SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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

Officers
President
Greg Pettis, Cathedral City

First Vice President
Carl Morehouse, San Buenaventura

Second Vice President
Cheryl Viegas-Walker, El Centro

Immediate Past President
Glen Becerra, Simi Valley

Executive/Administration Committee Chair
Greg Pettis, Cathedral City

Policy Committee Chairs
Community, Economic and Human Development
Margaret Finlay, Duarte

Energy & Environment
James Johnson, Long Beach

Transportation
Keith Millhouse, Ventura County Transportation Commission

NO. 550
MEETING OF THE

REGIONAL COUNCIL

Thursday, June 6, 2013
12:15 p.m. – 2:00 p.m.

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

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

Agendas & Minutes for the Regional Council are also available at: www.scag.ca.gov/committees/rc.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1858. We request at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

This Page Intentionally Left Blank

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Regional Council

Members – June 2013

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

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Regional Council

Members – June 2013

Members		**Representing**
32. Hon. Kris Murray	*Anaheim*	District 19
33. Hon. Tri Ta	*Westminster*	District 20
34. Hon. Art Brown	*Buena Park*	District 21
35. Hon. Brett Murdock	*Brea*	District 22
36. Hon. Bruce Barrows	*Cerritos*	District 23
37. Hon. Gene Daniels	*Paramount*	District 24
38. Hon. Mario Guerra	*Downey*	District 25
39. Hon. Jim Morton	*Lynwood*	District 26
40. Hon. Frank Gurulé	*Cudahy*	District 27
41. Hon. Dan Medina	*Gardena*	District 28
42. Hon. Steven Neal	*Long Beach*	District 29
43. Hon. James Johnson	*Long Beach*	District 30
44. Hon. Roy Francis	*La Habra Heights*	District 31
45. Hon. Margaret Clark	*Rosemead*	District 32
46. Hon. Gene Murabito	*Glendora*	District 33
47. Hon. Barbara Messina	*Alhambra*	District 34
48. Hon. Margaret E. Finlay	*Duarte*	District 35
49. Hon. Donald Voss	*La Cañada/Flintridge*	District 36
50. Hon. Carol Herrera	*Diamond Bar*	District 37
51. Hon. Paula Lantz	*Pomona*	District 38
52. Hon. James Gazeley	*Lomita*	District 39
53. Hon. Judy Mitchell	*Rolling Hills Estates*	District 40
54. Hon. Pam O'Connor	*Santa Monica*	District 41
55. Hon. Jess Talamantes	*Burbank*	District 42
56. Hon. Steven Hofbauer	*Palmdale*	District 43
57. Hon. Mark Rutherford	*Westlake Village*	District 44
58. Hon. Carmen Ramirez	*Oxnard*	District 45
59. Hon. Ed P. Reyes	*Los Angeles*	District 48
60. Hon. Paul Krekorian	*Los Angeles*	District 49
61. Hon. Dennis Zine	*Los Angeles*	District 50
62. Hon. Tom LaBonge	*Los Angeles*	District 51

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Regional Council

Members – June 2013

Members		**Representing**
63. Hon. Paul Koretz	*Los Angeles*	District 52
64. VACANT	*Los Angeles*	District 53
65. Hon. Richard Alarcón	*Los Angeles*	District 54
66. Hon. Bernard C. Parks	*Los Angeles*	District 55
67. Hon. Jan Perry	*Los Angeles*	District 56
68. Hon. Herb Wesson, Jr.	*Los Angeles*	District 57
69. Hon. Bill Rosendahl	*Los Angeles*	District 58
70. Hon. Mitchell Englander	*Los Angeles*	District 59
71. Hon. Eric Garcetti	*Los Angeles*	District 60
72. Hon. José Huizar	*Los Angeles*	District 61
73. Hon. Joe Buscaino	*Los Angeles*	District 62
74. Hon. Karen Spiegel	*Corona*	District 63
75. Hon. Matthew Harper	*Huntington Beach*	District 64
76. Hon. Ryan McEachron	*Victorville*	District 65
77. Hon. Lupe Ramos Watson	*Indio*	District 66
78. Hon. Sylvia Ballin	*San Fernando*	District 67
79. Hon. Andrew Masiel, Sr.	*Pechanga Tribal Council*	Tribal Government Representative
80. Hon. Lisa Bartlett	*Dana Point*	TCA
81. Mr. Randall Lewis	*Lewis Group of Companies*	(Ex-Officio)
82. Hon. Antonio Villaraigosa	*Los Angeles*	(At-Large)

This Page Intentionally Left Blank

REGIONAL COUNCIL
AGENDA
JUNE 6, 2013

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

CALL TO ORDER & PLEDGE OF ALLEGIANCE
(Hon. Greg Pettis, 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

Page No.

