities of the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program (Technology Program) by providing that no less than 50% (or \$100 million, whichever is greater) of program funds go to certain heavy-duty trucks that meet specified emissions standards. This bill requires that 50% of GGRF funds appropriated to the Technology Program (or \$100 million, whichever is greater), during the period between January 2, 2018 and January 1, 2023, be allocated to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology [trucks with a gross vehicle weight rating (GVWR) of 26,001 lbs. or more] that meet or exceed low NO_x standards (0.02 grams per brake horsepower-hour oxides of nitrogen). Further the bill specifies that if incentives under the program fund natural gas vehicles, these vehicles must use fuels with at least 10% renewable natural gas.

Support/Opposition

Supporters of AB 857 contend that the bill will create incentives for zero- and near-zero emission heavy-duty truck purchases that will help purchasers afford the initial costs of these cleaner trucks. They contend that these incentives will help accelerate retirement of older, high polluting trucks; help grow the clean, alternative fuel truck market; and stimulate additional investments in the next generation of zero- and near-zero emission truck technologies. Supporters also contend that increased funding commitments for certain heavy-duty trucks will ensure that incentives are directed to reducing the greatest possible emissions in the transportation sector.

Opponents of the measure assert the bill unnecessarily directs a large fraction of GGRF funds exclusively to commercial deployment of the heaviest of trucks, potentially limiting funding for other emissions reducing projects. They also contend AB 857 would prematurely limit future technology investments, such as hybrid or plug-in hybrid trucks, which could be zero-emission capable but would not be eligible for prioritized funding unless they were also certified to the low-NO_x standard. They note that precluding these types of technologies could exclude promising options for emissions reductions and air quality improvements within and beyond the 2018 to 2023 timeframe.

AB 857 is supported by:

- Agility Fuel Systems, Inc.
- Alhambra Chamber of Commerce
- Antelope Valley Air Quality Management District
- Association of California Cities – Orange County
- Azusa Chamber of Commerce
- Binational Health Week Planning Committee, Los Angeles, CA
- Bioenergy Association of California

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- Black Business Association
- Black Chamber of Orange County
- Boys & Girls Club of Greater Ventura
- Boys Republic
- Burbank Chamber of Commerce
- California Natural Gas Vehicle Coalition
- California Trucking Association
- Cars are Basic
- Central City Association of Los Angeles
- City of Atascadero
- City of Buena Park
- City of Commerce
- City of Compton
- City of El Monte
- City of Goleta
- City of Hanford
- City of Lake Elsinore
- City of Lynwood
- City of Maywood
- City of McFarland
- City of Monterey Park
- City of Palm Desert
- City of Perris
- City of Pico Rivera
- City of Pomona
- City of Tulare
- City of Westminster
- Clean Air Now
- Clinica Msr. Oscar A. Romero
- Coachella Valley Economic Partnership
- Councilmember Fernando Vasquez, City of Downey
- Congress of California Seniors
- COPE Health Solutions
- County of Kings
- County of Santa Barbara
- County of San Bernardino
- County of Tulare
- Culver City Chamber
- Dana Point Chamber of Commerce
- Desert Valleys Builders Association
- Dignity Health
- Duarte Chamber of Commerce
- Duarte Unified School District
- Economic Development Collaborative Ventura County

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- Economic Development Corporation serving Tulare County
- Economic Vitality Corporation
- Federacion de Clubes Jaliscienses Del Sur de California
- Foothill Workforce Investment Board
- Fullerton Chamber of Commerce
- Gardena Valley Chamber of Commerce
- Gateway Chambers Alliance
- Greater West Covina
- Hanford Chamber of Commerce
- Hemet San Jacinto Chamber of Commerce
- Grandma's House of Hope
- Kern County Board of Supervisors
- Kheir Clinic
- Laguna Nigel Chamber of Commerce
- Lincoln Training Center
- Los Angeles Area Chamber of Commerce
- Mojave Desert Air Quality Management District
- Montebello Unified School District
- Mothers of East Los Angeles
- Mujeres del la Tierra
- National Congress of Black Women, Inc. Los Angeles Chapter
- North Orange County
- North River Chamber of Commerce
- Our Weekly
- Oxnard Chamber of Commerce
- Pacific Asian Consortium in Employment
- Palm Desert Area Chamber of Commerce
- Pasadena Chamber of Commerce & Civic Association
- Pinnacle Petroleum
- Placita Santa Fe
- Proteus, Inc.
- Regional Chamber of Commerce-San Gabriel Valley
- Rosemead Chamber of Commerce
- Santa Clarita Valley Chamber of Commerce
- Sequoia Riverlands Trust
- Simi Valley Chamber of Commerce
- South Orange County Economic Coalition
- Southeast Community Development Corporation
- Southern California Gas Company
- Southwest California Legislative Council
- Valley Family Center
- Valley Vista Services, Inc.
- The Coalition for Renewable Natural Gas
- The Salvation Army

REPORT

- TELACU (The East Los Angeles Community Union)
- United Chambers of Commerce
- University of California, Riverside
- YMCA (Anaheim)

The bill is opposed by:

- American Lung Association
- Clean Power Campaign
- Union of Concerned Scientists
- Sierra Club California

The League of California Cities, California State Association of Counties and California Association of Councils of Government have not taken position on this bill. AB 857 has passed the Assembly Transportation Committee (16-0) and the Assembly Natural Resources Committee (9-0), and is referred to the Assembly Appropriations Ctte with no hearing currently scheduled.

Recommendation

Staff notes that air pollution continues to affect human health disproportionately throughout the region in disadvantaged communities and especially along transportation corridors, and according to the author in in the South Coast Air District, nearly 80% of smog forming pollutants, such as NOx, come from mobile sources--primarily, large transport trucks. Transportation is the largest single sector emitter of greenhouse gas (GHG) emissions in the state. Manufacturer's state that new technologies will be available in the transportation marketplace within the next three years that could meet near-zero emissions levels (90% NOx reduction over the current standard). However to achieve widespread deployment of these new technologies, financial incentives need to be in place to help "buy down" the capital costs of this improved technology. AB 857 would provide incentives to put more clean trucks on the road and it would support the transition to low carbon transportation technologies to address climate change and public health over the long-term.

The LCMC at its May 19, 2015 meeting forwarded a support recommendation of AB 857 to the Regional Council for adoption at its June 4, 2015 meeting. A copy of the bill can be accessed at: <http://goo.gl/mNt5qg>

ATTACHMENT:

None

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DATE: June 4, 2015

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

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

SUBJECT: Governor Brown's Executive Order to Reduce Urban Water Use

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Receive and File

EXECUTIVE SUMMARY:

On April 1, 2015, Governor Edmund G. Brown Jr. issued Executive Order B-29-15 to strengthen the State's ability to manage water and habitat effectively in drought conditions and called on all Californians to redouble their efforts to conserve water. The Executive Order mandated a 25 percent statewide reduction in urban water use. Governor Brown designated the State Water Resources Control Board as the main authority to implement the water reductions.

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 2: Develop external communications and media strategy to promote partnerships, build consensus, and foster inclusiveness in the decision making process.

BACKGROUND:

According to the California Department of Water Resources, the State has been experiencing a multi-year drought since 2012. In the midst of the drought, in July 2014, Governor Brown called for a 20 percent voluntary reductions in water use, yet as of March 2015 the voluntary statewide conservation efforts had only resulted in a 9 percent overall reduction – far short of the Governor's goal. Over this same time period, drought conditions have only become more severe. On April 1st, 2015, California's snowpack water content measured far below the April 1st average (5 percent of the 28-inch average), setting a new "low water" mark in records dating back to 1950. The lowest previous reading was 25 percent of the average. As a result, Water Year 2015 is the driest winter in California's written record.

To strengthen efforts to conserve water, the Governor, for the first time in the State's history, issued a mandatory statewide conservation effort to reduce potable urban water use by 25 percent and designated the State Water Resource Control Board as the main authority to implement water reductions. The mandate was included as part of Executive Order B-29-15, which also calls for all Californians to save water, increasing enforcement to prevent wasteful water use, streamlining the government's drought response, and investing in new technologies to make California more drought-resilient.

REPORT

As the designated authority for implementing the water reductions, the State Water Resources Control Board adopted an emergency regulation on May 5, 2015 that requires an immediate 25 percent reduction in overall potable urban water use statewide. Action is expected by the Office of Administrative Law by May 15, 2015 to approve the emergency regulation, at which point the emergency regulation will take effect immediately and remain in effect for 270 days from that date. The emergency regulation updates the State Water Resource Control Board's regulation standards and institutes a new system that places each urban water supplier into one of eight tiers. Each month, the Water Board will compare every urban water suppliers' 2015 water use with their 2013 use to determine conservation conformance. The Water Board has released a list of 411 water suppliers and their regulatory framework tiers. To see the full list, visit http://www.waterboards.ca.gov/waterrights/water_issues/programs/drought/docs/emergency_regulations/supplier_tiers_20150428.pdf

Local water agencies will determine the most cost effective and locally appropriate way to achieve their standard. Local agencies can fine property owners up to \$500 a day for failure to implement the water use prohibitions and restrictions. The State Water Resources Control Board can issue informational orders¹, conservation orders² or cease and desist orders³ to water suppliers for failure to meet their conservation standard. Water agencies that violate cease and desist orders are subject to a civil liability of up to \$10,000 a day. To learn more about the state's drought response, visit Drought.CA.Gov. To learn more about conserving water, visit SaveOurWater.com.

SCAG staff will continue to monitor the drought and the State's water conservation efforts and its impacts and effectiveness in Southern California. In addition, SCAG will explore issues of water scarcity and the implications of growth and development on water resources as part of the development of the 2016 RTP/SCS.