EXECUTIVE DIRECTOR'S REPORT
(Hasan Ikhrata, Executive Director)

- Congressional Freight Panel Hearing
- Regional Council District Evaluation Process
- Open Space Planning Update

PRESIDENT'S REPORT

- New Committee Appointments
- 2013 Regional Council & General Assembly Report

COMMITTEE REPORTS/ACTION ITEMS

Executive/Administration Committee (EAC) Report
(Hon. Greg Pettis, Chair)

1. Changes to Executive Director Employment Agreement **Attachment 1**
   (Joseph Silvey, General Counsel)

   Recommended Action: 1) Ratify Fiscal Year 2013-2014 Work Plan for Executive Director as approved by the EAC; 2) Direct Legal Counsel to prepare an Amended and Restated Employment Agreement for Executive Director as recommended by EAC; and 3) Authorize President to execute, on behalf of SCAG, an Amended and Restated Employment Agreement incorporating the above changes.

COMMITTEE REPORTS/ACTION ITEMS - *continued* **Page No.**

Scholarship Committee Report
(Hon. Greg Pettis, Chair)

2. SCAG Scholarship Program Final Award Nominees **Attachment** **5**
(Hon. Greg Pettis, Chair)

Recommended Action: Recommend one (1) student each from Imperial, Orange, Riverside, San Bernardino, and Ventura Counties, and two (2) students from Los Angeles County, to receive the SCAG Scholarship Award, with recommendations to be forwarded to the Regional Council for approval.

Community, Economic and Human Development (CEHD) Committee Report
(Hon. Margaret E. Finlay, Chair)

3. Sustainability Subcommittee Recommendations **Attachment** **7**
(Hon. Margaret E. Finlay, Chair)

Recommended Action: Approve the recommendations of the Sustainability Subcommittee as preliminary, recognizing these are starting points subject to further input through an open process during the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) over the next three (3) years which will culminate in adoption of the final plan in spring 2016.

Energy and Environment Committee (EEC)
(Hon. James Johnson, Chair)

4. Transportation Conformity Determination for Amendment No. 1 to 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to 2013 Federal Transportation Improvement Program (FTIP) **Attachment** **11**
(Huasha Liu, Director, Land Use & Environmental Planning)

Recommended Action: Approve the transportation conformity determination for Amendment No.1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program (FTIP) and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

Energy and Environment Committee (EEC) - *continued* **Page No.**
(Hon. James Johnson, Chair)

5. Addendum No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report (PEIR) — **Attachment** — **63**
(Huasha Liu, Director, Land Use & Environmental Planning)

   Recommended Action: Adopt Resolution No. 13-550-1 to approve the Addendum No. 1 to the Program Environmental Impact Report (PEIR) to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

6. Public Health Subcommittee Recommendations — **Attachment** — **81**
(Hon. James Johnson, Chair)

   Recommended Action: Approve the recommendations of the Public Health Subcommittee as preliminary, recognizing these are starting points subject to further input through an open process during the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) over the next three (3) years which will culminate in adoption of the final plan in spring 2016.

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

7. Revised 2013 Amendment to the Joint Powers Agreement Concerning the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency — **Attachment** — **85**
(Hasan Ikhrata, Executive Director)

   Recommended Action: Apt Resolution No. 13-550-2, approving the revised 2013 Amendment to the Joint Powers Agreement (JPA) concerning the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency.

8. Amendment No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program (FTIP) — **Attachment** — **115**
(Rich Macias, Director, Transportation Planning)

   Recommended Action: Adopt Resolution No. 13-550-3 approving Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP.

Transportation Committee (TC) Report **Page No.**
(Hon. Keith Millhouse, Chair)

9. Recommendations of the Goods Movement Subcommittee, the High Speed Rail and Transit Subcommittee, the Active Transportation Subcommittee, and the Transportation Finance Subcommittee **Attachment** **172**
(Hon. Keith Millhouse, Chair)

Recommended Actions: The TC recommends approval of the recommendations of the following Subcommittees:
1) Goods Movement Subcommittee: Approve the recommendations as preliminary, recognizing these are starting points subject to further input through an open process during the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) over the next three years which will culminate in adoption of the final plan in spring 2016. 2) High-Speed Rail and Transit Subcommittee: Approve the recommendations as preliminary, recognizing these are starting points subject to further input through an open process during the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) over the next three years which will culminate in adoption of the final plan in spring 2016. 3) Active Transportation Subcommittee: Approve the recommendations (no additional language). 4) Transportation Finance Subcommittee: Approve the recommendations (no additional language).

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

CONSENT CALENDAR

Approval Items

10. Minutes of the May 2, 2013 Meeting **Attachment** **180**

11. Contracts $200,000 or Greater: Contract No. 13-037-C1, Information Technology Technical Project Resources **Attachment** **184**

12. Contracts $200,000 or Greater: Contract Nos. 13-039-C1 and 13-039-C2, Base Year Model Development and Validation in support of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) **Attachment** **187**

REGIONAL COUNCIL
AGENDA
JUNE 6, 2013

Receive & File		**Page No.**
13. 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	**Attachment**	**192**

INFORMATION ITEMS

14. AB 574 (Lowenthal): California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: sustainable communities strategies	**Attachment**	**196**
15. June 2013 State and Federal Legislative Update	**To be Distributed at the Meeting**	
16. CFO Monthly Report	**Attachment**	**214**
17. 2013 Regional Council and Policy Committees Meeting Schedule	**Attachment**	**226**

FUTURE AGENDA ITEM(S)

ADJOURNMENT

The Regional Council will be dark in July. The next meeting of the Regional Council is scheduled for Thursday, August 1, 2013

This Page Intentionally Left Blank

REPORT

AGENDA ITEM NO. 1

DATE: June 6, 2013

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

FROM: Greg Pettis, President
Glen Becerra, Immediate Past President
Joseph Silvey, General Counsel

SUBJECT: Changes to Executive Director Employment Agreement

RECOMMENDED ACTIONS FOR EAC:

1) Approve Fiscal Year 2013-14 Work Plan for Executive Director; and
2) Recommend to RC that legal counsel prepare an Amended and Restated Employment Agreement for Executive Director that incorporates all past amendments to the Employment Agreement, corrects any errors or inconsistencies in language and includes new language (a) allowing Executive Director, as approved by the SCAG President, starting in the next fiscal year, to receive a performance-based bonus, cost of living adjustment or merit increase consistent with a RC approved budget which provides for a salary adjustment for SCAG employees, but with no bonus, adjustment or merit increase to the Executive Director if none is available to staff, and (b) limiting severance payment to the Executive Director to one year of base salary unless the remaining term of employment is less than one year in which case the severance payment would be based on the number of months remaining in the Employment Agreement.

RECOMMENDED ACTIONS FOR RC:

1) Ratify Fiscal Year 2013-2014 Work Plan for Executive Director as approved by the EAC;
2) Direct Legal Counsel to prepare an Amended and Restated Employment Agreement for Executive Director as recommended by EAC; and
3) Authorize President to execute, on behalf of SCAG, an Amended and Restated Employment Agreement incorporating the above changes.

EXECUTIVE SUMMARY:

The Executive Director's Work Plan for Fiscal Year 2013-2014 has been prepared in accordance with guidance offered by the EAC at its meeting on May 1, 2013 and a copy is attached. If approved by the EAC and ratified by the RC, the Work Plan should be included as an attachment to the Employment Agreement.

At its May 1, 2013 meeting, the EAC appointed President Greg Pettis, Immediate Past President Glen Becerra and General Counsel Joe Silvey to negotiate with the Executive Director, Hasan Ikhrata, regarding his Employment Agreement. Also, during the meeting, the EAC considered possible changes to the Employment Agreement and provided the three (3) negotiators with guidance on possible Employment Agreement changes to be negotiated with Mr. Ikhrata. As a result of these negotiations, two (2) changes are proposed to the existing Employment Agreement—one of which relates to possible future receipt of a performance-based bonus, cost of living adjustments or merit increases to the Executive Director; and the other, clarifies the amount of any severance payment to be paid to the Executive Director in the event of a termination without cause. Further, given the

number of past amendments to the Employment Agreement, it is recommend that an Amended and Restated Employment Agreement be prepared including the two (2) proposed changes as well as all past amendments and correcting any errors or inconsistencies that may exist.