FISCAL IMPACT:

Work associated with this item is included in the current FY2014/15 Overall Work Program (050.SCG00169.01: Regional Active Transportation Strategy) and FY2015/1016 Overall Work Program (050.SCG00169.01: Regional Active Transportation Strategy).

ATTACHMENT:

None

¹ Informational Orders would enable the Board to require specific data and other facts on conservation practices if conservation targets are not being met.

² A conservation order would describe the specific actions required for the recipient to come into compliance with the requirements of the regulations. Issuance of a conservation order would be subject to reconsideration by the Board and violation of a conservation order would not be subject to the enhanced penalties associated with violation of a cease and desist order during a drought emergency.

³ These Orders generally contain a description of the specific actions, and a timeline for implementing them, required for the recipient to return to compliance. Non-compliance with a CDO during a drought emergency, such as the current one, can result in a complaint to assess Administrative Civil Liabilities of up to \$10,000 for each day of non-compliance.

DATE: June 4, 2015

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

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

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

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

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

BACKGROUND:

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

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
Sheraton Los Angeles	Reservation and Catering	\$10,000
McCune Audio Video Lighting	Video Taping Service for General Assembly	\$9,782
Allied Digital Services, LLC	Laptop Configuration and Distribution	\$8,285
4Imprint, Inc.	General Assembly Promotional Items	\$7,261
ACE Commercial, Inc.	General Assembly Program Booklet Printing	\$6,322
Allegro Marketing Inc.	Surface Pro Kiosks for General Assembly	\$5,296

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

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
1. The Arroyo Group (15-001-B62)	The consultant shall provide services for a sustainability program project for the City of Hemet (City). Specifically, the consultant shall develop a comprehensive Downtown Hemet Specific Plan (Specific Plan) for the City's historic downtown area. The Specific Plan will promote economic development through mixed use, infill development, façade enhancement, streetscape improvement and neighborhood preservation, with the inclusion of transit-oriented development principles, mixed-use zoning, and amenities to serve the residents and visitors of the area.	\$196,700
2. Ryan Snyder Associates	The consultant shall provide services to create an	\$187,905

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>
(15-012-C1)	<p>Imperial County region-wide Safe Routes to School Master Plan that will increase the safety and mobility of students while improving health and providing improved transportation infrastructure.</p> <p>The consultant shall also create a plan that will develop, assess, and prioritize infrastructure for various school sites, identify travel paths and statistics as well as estimate costs and financial feasibility.</p>	
3. PlaceWorks (15-017-C1)	<p>The consultant shall provide a solution (software program) for content authoring and web/print publishing of SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and will provide SCAG with a sustainable solution that can be used beyond the timeline of this project. Consultant shall also train SCAG staff in converting the print version of the 2016 RTP/SCS into a mobile-friendly web presentation.</p>	\$184,845
4. Mulholland Institute (15-001-B46)	<p>The consultant will produce the Northeast San Fernando Valley Sustainability and Prosperity Strategy. This Strategy focuses on the following components of sustainability and prosperity, reducing pollution and associated health impacts from traffic and industrial uses; preventing additional pollution growth through traffic mitigation, transportation planning, zoning and land use actions; implementing “smart growth” through repositioning key hubs as potential transit-oriented activity centers and building on the investments in Metro link, Rapid Bus, light rail, high speed rail and the future Van Nuys-San Fernando Transit Corridor.</p>	\$157,725
5. Pacific Municipal Consultants (15-001-B60)	<p>The consultant shall provide services for a sustainability program project for the City of Seal Beach (City). Specifically, the Consultant shall provide professional services to create a Climate Action Plan (CAP) of locally relevant measures, to minimize greenhouse gas (GHG) emissions within households, businesses and local government operations. The CAP will provide strategies and programs for public facilities, businesses and residents that will lead to a reduction of GHG</p>	\$129,427

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. Cal Poly Pomona Foundation, Inc. (15-014-C1)	emissions from daily activities, such as traffic and energy usage. The CAP will serve as the City's first step in developing long range, comprehensive plans to move from current practices to a more sustainable city, as envisioned in Senate Bill 375 (SB 375), Assembly Bill 32 (AB 32) and SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The consultant shall provide services to conduct advanced planning and research on Environmental Justice (EJ) related topics through a case study or an empirical analysis in the class environment. Specifically, the consultant's research will include the identification of the communities with EJ issues in Los Angeles County using a wide range of indicators with spatial analysis of the positive and negative impacts of transportation on the communities. The consultant's research approaches and products will inform and be utilized for the EJ analysis for SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).	\$39,809

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

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
N/A		

ATTACHMENT:
Contract Summaries

CONSULTANT CONTRACT 15-001-B62

Recommended Consultant: The Arroyo Group

Background & Scope of Work: The consultant shall provide services for a sustainability program project for the City of Hemet (City). Specifically, the consultant shall develop a comprehensive Downtown Hemet Specific Plan (Specific Plan) for the City’s historic downtown area.

The Specific Plan will promote economic development through mixed use, infill development, façade enhancement, streetscape improvement and neighborhood preservation, with the inclusion of transit-oriented development principles, mixed-use zoning, and amenities to serve the residents and visitors of the area.

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

- Improving public health and protecting the environment;
- Existing conditions data collection, base maps, site visits;
- Public outreach plan, community workshops, interview findings, presentations and materials, meetings, city council hearings; and
- Draft and final Specific Plan.

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.

Contract Amount:	Total not-to-exceed	\$196,700
	The Arroyo Group (prime consultant)	\$133,313
	Stanley R. Hoffman Associates, Inc. (subconsultant)	\$24,090
	Iteris, Inc. (subconsultant)	\$21,090
	EPT Design (subconsultant)	\$6,532
	John M. Cruikshank Consultants, Inc. (subconsultant)	\$11,675

Note: The Arroyo Group originally proposed \$201,993, but staff negotiated the price down to \$196,700 without reducing the scope of work.

Contract Period: April 20, 2015 through June 30, 2016

Project Number: 220-3483.01 \$196,699.50
Funding Source: Strategic Growth Council

Request-for-Proposal (RFP): SCAG staff notified 1,647 firms of the release of RFP No. 15-001-B62. Staff also advertised the RFP on SCAG’s Solicitation Management System. A total of 104 firms downloaded the RFP. SCAG received the following ten (10) proposals in response to the solicitation:

The Arroyo Group (4 subconsultant)	\$201,993
Danielian Associates Architecture + Planning (2 subconsultants)	\$197,350
First Carbon Solutions (2 subconsultants)	\$209,879
MSA Consulting, Inc. (2 subconsultants)	\$246,642

AECOM Technical Services, Inc. (2 subconsultants)	\$248,682
RBF Baker / RBF Consulting (1 subconsultant)	\$249,569
Sargent Town Planning, Inc. (4 subconsultants)	\$249,913
Pacific Municipal Consultants (3 subconsultants)	\$249,950
Kimley-Horn and Associates, Inc. (1 subconsultant)	\$249,953
PlaceWorks (1 subconsultant)	\$253,032

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 four (4) highest ranked offerors.

The PRC consisted of the following individuals:

Kristen Pawling, Associate Regional Planner (Project Manager), SCAG
 Deanna Elliano, Community Development Director, City of Hemet
 John Gifford, Planning Commissioner, City of Hemet
 Ron Running, Project Planner, City of Hemet

Basis for Selection: The PRC selected The Arroyo Group for the contract award because the consultant:

- Demonstrated the most comprehensive technical approach that will address all tasks and deliverables described in the scope of work;
- Proposed a technical approach that delivered the greatest value, offering a high level of expertise with a reasonable overall cost;
- Demonstrated an exemplary cohesive team approach across prime and subconsultants and their areas of expertise; and

Although one other firm proposed a lower price, the PRC did not recommend this firm for contract award because this firm did not fully address all the tasks in the scope of work.

CONSULTANT CONTRACT 15-012-C1

Recommended Consultant: Ryan Snyder Associates

Background & Scope of Work: The consultant shall provide services to create an Imperial County Region-wide Safe Routes to School Master Plan that will increase the safety and mobility of students while improving health and providing improved transportation infrastructure for bicycling and walking.

The consultant shall also create a plan that will develop, assess, and prioritize infrastructure for various school sites, identify travel paths and statistics as well as estimate costs and financial feasibility.

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

- The development of a Countywide Safe Routes to School Plan for Imperial County;
- The development of "shovel ready" Safe Routes to School projects in each of the school districts that incorporate community input to prepare for future Active Transportation Program grant cycles; and
- The development of policies and programs to support Safe Routes to School within the County.

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.

Contract Amount:	Total not-to-exceed	\$187,905
	Ryan Snyder & Associates (prime consultant)	\$126,704
	Katherine Padilla & Associates (subconsultant)	\$39,133
	Stantec (subconsultant)	\$22,068

Note: Ryan Snyder Associates originally proposed \$206,886, but staff negotiated the price down to \$187,905 without reducing the scope of work.

Contract Period: March 11, 2015 through March 11, 2016

Project Number: 800.0160.12 \$110,000
800.0160.12 \$77,905
Funding sources: General Fund

Request-for-Proposal (RFP): SCAG staff notified 2,144 firms of the release of RFP 15-012-C1 via SCAG's Solicitation Management System. A total of 49 firms downloaded the RFP. SCAG received the following 05 proposals in response to the solicitation:

Ryan Snyder Associates, LLC (2 subconsultants)	\$206,886
KOA Corporation (2 subconsultants)	\$158,403
Parsons Brinckerhoff (2 subconsultants)	\$174,871
Alta Planning + Design (2 subconsultants)	\$184,978

Nelson Nygaard (2 subconsultants)

\$191,440

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:

Rye Baerg, Associate Regional Planner, SCAG

David Salgado, Planner, Imperial County Transportation Commission

Tomas Oliva, Regional Affairs Specialist, SCAG

Basis for Selection:

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

- Was in the range of what the PRC determined it would take to meet the required deliverables and the lower priced firms did not demonstrate the familiarity and understanding as did the selected consultant. Specifically, the selected consultant provided the most comprehensive understanding of the challenges and requirements of the project. The other firms did not demonstrate a strong understanding of the difficulties and strategies needed to engage with schools and school districts. Further, the selected consultant demonstrated an in-depth understanding of the cultural competency needed to work with Spanish speaking and low income communities, which was not expressed in as much detail by the other firms;
- Demonstrated the most comprehensive and broadest range of services and solutions that will meet SCAG's requirements. Specifically, the selected consultant proposed the most comprehensive approach to collecting project level data and conducting thorough research into the community on a school by school basis. This included workshops for each school district and a clear project development process for future grant applications. This is one of the key goals of the project and other firms did not provide this level of detail;
- Demonstrated the most extensive experience with projects of similar size and scope. Specifically, the selected consultant demonstrated the most familiarity with working in communities with similar demographic makeups, climates and an understanding of the challenges faced by school children and their parents in these communities; and
- Was able to respond with specific sets of actions that they would take to complete the deliverables detailed in the scope of work which was lacking in the responses of others. Specifically, the consultant provided clear evidence that their planning work has led to additional grant funding in multiple communities and has a clear track record of presenting. Their success in this area related to the project subject matter surpassed that of the other firms.

CONSULTANT CONTRACT 15-017-C1

**Recommended
Consultant:**

PlaceWorks

**Background &
Scope of Work:**

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and related materials developed by SCAG are a set of strategic, regional planning documents that need to be easily accessible and engaging to the general public, and SCAG partners and members (SCAG's stakeholders). It is SCAG's desire to incorporate innovative technologies and optimize workflow processes to produce interactive and engaging web publications that can be disseminated to a broad audience on a variety of devices.

The consultant shall provide a solution (software program) for content authoring and web/print publishing of SCAG's 2016–2040 RTP/SCS and will provide SCAG with a sustainable solution that can be used beyond the timeline of this project. The consultant shall also train SCAG staff in converting the print version of the 2016 RTP/SCS into a mobile-friendly web presentation.

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

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

- Developing documentation and training materials to successfully create a modern and innovative RTP/SCS for 2016 (i.e., and interactive version available over the internet);
- Improving on workflows from the 2012 RTP/SCS cycle and refining them to be more efficient;
- Providing new technology to greatly reduce the effort involved in converting the printed RTP/SCS document to an electronic version that will be accessible over the Internet; and
- Providing a sustainable solution for the development of the print and web RTP/SCS that can be reused on future RTP/SCS cycles and other SCAG projects.

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.

Contract Amount:

Total not-to-exceed
PlaceWorks

\$184,845

Note: PlaceWorks originally proposed \$198,549, but staff negotiated the price down to \$184,845 without reducing the scope of work.

Contract Period:

April 20, 2015 through June 30, 2016

Project Number:

045-042S.22 \$80,000
811-0163.08 \$20,000

Funding of \$100,000 is available in the FY 2014-15 budget, and the remaining

\$84,845 is available in the FY 2015-16 budget.

Funding sources: Consolidated Planning Grant – FHWA and Indirect Cost

Request-for-Proposal (RFP): SCAG staff notified 1,038 firms of the release of RFP 15-017-C1 via SCAG’s Solicitation Management System. A total of 40 firms downloaded the RFP. SCAG received the following proposals in response to the solicitation:

PlaceWorks (no subconsultants)	\$198,549
AgreeYa Solutions (no subconsultants)	\$82,325
SimplyXML, LLC (no subconsultants)	\$94,919
Roxen, Inc. (no subconsultants)	\$161,940
Urban Insight Inc. (no subconsultants)	\$187,600
Civic Resource Group (one subconsultant)	\$260,990
Jorsek LLC (one subconsultant)	\$315,398
Quark Software, Inc. (no subconsultants)	\$357,300

Selection Process: The Proposal Review Committee (PRC) evaluated the 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 proposal the PRC interviewed five (5) of the highest ranked offerors.

The PRC consisted of the following individuals:

Ramiro Landeros, Programmer Analyst, SCAG
Leigh Guannu, Lead Programmer Analyst, SCAG
Carolyn Hart, Lead Graphics Designer, SCAG
Jeff Liu, Manager of Media and Public Affairs, SCAG
Mike Jones, Senior Regional Planner, SCAG
Courtney Aguirre, Senior Regional Planner, SCAG
Fernando Castro, Associate Transportation Planner, Caltrans – District 7

Basis for Selection: The PRC selected PlaceWorks for the contract award because the consultant:

- Best met the intent of the scope by improving upon existing SCAG workflows and processes;
- Proposed the most innovative output for SCAG’s web presentation of the 2016 RTP/SCS;
- Was the only vendor to include a proof of concept utilizing SCAG’s 2012 RTP/SCS in the proposed output format; and
- Proposed a reusable approach to the development of the 2016 RTP/SCS that SCAG can utilize in future RTP cycles and other planning projects.

Although other firms proposed a lower price, the PRC did not recommend any of these firms for the contract award because they:

- Did not propose a complete solution; or
- Proposed an authoring solution based in MS Word which the PRC did not believe was an acceptable approach for this project; or
- Proposed an unproven content conversion tool that was in Beta release; or

- Proposed developing new content creation workflows from scratch; or
- Proposed implementing an authoring tool that was not feasible given the tight timeframe for this project.

CONSULTANT CONTRACT 15-001-B46

Recommended Consultant:	Mulholland Institute	
Background & Scope of Work:	The consultant will produce the Northeast San Fernando Valley Sustainability and Prosperity Strategy. This planning project addresses the key elements of Senate Bill (SB) 375: reduction of greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning. This Strategy focuses on the following components of sustainability and prosperity, reducing pollution and associated health impacts from traffic and industrial uses; preventing additional pollution growth through traffic mitigation, transportation planning, zoning and land use actions; implementing “smart growth” through repositioning key hubs as potential transit-oriented activity centers and building on the investments in Metro link, Rapid Bus, light rail, high speed rail and the future Van Nuys-San Fernando Transit Corridor.	
Project’s Benefits & Key Deliverables:	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Compile and integrate numerous existing transportation, and economic development studies for the Northeast San Fernando Valley; • Develop a framework for public / private / non-profit partnership; • Prepare and refine sustainability strategies to address transportation, land use, economic development, and industrial transformation needs; and • Providing a model for underserved, low-income communities of color with neglected transportation infrastructure. 	
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.	
Contract Amount:	Total not-to-exceed	\$157,725
	Mulholland Institute (prime consultant)	\$109,225
	Michael Shires (subconsultant)	\$38,500
	Hilary Norton, Orozco (subconsultant)	\$10,000
Contract Period:	March 24, 2015 through March 31, 2016	
Project Number:	065-0137E.01 \$157,725 Funding sources: Consolidated Planning Grant – TDA	
Request-for-Proposal (RFP):	SCAG staff notified 2,219 firms of the release of RFP 15-001-B46 via SCAG’s Solicitation Management System. A total of 106 firms downloaded the RFP. SCAG received the following five (5) proposals in response to the solicitation:	
	Mulholland Institute (2 subconsultants)	\$157,725
	BAE Urban Economics (1 subconsultant)	\$149,819
	Estolano LeSar Perez (no subconsultants)	\$122,344
	Lee Andrews Group, Inc. (no subconsultants)	\$225,390
	Pacoima Beautiful (1 subconsultants)	\$154,725

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 top three (3) highest ranked offerors.

The PRC consisted of the following individuals:

Marco Anderson, Senior Regional Planner, SCAG
Peter McCarty, Co-Chair of the SF Valley Green Team
Greg Jackson, Jackson and Jackson Consulting
Fernando Castro, Caltrans

Basis for Selection: The PRC recommended Mulholland Institute for the contract award because the consultant:

- Provided the most concrete examples of existing transportation innovations that could be analyzed and proposed in the study area;
- Demonstrated the most thorough understanding of the community and political context in the Northeast San Fernando Valley;
- Proposed the best ideas for sustainably addressing industrial land use transformation;
- Demonstrated high level of preparation by identifying many of the existing studies conducted by government, and non-profit entities, and
- Proposed the most thorough stakeholder engagement strategy focusing on inter-agency and inter-government outreach.

Although other firms proposed a lower prices, the PRC did not recommend these firms for contract award because they either did not:

- Budget sufficient resources to meet the objectives; or
- Demonstrate sufficient understanding of the study area context.

CONSULTANT CONTRACT 15-001-B60

Recommended Consultant: Pacific Municipal Consultants (dba PMC)

Background & Scope of Work: The consultant shall provide services for a sustainability program project for the City of Seal Beach (City). Specifically, the Consultant shall provide professional services to create a Climate Action Plan (CAP) of locally relevant measures, to minimize greenhouse gas (GHG) emissions within households, businesses and local government operations.

The CAP will provide strategies and programs for public facilities, businesses and residents that will lead to a reduction of GHG emissions from daily activities, such as traffic and energy usage. The CAP will serve as the City’s first step in developing long range, comprehensive plans to move from current practices to a more sustainable city, as envisioned in Senate Bill 375 (SB 375), Assembly Bill 32 (AB 32) and SCAG’s 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

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

- Recommendations to reduce GHG emissions and promote economic growth based on clean technology and sustainable practices;
- An existing conditions assessment, baseline GHG inventory, GHG reduction measures;
- An implementation plan and monitoring tools;
- Public workshops, stakeholder outreach, presentations;
- Draft and final CAP; and
- Environmental review.