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

BACKGROUND:
The SCAG Bylaws call for the annual preparation of a Work Plan for the Executive Director. At the EAC meeting on May 1, 2013, the EAC provided the Executive Director with guidelines on the content of the Work Plan for Fiscal Year 2013-2014. The Executive Director has proposed a Work Plan (attached) for consideration and possible approval by the EAC and subsequent ratification by the RC.

SCAG's current Executive Director Employment Agreement was prepared and executed in June of 2009. It has been amended three (3) times since its original execution. Possible amendments to the Employment Agreement are considered each year after the EAC completes the Executive Director's Performance Evaluation.

At its May 1, 2013 meeting, the EAC appointed President Greg Pettis, Immediate Past President Glen Becerra and General Counsel Joe Silvey to negotiate with the Executive Director, Hasan Ikhrata, regarding his Employment Agreement. Also, during the meeting, the EAC considered possible changes to the Employment Agreement and provided the three (3) negotiators with guidance on possible Employment Agreement changes to be negotiated with Mr. Ikhrata.

Based on the guidelines provided by the EAC and as a result of discussions with Mr. Ikhrata, two (2) changes are being proposed to the Employment Agreement for the Executive Director, as follows:

1. Provide that commencing in the next Fiscal Year 2013-2014, but not including the current fiscal year, the Executive Director with the approval of the SCAG President, will be eligible to receive a performance-based bonus, cost of living adjustment or merit increase, consistent with the RC approved budget which provides for a salary adjustment for SCAG employees and using the EAC performance evaluation process as a basis for determining the amount of any increase, but with no bonus, cost of living adjustment or merit increase to the Executive Director in years when none is available to staff; and

2. Maintain a limit on any severance payment that may be made to the Executive Director for termination without cause to an amount equal to his annual base salary (i.e. one year severance) except that if the remaining term of employment is less than a full year, any severance payment would only equal the monthly base salary multiplied by the number of months remaining in the employment term.

Given the number of past amendments to the Employment Agreement, it is proposed that an Amended and Restated Employment Agreement be prepared including all past amendments and correcting any errors or inconsistencies that may exist. It is also proposed that the Amended and Restated Employment

Agreement include the two (2) proposed changes identified above and that there be no change to the other payments and benefits being provided to the Executive Director.

The EAC will review the proposed changes at its meeting on June 6, 2013 and will make a recommendation at the RC meeting later that day.

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

ATTACHMENT:
Executive Director Fiscal Year 2013-2014 Work Plan

This Page Intentionally Left Blank

Fiscal Year 2013-14 Work Plan for Hasan Ikhrata

- **Implement all state and federal requirements of a Metropolitan Planning Organization**
- **Oversee and direct all administrative functions of the agency**
- **Implement the approved SCAG Strategic Plan**
- **Work with stakeholders to implement the approved 2012-2035 RTP/SCS**
- **Implement the SCAG Regional Council Priorities for 2013-2014**
- **Work with stakeholders to implement the SCAG approved state and federal legislative priorities for 2013**
- **Begin Process for Developing the 2016-2040 RTP/SCS**
- **Effectively manage the affairs and staff of SCAG and address all unexpected issues that arise in the course of the fiscal year**

This Page Intentionally Left Blank

REPORT

AGENDA ITEM NO. 2

DATE: June 6, 2013

TO: Regional Council (RC)

FROM: Hon. Greg Pettis, Chair, SCAG Scholarship Committee

SUBJECT: SCAG Scholarship Program Final Award Nominees

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Recommend one (1) student each from Imperial, Orange, Riverside, San Bernardino, and Ventura Counties, and two (2) students from Los Angeles County, to receive the SCAG Scholarship Award, with recommendations to be forwarded to the Regional Council for approval.

EXECUTIVE SUMMARY:
The SCAG Scholarship Committee was formed by the Regional Council to evaluate submitted applications for the SCAG Scholarship Program. This year, SCAG received eighty-five (85) applications in total, and twenty-two (22) of those were reviewed by the Scholarship Committee. The Committee has recommended seven (7) students total, with one (1) student each from Imperial, Orange, Riverside, San Bernardino, and Ventura Counties, and two (2) students from Los Angeles County to receive the 2013 SCAG Scholarship Award.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective b: Improve regional decision making by providing leadership and consensus building on key plans and policies; develop external communications and media strategy to promote partnerships, build consensus and foster inclusiveness in the decision making process.