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.

Contract Amount:	Total not-to-exceed	\$129,427
	PMC (prime consultant)	\$107,830
	Fehr and Peers (subconsultant)	\$21,597

Contract Period: May 4, 2015 through June 30, 2016

Project Number: 220-3483.01 \$140,038
Funding Source: Strategic Growth Council

Request-for-Proposal (RFP): SCAG staff notified 2,111 firms of the release of RFP No. 15-001-B60. Staff also advertised the RFP on SCAG’s Solicitation Management System. A total of 95 firms downloaded the RFP. SCAG received the following five (5) proposals in response to the solicitation:

PMC (1 subconsultant)	\$129,427
Rincon Consultants, Inc. (2 subconsultants)	\$171,585
The Cadmus Group, Inc. (2 subconsultants)	\$180,314

Atkins North America, Inc. (no subconsultants)	\$194,837
AECOM Technical Services, Inc. (no subconsultants)	\$201,722

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 highest ranked offerors.

The PRC consisted of the following individuals:

Grieg Asher, Program Manager I (Project Manager), SCAG
 Patty Campbell, Planning Commissioner, City of Seal Beach
 Crystal Landavazo, Senior Planner, City of Seal Beach
 David Spitz, Associate Engineer, City of Seal Beach

Basis for Selection: The PRC selected PMC for the contract award because the consultant:

- Submitted the lowest cost proposal;
- Demonstrated the most comprehensive technical approach that will address all tasks and deliverables described in the scope of work; and
- Demonstrated the best relevant experience working with similar complex issues, including CAP, and working with similar communities, to reduce GHG emissions.

CONSULTANT CONTRACT 15-014-C1

Recommended Consultant:	Cal Poly Pomona Foundation, Inc.
Background & Scope of Work:	The consultant shall provide services to conduct advanced planning and research on Environmental Justice (EJ) related topics through a case study and an empirical analysis in the class environment. Specifically, the consultant's research will include the identification of the communities with EJ issues in Los Angeles County using a wide range of indicators with spatial analysis of the positive and negative impacts of transportation on the communities. The consultant's research approaches and products will inform and be utilized for the EJ analysis for SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to a report that includes recommendations:</p> <ul style="list-style-type: none">• Focusing on how the project can further benefit SCAG or its member cities in EJ related topics;• Explores a variety of Environmental Justice theories;• Identifies communities with Environmental Justice issues using Census Tract in Los Angeles County as a geographical unit of analysis;• Analyzes the relationship between Environmental Justice and transportation employing advanced GIS analysis; and• Measures both negative and positive impacts of the transportation system on Environmental Justice. The negative impacts include influence of air pollution and noise from major highways on the areas with Environmental Justice issues. The positive impacts include the availability and accessibility of sustainable transportation systems such as rail transit and bicycle facilities.
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 3: Maintain a Leadership Role in the Modeling and Planning Data/GIS Communities.
Contract Amount:	Total not-to-exceed \$39,809 Cal Poly Pomona Foundation, Inc.
	Note: Cal Poly Pomona Foundation, Inc. originally proposed \$47,238 but staff negotiated the price down to \$39,809 without reducing the scope of work.
Contract Period:	March 6, 2015 through July 31, 2015
Project Number:	055.0133.05. \$25,524 055.0133.05 \$14,285 Funding sources: Consolidated Planning Grant – FTA and TDA
Request-for-Proposal (RFP):	Consistent with SCAG procedures (Procurement Manual 6.6) for issuing informal procurements, staff notified five firms of the release of this informal RFP 15-014-C1 via e-mail notification. SCAG received the following proposal in response to the solicitation:

After receiving only one proposal, staff surveyed two firms that downloaded the RFP to determine why each did not submit a proposal. The firms did not respond to staff's inquiry.

Selection Process:

The Proposal Review Committee (PRC) evaluated the 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 proposal, the PRC did not conduct an interview because the proposal contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

Simon Choi, Chief of Research and Forecasting, SCAG
Ping Chang, Program Manager Landuse/Planning, SCAG
Hsi-hwa Hu, Transportation Modeling Program Manager, SCAG

Basis for Selection:

The PRC recommended Cal Poly Pomona Foundation, Inc. for the contract award because the consultant:

- Demonstrated extensive experience with projects of similar size and scope. Specifically, the Advanced Research on Land Use Scenario Planning and Growth Allocation for SCAG and SB375 Toolkit Outreach and Training Development for Leonardo Transportation Center, California State University San Bernardino;
- Was able to respond with specific sets of actions that they would take to complete the deliverables detailed in the scope of work. Specifically, for Task 3, they identified the communities with EJ issues in Los Angeles County, while for Task 4 they applied Geographic Information System (GIS) to the environmental justice analysis; and
- Demonstrated an effective approach to meet SCAG's requirements. Specifically, they proposed using the state of California's industry leading software to (CalEnviroScreen), to identify California's most pollution-burdened and disadvantaged communities.

DATE: June 4, 2015

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

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

SUBJECT: SCAG Sustainability Planning Grants Program – Monthly Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

SCAG is providing a monthly update (attached) regarding successful implementation of (75) Sustainability Grants to member agencies. Forty-four (44) of the seventy-five (75) approved SCAG Sustainability Planning Grants were funded in the fall of 2013. An additional fifteen (15) projects were funded in the summer of 2014. Six of these projects will be funded by an award to SCAG from the California Strategic Growth Council. The remaining projects were funded in the fall of 2014. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-six (66) grant projects have had Request for Proposals (RFPs) released, sixty-five (65) grant projects have selected consultants, and fifty (50) grant projects have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

On September 12, 2013, the Regional Council approved seventy-three (73) Sustainability Planning Grant projects and directed staff to proceed with funding projects with available funds for Phases I and Phase II projects (total of 44 projects). The remaining projects comprised Phase III and are proceeding as additional funds have become available in FY 2014/2015. An additional fifteen (15) projects were funded in the summer of 2014. On August 7, 2014 the Regional Council approved adding two (2) Sustainability Planning

REPORT

Grant projects to the approved list for a new total of seventy-five (75) projects. On October 2, 2014 the Regional Council approved funding for the remaining projects on the list.

SCAG staff is providing monthly updates to the Board regarding implementation of the seventy-five (75) grants. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-six (66) grant projects have had Request for Proposals (RFPs) released, sixty-five (65) grant projects have selected consultants, and fifty (50) grant projects have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).

FISCAL IMPACT:

Funding is included in SCAG's FY 2014-15 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year are included in FY 2014-15 OWP 065.SCG02663.02.

ATTACHMENT:

Summary Progress Chart

SCAG Sustainability Planning Grants

May 13, 2015

Regional Council Progress Update

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
Phase 1 (Available funds FY 13-14)							
1	San Bernardino County	Bloomington Area Valley Blvd. Specific Plan Health and Wellness Element - Public health; Active transportation; Livability; Open space	x	x	x	x	x
2	Los Angeles - Department of City Planning	Van Nuys & Boyle Heights Modified Parking Requirements - Economic development; TOD; Livability	x	x	x	x	x
3	Los Angeles - Department of City Planning	Bicycle Plan Performance Evaluation - Active transportation; performance measures	x	x	x	x	x
4	Western Riverside Council of Governments	Public Health: Implementing the Sustainability Framework - Public health; Multi-jurisdiction coordination; Sustainability	x	x	x	x	x
5	Santa Ana	Complete Streets Plan - Complete streets; Active transportation; Livability	x	x	x	x	x
6	San Bernardino Associated Governments	Climate Action Plan Implementation Tools - GHG reduction; Multi-jurisdiction coordination; Implementation	x	x	x	x	x
7	Riverside	Restorative Growthprint Riverside - GHG reduction; Infrastructure investment; Economic development	x	x	x	x	x
8	Orange County Parks	Orange County Bicycle Loop - Active transportation; Multi-jurisdictional; Public health	x	x	x	x	x
9	Ventura County	Connecting Newbury Park - Multi-Use Pathway Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x
10	Imperial County Transportation Commission	Safe Routes to School Plan - Multi-modal; Active transportation	x	x	x	x	x
11	Yucaipa	College Village/Greater Dunlap Neighborhood Sustainable Community - Complete Streets; TOD	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
12	Las Virgenes-Malibu Council of Governments	Multi-Jurisdictional Regional Bicycle Master Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x
13	Eastvale	Bicycle & Pedestrian Master Plan - Active Transportation	x	x	x	x	x
14	West Covina	Downtown Central Business District - Multi-modal; Active transportation	x	x	x	x	x
15	Placentia	General Plan/Sustainability Element & Development Code Assistance - General Plan Update; Sustainability Plan	x	x	x	x	x
16	Paramount/Bellflower	Regional Bicycle Connectivity - West Santa Ana Branch Corridor - Active transportation; multi-jurisdiction	x	x	x	x	x
17	Costa Mesa	Implementation Plan for Multi-Purpose Trails - Active Transportation	x	x	x	x	x
Phase 2 (Available funds)							
18	Fullerton	East Wilshire Avenue Bicycle Boulevard - Active transportation; Livability; Demonstration project	x	x	x	x	x
19	Beaumont	Climate Action Plan - GHG reduction	x	x	x	x	x
20	Palm Springs	Sustainability Master Plan Update - Leverages larger effort; commitment to implement	x	x	x	x	x
21	Big Bear Lake	Rathbun Corridor Sustainability Plan - Multi-modal; Economic development; Open space	x	x	x	x	x
22	Western Riverside Council of Governments	Land Use, Transportation, and Water Quality Planning Framework - Integrated planning, Sustainability	x	x	x	x	x
23	Anaheim	Bicycle Master Plan Update - Active transportation	x	x	x	x	x
24	Ontario	Ontario Airport Metro Center - Multi-modal; Visualization; Integrated planning	N/A				
25	Coachella Valley Association of Governments	CV Link Health Impact Assessment - Active transportation; Public health; Multi-jurisdiction	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
26	San Bernardino Associated Governments	San Bernardino Countywide Complete Streets Strategy - Multi-modal; Livability; Multi-jurisdiction	x	x	x	x	x
27	Chino Hills	Climate Action Plan and Implementation Strategy - GHG reduction; Implementation; Sustainability	x	x	x	x	x
28	Coachella	La Plaza East Urban Development Plan - Mixed-use, TOD, Infill	x	x	x	x	x
29	South Bay Bicycle Coalition/Hermosa, Manhattan, Redondo	Bicycle Mini-Corral Plan - Active transportation; implementable; good value	x	x	x	x	x
30	Hawthorne	Crenshaw Station Area Active Transportation Plan and Overlay Zone - Multi-modal; Active transportation; GHG reduction	x	x	x	x	x
31	Chino	Bicycle & Pedestrian Master Plan - Multi-modal; Active transportation	x	x	x	x	x
32	Stanton	Green Planning Academy - Innovative; Sustainability; Education & outreach	x	x	x	x	x
33	Hermosa Beach	Carbon Neutral Plan - GHG reduction; Sustainability	x	x	x	x	x
34	Palm Springs	Urban Forestry Initiative - Sustainability; Unique; Resource protection	x	x	x	x	x
35	Orange County	"From Orange to Green" - County of Orange Zoning Code Update - Sustainability; implementation	x	x	x	x	x
36	Calimesa	Wildwood and Calimesa Creek Trail Master Plan Study - Active transportation; Resource protection	x	x	x	x	x
37	Western Riverside Council of Governments	Climate Action Plan Implementation - GHG Reduction; Multi-jurisdiction; implementation	x	x	x	x	x
38	Lynwood	Safe and Healthy Community Element - Public health & safety, General Plan update	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
39	Palmdale	Avenue Q Feasibility Study - Mixed-use; Integrated planning	x	x	x	x	x
40	Long Beach	Willow Springs Wetland Habitat Creation Plan - Open Space; Resource protection	x	x	x	x	x
41	Indio	General Plan Sustainability and Mobility Elements - Sustainability; Multi-modal, General Plan update	x	x	x	x	x
42	Glendale	Space 134 - Open space/Freeway cap; Multi-modal	x	x	x	x	x
43	Rancho Palos Verdes/City of Los Angeles	Western Avenue Corridor Design Implementation Guidelines - Urban Infill; Mixed-use; Multi-modal	x	x	x	x	x
44	Moreno Valley	Nason Street Corridor Plan - Multi-modal; Economic development	x	x	x	x	x
Phase 3 (Pending additional funds)							
45	Park 101/City of Los Angeles	Park 101 District - Open space/Freeway cap; Multi-modal	x	x	x	x	
46	Los Angeles/San Fernando	Northeast San Fernando Valley Sustainability & Prosperity Strategy - Multi-jurisdiction; Economic development; Sustainability	x	x	x	x	x
47	San Dimas	Downtown Specific Plan - Mixed use; Infill	x	x	x	x	
48	Los Angeles - Department of City Planning	CEQA Streamlining: Implementing the SCS Through New Incentives - CEQA streamlining	x	x	x	x	
49	Pico Rivera	Kruse Road Open Space Study - Open space; Active transportation	x	x	x	x	x
50	South Bay Cities Council of Governments	Neighborhood-Oriented Development Graphics - public outreach	x	x	x	x	
51	San Bernardino Associated Governments	Safe Routes to School Inventory - Active transportation; Public health	x	x	x	x	x
52	Burbank	Mixed-Use Development Standards - Mixed use; Urban infill	x	x	x	x	

Rank	Applicant	Project	Working / Last Contact	Scope	RFP	Selection	Contract
53	San Bernardino Associated Governments	Countywide Habitat Preservation/Conservation Framework - Open Space; Active Transportation	N/A				
54	Rancho Cucamonga	Healthy RC Sustainability Action Plan - Public health; implementation	x	x	x	x	
55	Pasadena	Form-Based Street Design Guidelines - Complete Streets; Multi-modal; Livability	x	x	x	x	
56	South Gate	Gateway District/Eco Rapid Transit Station Specific Plan - Land Use Design; Mixed Use; Active Transportation	x				
57	Lancaster	Complete Streets Master Plan - Complete Streets Plan	x	x	x	x	
58	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - Transit Access	x	x	x	x	
59	Santa Clarita	Soledad Canyon Road Corridor Plan - Land Use Design; Mixed Use Plan	N/A				
60	Seal Beach	Climate Action Plan - Climate Action Plan	x	x	x	x	
61	La Mirada	Industrial Area Specific Plan - Land Use Design	N/A				
62	Hemet	Downtown Hemet Specific Plan - Land Use Design; Mixed Use Plan	x	x	x	x	
63	Hollywood Central Park/City of Los Angeles	Hollywood Central Park EIR - Open Space/Freeway Cap; Multi-modal	x				
64	Desert Hot Springs	Bicycle/Pedestrian Beltway Planning Project - Active Transportation	N/A				
65	Cathedral City	General Plan Update - Sustainability - General Plan Update; Sustainability Plan	x	x	x	x	
66	Westminster	General Plan Update - Circulation Element - General Plan Update; Complete Streets	x	x	x	x	x
67	La Canada Flintridge	Climate Action Plan - Climate Action Plan	x	x	x	x	
68	Huntington Beach	Neighborhood Electric Vehicle Plan - Electric Vehicle	x	x	x		
69	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - Climate Action Plan	x	x	x	x	x

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



2015 MEETING SCHEDULE REGIONAL COUNCIL AND POLICY COMMITTEES

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435
t (213) 236-1800
f (213) 236-1825
www.scag.ca.gov

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

Officers

President
Cheryl Viegas-Walker, El Centro

First Vice President
Michele Martinez, Santa Ana

Second Vice President
Margaret Finlay, Duarte

Immediate Past President
Carl Morehouse, San Buenaventura

**Executive/Administration
Committee Chair**

Cheryl Viegas-Walker, El Centro

Policy Committee Chairs

Community, Economic and
Human Development
Bill Jahn, Big Bear

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino
Associated Governments

January 1, 2015 (DARK)

February 5, 2015

March 5, 2015

April 2, 2015

**May 7 – 8, 2015
(2015 SCAG Regional Conference & General Assembly)**

June 4, 2015

July 2, 2015

August 6, 2015 **(DARK)**

September 3, 2015

October 8, 2015*

(Note: League of California Cities Annual Conference, San Jose, CA, on Sept. 30 – Oct. 2)

November 5, 2015

December 3, 2015

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

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DATE: June 4, 2015

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

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

SUBJECT: CFO Monthly Report

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only-No Action Required.

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

MEMBERSHIP DUES:
The City of San Bernardino paid its FY 2014-15 dues despite the fact that the RC had previously waived them (along with Jurupa Valley's dues). This leaves Maywood and Rancho Santa Margarita as the only two member cities that have yet to renew their memberships. The City of Orange has never been a SCAG member.

BUDGET & GRANTS (B&G):
Public comments on the Draft FY 2015-16 Comprehensive Budget and Overall Work Program (OWP) were due April 1, 2015. The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) had no comments and the few comments received from the Department of Transportation (CALTRANS) were related to minor edit changes to the Final OWP. There were no public comments.

B&G staff finalized the FY 2015-16 OWP and submitted to Caltrans by the May 1st deadline. On May 7, 2015, the Regional Council adopted SCAG's FY 2015-16 Comprehensive Budget that included the OWP, Indirect Cost and General Fund budgets.

On April 24, 2015, Caltrans notified SCAG of the award of five federal Sustainable Transportation Planning Grants to SCAG amounting to approximately \$1.4 million for FY 2015-16.

As we approach the end of the current fiscal year, the B&G staff continues working with Planning Departments to monitor project progress and expenditures.

REPORT

CONTRACTS:

In April 2015, the Contracts Department issued five (5) Requests for Proposal (RFP's); awarded two (2) contracts; issued seven (7) contract amendments; and issued 45 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 106 consultant contracts.

Contracts staff continued to negotiate better pricing and reduced costs for services. During the month of April 2015, over \$134,257 in budget savings was realized, bringing the FY 2014-15 total to approximately \$314,446.

ATTACHMENT:

April 2015 CFO Monthly Status Report



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Office of the Chief Financial Officer

Monthly Status Report

APRIL 2015



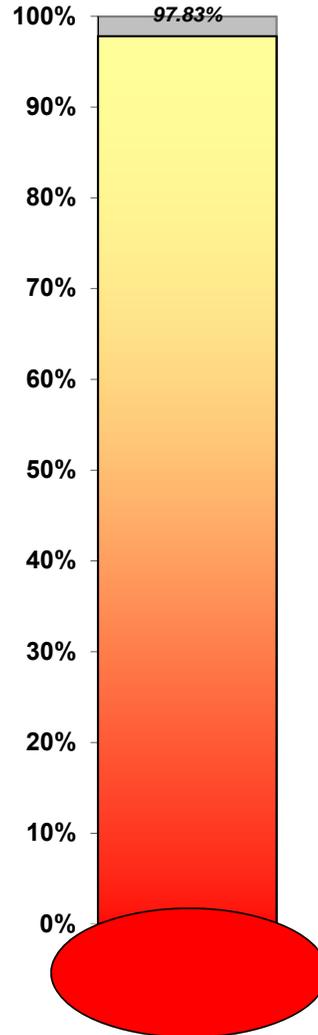
OVERVIEW

As of May 13, 2015, 193 cities and counties have renewed their membership while two (2) cities have not yet renewed. One city's dues have been waived and there is one (1) city in the SCAG region which is still being recruited for membership.

SUMMARY

FY15 Membership Dues	<u>\$ 1,912,751.73</u>
Total Collected	<u>\$ 1,871,238.30</u>
Percentage Collected	<u>97.83%</u>

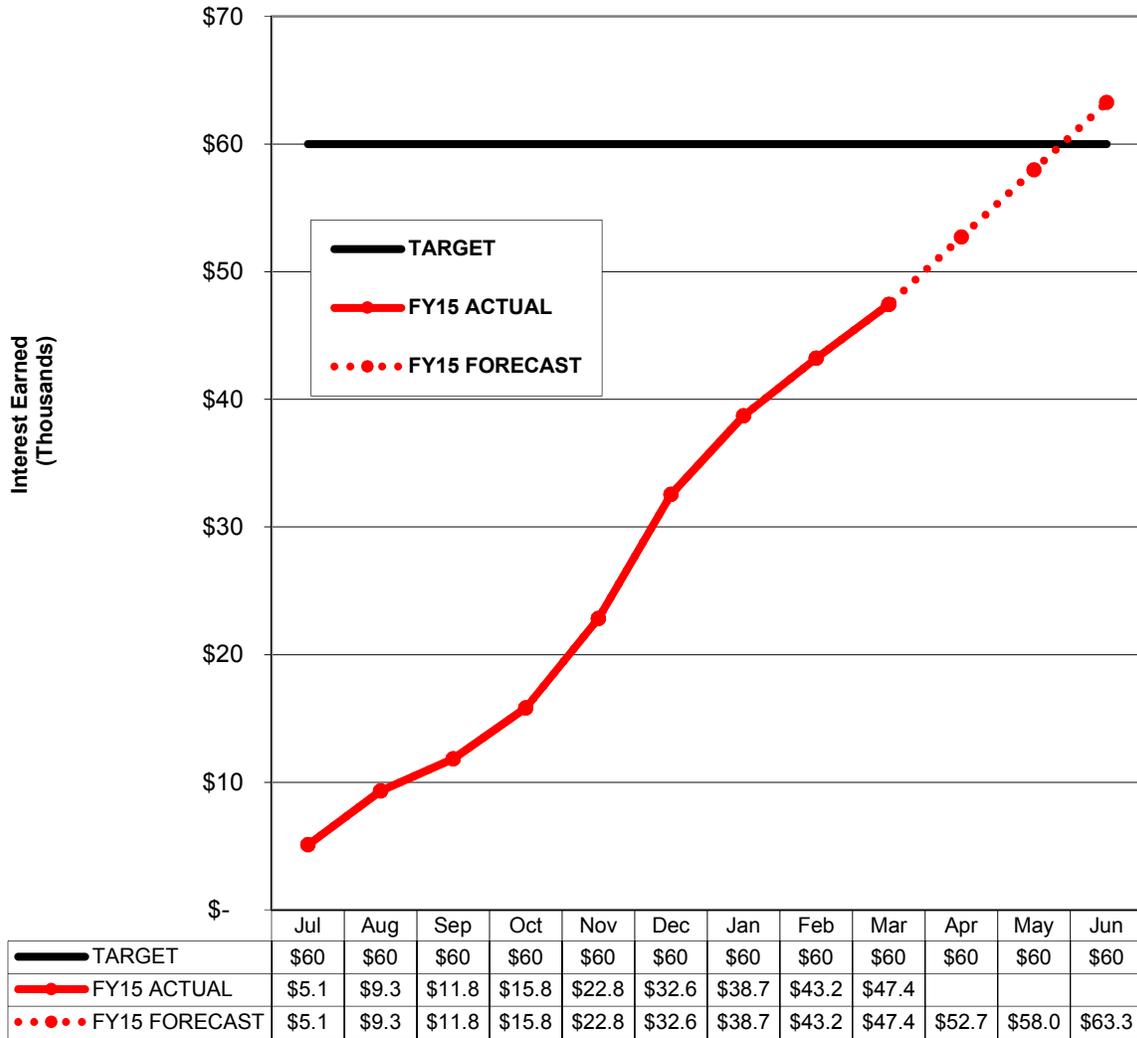
FY15 Membership Dues Collected



Office of the CFO
Interest Earnings Variance



INTEREST EARNINGS VARIANCE



OVERVIEW

Actual interest income is plotted against the target amount. The amount earned through March was \$47,441. The LA County Pool earned 0.68% in March.

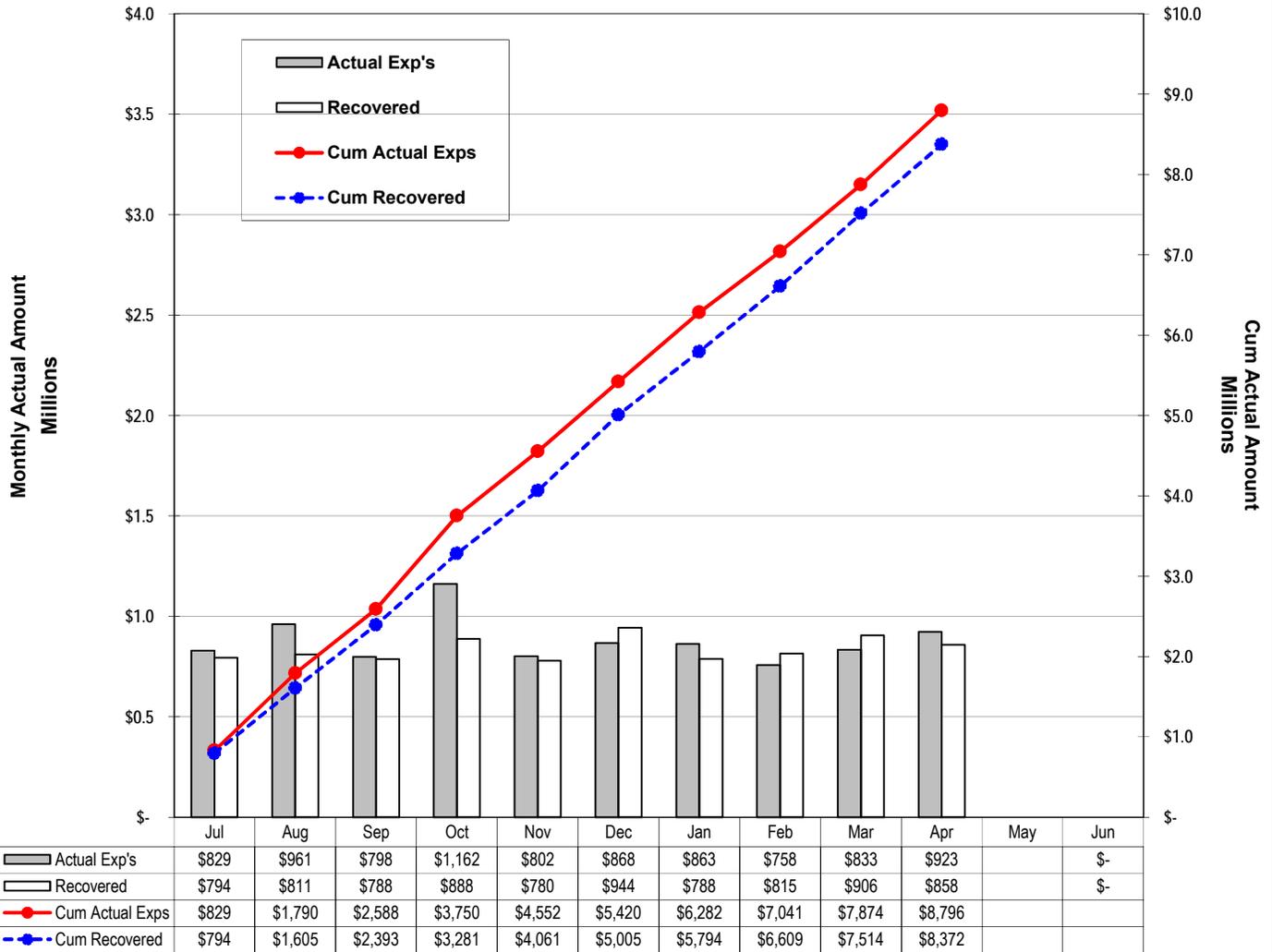
SUMMARY

The amount projected for FY15 is \$63,254, which is \$3,254 more than the revised target.