BACKGROUND:
In July 2009, the Regional Council approved the SCAG Scholarship Pilot Program, which is intended to provide financial support to a select group of high school and community college students and offer local planning experience that students can use to develop their long-term career goals. The program is open to high school juniors and seniors and community college students who reside in the six-county SCAG region. Students applying are required to have a minimum 3.0 grade point average and must be enrolled in higher education, if graduating. As part of the application, students are required to submit a completed application form; an essay, describing their interests in urban planning and public policy; two (2) letters of recommendation; and a current transcript of records.

In addition to a monetary award of $2,000, recipients will also participate in a two-week internship with SCAG or a local planning agency. The purpose of the internship is to introduce students to a career in urban planning and local government, and scholarship recipients will be expected to perform light office work and attend meetings with a designated mentor. Students will also be expected to come to SCAG's downtown Los Angeles office for a Regional Council meeting where they will have the opportunity to meet with government representatives and attend a seminar with speakers from urban planners and elected officials.
This is the fourth year of the SCAG Scholarship Program. The Scholarship Committee was comprised of four (4) Executive/Administration Committee (EAC) members and three (3) members of academia: Hon.

Greg Pettis, Chair (Cathedral City); Hon. Pam O'Connor (Santa Monica); Hon. Larry McCallon (Highland); Mr. Randall Lewis (EAC Ex-Officio); Dr. Ronald O. Loveridge (University of California, Riverside); Dr. James E. Moore (University of Southern California); and Dr. Dohyung Kim (California State Polytechnic University, Pomona).

The Scholarship Committee members reviewed twenty-three (22) applications that were forwarded by staff based on the interests described in the essay portion, career goals, and other activities in each student's respective school and surrounding community. Scholarship Committee members considered the same factors when selecting their recommendations. Although a majority of the applicants met the minimum requirements, the applications from students that exhibited some interest in planning and public policy were chosen to be forwarded to the Committee. Scholarship Committee members considered the aforementioned factors—interests described in the essay portion, career goals, and other activities in each student's respective school and surrounding community—when selecting their recommendations.

The Scholarship Committee has recommended the following students to receive the 2013 SCAG Scholarship Award:

County of Imperial:	Alexandra Maloof (El Centro)
County of Los Angeles:	Catherine Imbery (Long Beach)
County of Los Angeles:	Jason Gilliam (Long Beach)
County of Orange:	Jocelyn Tapia (Santa Ana)
County of Riverside:	Joseph Vahl (Riverside)
County of San Bernardino:	Larry Dang (Redlands)
County of Ventura:	Michael Pedroso (Moorpark)

The Scholarship Program and related staff support has been—and continues to be—funded from the SCAG General Fund. The primary source of the General Fund is the collection of SCAG's annual membership assessments, and the use of the General Fund is determined by SCAG's Regional Council and General Assembly. Each year, the General Fund Budget is reviewed and approved by the Regional Council, and subsequently adopted by the General Assembly. The Scholarship Program is included as part of the General Fund Budget. While the California Constitution prohibits gifts of public funds under Article XVI, Section 6, the prohibition does not preclude expenditures and disbursements for public purposes even if a private person incidentally benefits from that expenditure or disbursement (also known as the "public purpose exception"). There is case law to support that the appropriation of public money for the public purpose of furthering the education of the young is not a gift of public funds. Therefore, staff concludes that the use of the General Fund to pursue SCAG's Scholarship Program is not an unconstitutional gift of public funds and falls within the rule of "public purpose exception."

FISCAL IMPACT:
The SCAG Scholarship Program cost of $14,000 is included in the FY 2013-2014 General Fund Budget.

ATTACHMENT:
None

REPORT

AGENDA ITEM NO. 3

DATE: June 6, 2013

TO: Regional Council (RC)

FROM: Margaret E. Finlay, Chair, Community, Economic and Human Development Committee (CEHD)

SUBJECT: Sustainability Subcommittee Recommendations

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve the recommendations of the Sustainability Subcommittee as preliminary, recognizing these are starting points subject to further input through an open process during the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) over the next three (3) years which will culminate in adoption of the final plan in spring 2016.