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

FY15 INDIRECT COST & RECOVERY



OVERVIEW

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

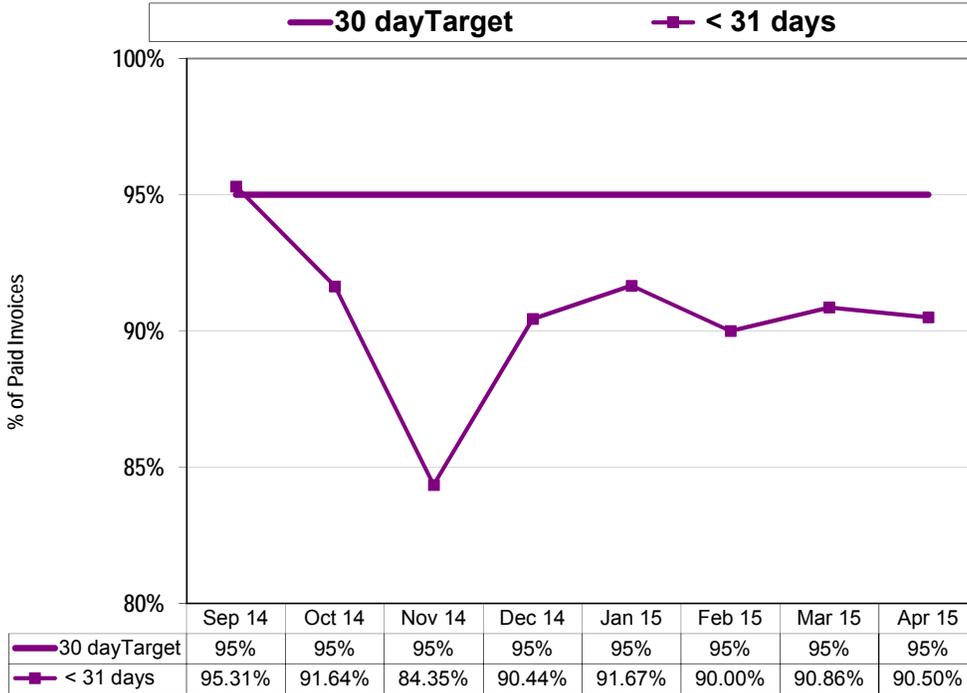
SUMMARY

Through April 2015, SCAG was under-recovered by \$423,915 due to lower than budgeted labor charges.

Office of the CFO
Invoice Aging



INVOICE AGING



OVERVIEW

The percent of total invoices paid within 30 days. The target is to pay 95% of all invoices within 30 days. This goal was not met.

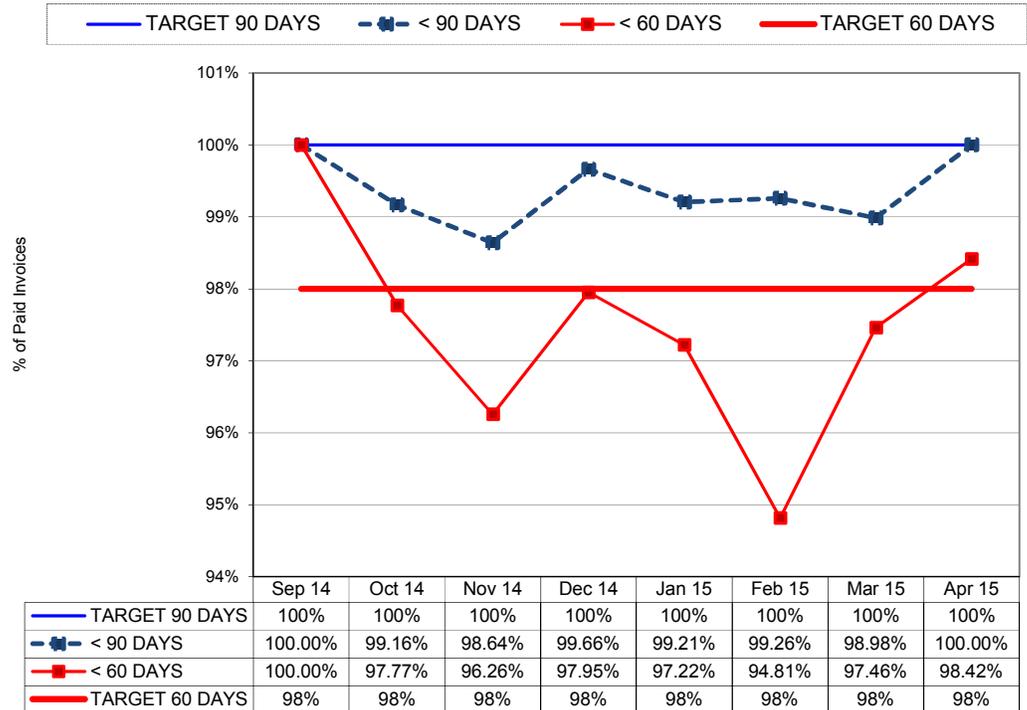
SUMMARY

90.50% of April 2015's payments were made within 30 days of invoice receipt.

At month-end, 59 invoices remained unpaid less than 30 days.



INVOICE AGING



Actual

OVERVIEW

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

SUMMARY

These goals were met during this period.

98.42% of April 2015's payments were within 60 days of invoice receipt and 100.00% within 90 days. Invoices unpaid 30-60 days totaled 25; 60-90 days: 7; >90 days: 5.

	3/31/2015	4/30/2015	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 2,506,283	\$ 2,387,484		
LA County Investment Pool	\$ 11,332,539	\$ 11,509,739		
Cash & Investments	\$ 13,838,822	\$ 13,897,223	\$ 58,400	Immaterial change
Accounts Receivable	\$ 5,802,992	\$ 5,564,520	\$ (238,472)	\$509K was received on the Value Pricing project; other billings showed an increase of \$271K
Fixed Assets - Net Book Value	\$ 659,293	\$ 659,293	\$ -	
Total Assets	\$ 20,301,107	\$ 20,121,036	\$ (180,071)	
Accounts Payable	\$ (675,297)	\$ (431,797)	\$ 243,499	Progress made in paying down AP
Employee-related Liabilities	\$ (413,033)	\$ (512,372)	\$ (99,339)	March had 7 unpaid working days, April had 9
Other Current Liabilities	\$ (887,508)	\$ (811,219)	\$ 76,288	Mostly due to IC under-recovery of \$64K in April
Deferred Revenue	\$ (586,403)	\$ (625,366)	\$ (38,963)	Cash match was received for two projects from SANBAG, Bell
Total Liabilities and Deferred Revenue	\$ (2,562,239)	\$ (2,380,754)	\$ 181,485	
Fund Balance	\$ 17,738,868	\$ 17,740,282	\$ 1,414	
			-	
WORKING CAPITAL				
	3/31/2015	4/30/2015	Incr (decr) to working capital	
Cash	\$ 13,838,822	\$ 13,897,223	\$ 58,400	
Accounts Receivable	\$ 5,802,992	\$ 5,564,520	\$ (238,472)	
Accounts Payable	\$ (675,297)	\$ (431,797)	\$ 243,499	
Employee-related Liabilities	\$ (413,033)	\$ (512,372)	\$ (99,339)	
Working Capital	\$ 18,553,485	\$ 18,517,574	\$ (35,911)	

Office of the CFO
Fiscal Year-To-Date Expenditure Report Through April 30, 2015



COMPREHENSIVE BUDGET

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	Staff & Allocated Fringe Benefits	369,802	369,802	73,181		296,621	19.8%
2	51001 Allocated Indirect Costs	276,634	276,634	54,564		222,070	19.7%
3	54300 SCAG Consultants	528,440	357,451	200,386	157,065	0	56.1%
4	54340 Legal costs	120,000	117,000	79,083	37,917	0	67.6%
6	55441 Payroll, bank fees	15,000	15,000	11,337		3,663	75.6%
7	55510 Office Supplies	15,000	20,000	17,367	2,633	0	86.8%
8	55600 SCAG Memberships	27,000	13,916	5,038	2,082	6,796	36.2%
9	55610 Professional Membership	12,719	12,719	10,942	1,777	0	86.0%
10	55730 Capital Outlay	542,106	542,106	-		542,106	0.0%
11	55860 Scholarships	14,000	14,000	12,000		2,000	85.7%
13	55910 RC/Committee Mtgs		20,000	12,091	0	7,909	60.5%
14	55912 RC Retreat		6,000	5,214	0	786	86.9%
15	55914 RC General Assembly	400,000	400,000	76,038	170,446	153,516	19.0%
17	55915 Demographic Workshop		10,000	8,170	0	1,830	81.7%
18	55916 Economic Summit	50,000	78,000	77,899	0	101	99.9%
19	55917 Labor Summit	7,000	7,000	-	0	7,000	0.0%
20	55920 Other Meeting Expense	50,000	78,250	72,696	5,554	0	92.9%
21	55930 Miscellaneous other	11,000	28,499	20,329	0	8,170	71.3%
22	55940 Stipend - RC Meetings	211,440	211,440	124,350	0	87,090	58.8%
24	56100 Printing	6,000	9,000	2,009	6,991	0	22.3%
25	58100 Travel - outside SCAG region	35,000	37,480	36,891	0	588	98.4%
26	58101 Travel - local	26,000	24,000	18,848	0	5,152	78.5%
27	58110 Mileage - local	11,500	13,500	13,121	0	380	97.2%
28	58150 Staff Lodging Expense	9,000	5,500	-		5,500	0.0%
29	58200 Travel - reg fees	-	585	585		0	100.0%
30	58800 RC Sponsorships	69,720	111,400	111,400	0	0	100.0%
31	Total General Fund	2,807,361	2,779,282	1,043,539	384,466	1,351,278	37.5%
32				-			
33	Staff & Fringe Benefits	13,974,295	14,183,661	11,155,976		3,027,685	78.7%
34	51001 Allocated Indirect Costs	10,453,605	10,543,347	8,317,896		2,225,451	78.9%
35	54300 SCAG Consultants	14,738,572	22,619,594	4,831,166	13,329,347	4,459,081	21.4%
36	54350 Professional Services	506,000	661,000	350,123	310,877	0	53.0%
37	55210 Software Support	701,500	617,700	186,402	39,163	392,135	30.2%
38	55220 Hardware Support	100,000	100,000	10,131	0	89,869	10.1%
39	55280 Third Party Contribution	3,294,080	3,486,584	2,273,412	126,397	1,086,775	65.2%
41	55620 Resource Materials - subscrib	60,000	82,000	73,165	8,836	0	89.2%
42	55810 Public Notices	33,000	33,000	2,825	1,432	28,743	8.6%
43	55830 Conference - Registration	10,000	10,000	9,174	826	0	91.7%
44	55920 Other Meeting Expense	86,698	779,627	-		779,627	0.0%
45	55930 Miscellaneous - other	155,402	314,105	5,702	7,705	300,699	1.8%
46	56100 Printing	34,500	34,500	3,983	1,180	29,337	11.5%
47	58100 Travel	260,332	260,780	113,057	0	147,723	43.4%
48	Total OWP	44,407,984	53,725,898	27,333,011	13,825,762	12,567,125	50.9%
49				-			
50	Comprehensive Budget	47,215,345	56,505,180	28,376,549	14,210,228	13,918,403	50.2%

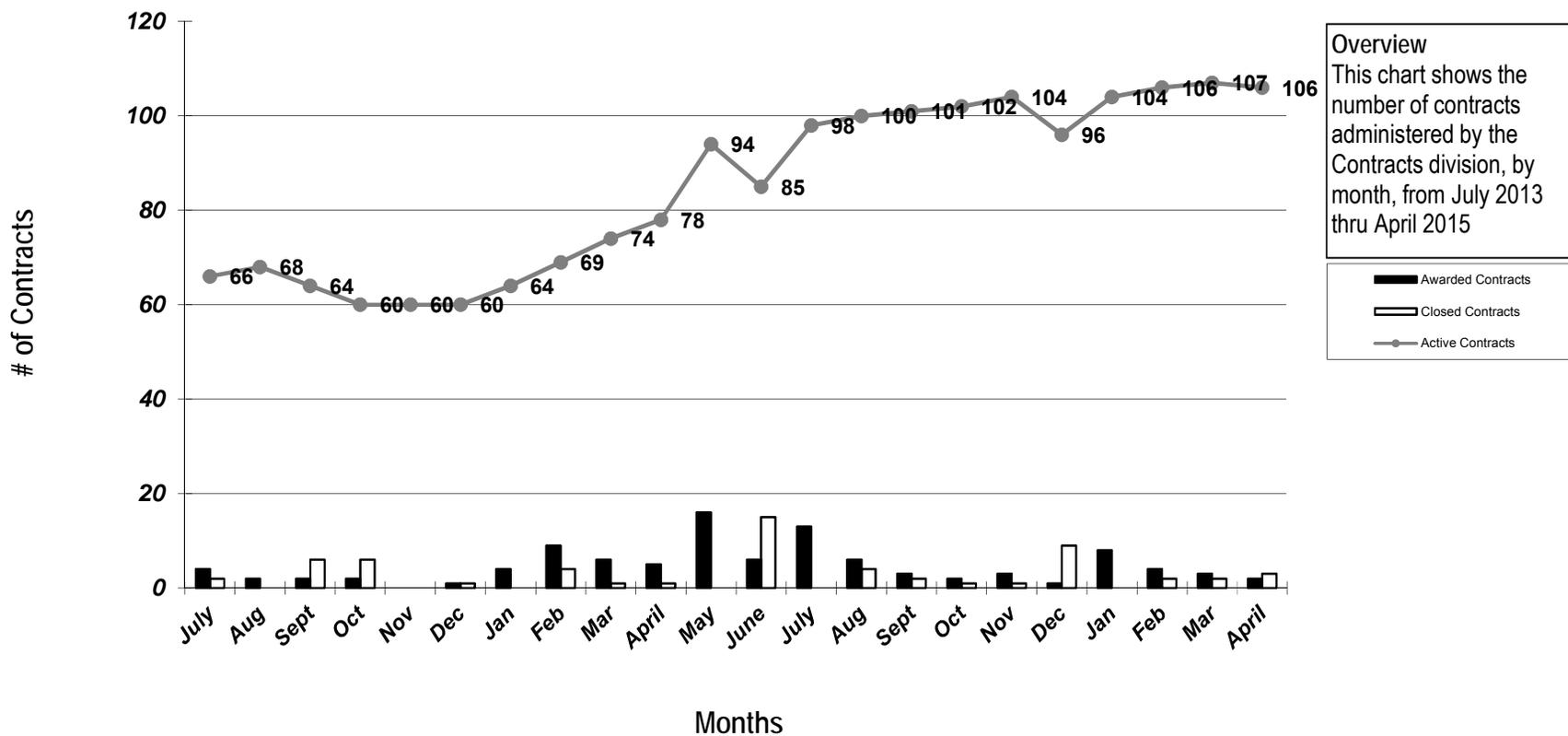
Office of the CFO
Fiscal Year-To-Date Expenditure Report Through April 30, 2015



INDIRECT COST EXPENDITURES

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	Regular Staff	3,563,315	3,396,363	2,802,454		593,910	82.5%
2	50013	Regular OT	-	3,419	3,419		0	100.0%
3	50014	Interns, Temps, Annuity	153,000	126,182	29,731		96,451	23.6%
4	51000	Allocated Fringe Benefits	2,593,861	2,472,332	2,028,652		443,680	82.1%
5	54300	SCAG Consultants	1,370,481	1,363,481	936,221	427,259	0	68.7%
6	54340	Legal	200,000	150,000	21,953	128,047	0	14.6%
7	55210	Software Support	527,279	506,757	454,821	51,937	0	89.8%
8	55220	Hardware Supp	113,780	93,980	57,311	31,176	5,494	61.0%
9	55230	Computer Maintenance	-	30,000	23,856	544	5,600	79.5%
10	55240	Repair & Maint Non-IT	20,000	36,500	30,721	5,779	0	84.2%
11	55400	Office Rent 818 Offices	1,582,877	1,582,877	1,258,936	256,561	67,381	79.5%
12	55410	Office Rent Satellite	171,490	171,490	123,328	48,162	0	71.9%
13	55420	Equip Leases	108,979	93,979	66,064	27,916	0	70.3%
14	55430	Equip Repairs & Maint	19,000	20,400	20,400	0	0	100.0%
15	55440	Insurance	170,722	170,722	59,545	1,216	109,961	34.9%
16	55441	Payroll / Bank Fees	10,000	15,000	12,015		2,985	80.1%
17	55445	Taxes	-	1,100	1,044		56	94.9%
18	55460	Mater & Equip < \$5,000	35,000	292,000	254,367	20,500	17,133	87.1%
19	55510	Office Supplies	80,000	81,500	47,353	34,147	0	58.1%
20	55520	Graphic Supplies	1,500	6,500	4,057	736	1,708	62.4%
21	55530	Telephone	189,800	189,800	116,722	73,079	0	61.5%
22	55540	Postage	5,000	10,500	10,040	200	260	95.6%
23	55550	Delivery Services	5,000	5,500	5,473	0	27	99.5%
24	55600	SCAG Memberships	104,313	139,573	137,119	1,322	1,132	98.2%
26	55620	Res Mats/Subscrip	32,800	39,377	34,315	5,062	0	87.1%
27	55700	Deprec - Furn & Fixt	5,738	5,738	-		5,738	0.0%
28	55710	Deprec - Computer Equipment	69,136	69,136	-		69,136	0.0%
29	55720	Amortiz - Leasehold Improvements	7,786	7,786	-		7,786	0.0%
30	55800	Recruitment Notices	18,500	28,000	27,929	0	71	99.7%
31	55801	Recruitment - other	22,000	17,000	15,009	1,991	0	88.3%
32	55810	Public Notices	5,000	5,000	500	4,500	0	10.0%
33	55820	Training	80,000	91,500	55,560	35,940	0	60.7%
34	55830	Conference/workshops	23,850	17,450	2,653	0	14,797	15.2%
35	55920	Other Mtg Exp	2,200	2,700	35	520	2,145	1.3%
36	55930	Miscellaneous - other	8,500	8,000	5,634	2,366	0	70.4%
37	55950	Temp Help	38,500	93,655	80,017	13,638	0	85.4%
38	56100	Printing	17,600	8,760	1,086	7,674	0	12.4%
39	58100	Travel - Outside	109,050	98,400	33,623		64,777	34.2%
40	58101	Travel - Local	11,800	13,900	5,166		8,734	37.2%
41	58110	Mileage - Local	45,825	45,225	17,203		28,022	38.0%
44	58200	Travel - Reg Fees	-	12,100	11,726		374	96.9%
45	58450	Fleet Vehicle	800	800	320	0	480	40.0%
46		Total Indirect Cost	11,524,482	11,524,482	8,796,375	1,180,271	1,547,836	76.3%

SCAG Contracts (Year to Date)



Summary

The chart shows that the Contract Division is managing 106 active consultant contracts. Sixty-one of these are Cost Plus Fixed Fee contracts, 15 are fixed price contracts, and the remaining 30 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Department anticipates issuing approximately 50 contracts during FY 2014-15. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

GROUPS	Authorized Positions	Filled Positions	Vacant Positions
Executive	5	3	2
Legal	3	2	1
Strategy, Policy & Public Affairs	22	19	3
Administration	41	37	4
Planning & Programs	67	65	2
Total	138	126	12

OTHER POSITIONS

GROUPS	Limited Term Positions	Temp Positions	Agency Temps
Executive	0	0	0
Legal	0	0	0
Strategy, Policy & Public Affairs	2	1	0
Administration	3	5	0
Planning & Programs	0	20	0
Total	5	26	0