EXECUTIVE SUMMARY:
At its April 5, 2012 meeting, the Regional Council (RC) approved the formation of six (6) subcommittees to follow up on implementing the 2012-2035 RTP/SCS and develop next steps for the development of the 2016-2040 RTP/SCS. The Sustainability Subcommittee was formed which reported to the Community, Economic and Human Development Committee (CEHD). In early 2013, each subcommittee approved a set of recommendations and took action to forward the recommendations to its respective Policy Committee for review and recommended approval by the RC. On April 4, 2013, the CEHD approved the Sustainability Subcommittee's recommendations with a motion that specified that these recommendations are preliminary and will serve as starting points subject to further input through an open process during the development of the 2016-2040 RTP/SCS over the next three (3) years which will culminate in adoption of the final plan in spring 2016. At the 2013 Regional Conference and General Assembly, these recommendations were reviewed at a joint meeting of the RC and Policy Committees held on May 3, 2013 to provide an opportunity for further dialogue and additional stakeholder input. The Sustainability Subcommittee's recommendations, as approved by the CEHD Committee, are now brought forward to the RC for adoption.

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

BACKGROUND:
At its April 5, 2012 meeting, the RC approved the formation of six (6) subcommittees to follow up on implementing the 2012-2035 RTP/SCS and develop next steps for the development of the 2016-2040 RTP/SCS. The Regional Council approved the charter for each of the subcommittees. SCAG Immediate Past President Glen Becerra appointed to each of the subcommittees both RC and Policy Committee members, representing the six (6) SCAG counties, as subcommittee members. Hon. Becerra also appointed representatives from the private sector (including non-profit organizations) and stakeholder groups as ex-officio members. The Sustainability Subcommittee reported to the CEHD.

The subcommittees began meeting in the fall of 2012 and held a total of six (6) meetings each. Presentations by SCAG staff, industry professionals, and other stakeholders provided background information and input on issues facing the region relevant to each subcommittee's area of focus to facilitate implementation of the 2012-2035 RTP/SCS and develop next steps on additional work and policy recommendations for the 2016-2040 RTP/SCS.

In early 2013, each of the six (6) subcommittees approved a set of recommendations and took action to forward the recommendations to its respective Policy Committee for review and recommended approval by the RC. On April 4, 2013, CEHD approved the Sustainability Subcommittee's recommendations with a motion that specified that these recommendations are preliminary, recognizing these are starting points subject to further input through an open process during the development of the RTP/SCS over the next three years which will culminate in adoption of the final plan in spring 2016. In addition, on April 11, 2013, the recommendations were shared and discussed with the Technical Working Group (TWG). The TWG will provide technical input into the development of the 2016-2040 RTP/SCS.

At the May 3, 2013 Joint Policy Committee meeting, additional comments were provided by stakeholders. Thirteen (13) individuals representing a variety of organizations offered primarily positive comments on the Subcommittees' process and recommendations. Specific comments received are highlighted below:

1. Request that SCAG develop guidelines for determining project consistency with the SCS to facilitate CEQA streamlining.
   Response: SCAG staff will review further. Staff is reviewing the CEQA streamlining process for consistency findings with the SCS.

2. Request that SCAG use/develop robust data to track the implementation of the RTP/SCS.
   Response: SCAG is in the process of developing additional data/tools to monitor the growth and development of the region, among other objectives, and will also explore additional methods by which to track the implementation of the RTP/SCS.

3. Request that SCAG collaborate with the County Transportation Commissions on an MOU workplan for active transportation similar to the one with Metro.
   Response: This is a goal shared by SCAG. SCAG hopes to develop similar agreements with our other County Transportation Commissions.

There was a recognition that the Subcommittees' recommendations are intended to serve as a starting point in the development of the 2016-2040 RTP/SCS, and will be subject to further policy direction as additional discussions and analysis occur over the next several years. Described below, the Sustainability Subcommittee's recommendations, as approved by the CEHD, are now brought forward to the RC for adoption.

<u>Sustainability Subcommittee Recommendations</u>

1. **Adopt the following as a definition of "sustainability" which recognizes the importance of local decision making, yet fosters regionally significant sustainability**

- ***Sustainability***- We work with our partners, local governments, and stakeholders to achieve a quality of life, inclusive of economic well-being, that provides resources for today's generation while preserving an improved quality of life for future generations

Next Steps to 2016-2040 RTP/SCS Development: Disseminate local definition throughout the organization, and its deliberative bodies. Pending further discussion and action by CEHD and Regional Council include language in drafting the 2016-2040 RTP/SCS.

2. **Consider and refine the availability of data and information to evaluate the RTP/SCS and its alternatives relative to sustainability, as defined**
   - Provide technical foundation for any potential improvements to performance measures and indicators by conducting research and identifying best methods for RTP/SCS alternatives evaluation and monitoring
     - Focus on strengthening the location efficiency indicator to guide sustainable development including, for example, jobs / housing fit and active transportation accessibility to neighborhood services
     - Collect and refine data on fleet transformation from internal combustion engines to alternative fuels vehicles
     - Build off of ongoing research including state and other efforts
   - Develop performance monitoring program for tracking 2012-2035 RTP/SCS implementation

Next Steps to 2016-2040 RTP/SCS Development: In consultation with technical working groups, modeling experts, and other partners determine performance monitoring and measurement best practices for consideration. Continue improving the performance monitoring and assessment program.

3. **Support regulatory framework and project delivery financing that allows for sustainable development**
   - Provide local examples of workable CEQA practices to statewide entities engaged in CEQA modernization discussions
   - Provide support to local jurisdictions in local approval processes for TOD, in-fill and other types of sustainable development
   - Engage in the development of replacement local investment tools for Community Redevelopment Agencies (CRA)
   - Continue to encourage and facilitate Public Private Partnerships (PPP) as a local community development strategy
   - Continue to support research, and/or dissemination of best practices (e.g. through Sustainability Program grants) of dynamic local regulation of Parking, Multi-Modal Level of Service, and Complete Street best management practices

- Should jurisdictions be considering adopting or revising a local Climate Action Plan (CAP), encourage and assist them to do so in connection with General Plan updates, to ensure regulatory consistency

Next Steps to 2016-2040 RTP/SCS Development: Report to Legislative Committee. Identify and assist local agencies that are adopting available CEQA amendments and local jurisdictions implementing alternative financing. Train local planners through SCAG Programs. Develop model ordinances and sample policy language through relevant Compass Blueprint Demonstration Projects. Promote the California Infrastructure Funding & Financing website that SCAG developed through the Compass Blueprint Program.

4. **In addition to these three (3) areas the Sustainability Committee found common ground with the Active Transportation and Public Health Subcommittees in supporting the promotion of Active Transportation**
    - Seek opportunities to promote transportation options with an active component/physical activity
    - Support goals and principles of Active Transportation Work Plan, as it pertains to sustainability
    - Promote active transportation as a means to encourage active and healthy lifestyles
    - Support and seek opportunities to promote safety in active transportation
    - Identify and assist jurisdictions planning for transit, active transportation, and transit oriented development (TOD) by providing regional case studies, and economic development data
    - Support deployment of zero or near-zero emissions vehicle technology

Next Steps to 2016-2040 RTP/SCS Development: Develop cost-effective investments and strategies that promote active life style as part of 2016 RTP/SCS development process, subject to further stakeholder input and technical review, and work with transportation finance division to quantify costs and identify funding.

Moving Forward

Following approval by the RC, staff will carry out the "Next Steps" outlined in the recommendations, and utilize the recommendations as a starting point in the development of the 2016-2040 RTP/SCS. During the course of the next few years, staff will also return to the Policy Committees and RC to seek further policy direction as additional discussion and analysis occur.

FISCAL IMPACT:
Funds related to the work of the Sustainability Subcommittee are included in the FY 2012/13 budget.

ATTACHMENT:
None

REPORT

AGENDA ITEM NO. 4

DATE: June 6, 2013

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

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

SUBJECT: Transportation Conformity Determination for Amendment No.1 to 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to 2013 Federal Transportation Improvement Program (FTIP)

EXECUTIVE DIRECTOR'S APPROVAL: Hasan Ikhrata

RECOMMENDED ACTION FOR EEC:
Recommend that the Regional Council approve the transportation conformity determination for Amendment No.1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program (FTIP) and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

RECOMMENDED ACTION FOR RC:
Approve the transportation conformity determination for Amendment No.1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program (FTIP) and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

EXECUTIVE SUMMARY:
Since the adoption of the 2012-2035 RTP/SCS and 2013 FTIP, SCAG has received requests from the six (6) County Transportation Commissions (CTCs) in the SCAG region to amend the RTP/SCS and FTIP to reflect additions or changes to a number of critical transportation projects. At its meeting on April 4, the Transportation Committee released the Draft Amendment No. 1 to the 2012-2035 RTP/SCS and Draft Amendment No. 13-04 to the 2013 FTIP (together referred to as "Amendments" in this report) for a 30-day public review and comment period. On the same day, the EEC reviewed the draft transportation conformity analysis for the Amendments, which is required to comply with federal metropolitan planning regulations and transportation conformity regulations. SCAG staff has performed the required conformity analysis demonstrating that the Amendments meet all conformity requirements.

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

BACKGROUND:
On April 4, 2012, the Regional Council adopted the 2012-2035 RTP/SCS. On June 4, 2012, the FHWA/FTA approved the transportation conformity determination required under the Clean Air Act for the 2012-2035 RTP/SCS. At its September 19, 2012 meeting, the Executive Administrative Committee (EAC),

on behalf of the RC, adopted the 2013 FTIP. On December 14, 2012, the FHWA and FTA approved the transportation conformity determination for the 2013 FTIP. Since that time, SCAG has received requests from the six (6) CTCs in the SCAG region to amend the 2012-2035 RTP/SCS and 2013 FTIP to reflect additions or changes to a small number of transportation projects in order to allow them to move forward toward the implementation phase.

The 2012-2035 RTP/SCS includes approximately 3,600 projects with completion dates spreading over a 23-year time period. The Amendments propose revisions to 36 projects and includes seven (7) new projects. Most of the project modifications are relatively minor in nature, including changes to completion years, costs, as well as minor modifications to project scopes.

Under the U.S. Department of Transportation's metropolitan planning regulations and U.S. EPA's transportation conformity regulations, the Amendments to the RTP/SCS and FTIP need to pass five (5) conformity tests: consistency with the adopted RTP/SCS; regional emissions analysis; timely implementation of transportation control measures; financial constraint; and interagency consultation and public involvement. Staff has performed the transportation conformity analysis demonstrating conformity for the RTP/SCS and FTIP Amendments. The draft conformity analysis was presented to the EEC as an information item on April 4, 2013 and was subsequently released for a 30-day public review and comment period. In addition, a public hearing was held on April 17, 2013. During this time, one (1) comment reflecting minor adjustments to a project description was received, which has been addressed as appropriate in the proposed final Amendments. The comment and proposed response can be found in the proposed final Amendments document (attached). No comments were received specifically regarding the proposed conformity analysis.

Once approved by the federal agencies, the Amendments would allow the projects to receive the necessary federal approvals and move forward towards implementation in a timely manner.

The Transportation Committee will consider at its June 6, 2013 meeting today, whether to recommend that the Regional Council adopt Resolution No. 13-550-1 approving Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP.

The conformity analysis and details of the proposed project changes are contained in the proposed RTP/SCS and FTIP Amendments.

FISCAL IMPACT:
Work associated with this item is included in the current FY2012-2013 Overall Work Program (13-025.SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENT:
Proposed Amendment No. 1 to the 2012-2035 RTP/SCS and Proposed Amendment No. 13-04 to the 2013 FTIP

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

Southern California Association of Governments

PROPOSED FINAL—MAY 2013

Amendment No. 1

and Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program

Table of Contents

Introduction 2
Project Modifications 3
Modifications to FTIP Projects 4
Modifications to RTP Projects 30
Fiscal Impact 36
Fiscal Impact Summary 36
Senate Bill 375 and the Sustainable Communities Strategy 37
Transportation Conformity 38
Regional Emissions Analysis 39
South Central Coast Air Basin – Ventura County Portion 40
South Coast Air Basin 40
Western Mojave Desert Air Basin – Los Angeles County (Antelope Valley Portion) and San Bernardino County (Western Portion of MDAB) 44
Mojave Desert Air Basin – San Bernardino County Portion Excluding Searles Valley 44
Mojave Desert Air Basin – Searles Valley portion of San Bernardino County 44
Salton Sea Air Basin – Imperial County Portion 45
Public Review and Comment 46
Comments and Responses 47
Conclusion 48
Attachments: Public Comments

Introduction

On April 4, 2013, the Southern California Association of Governments (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the six-county region including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The 2012-2035 RTP/SCS represents the region's commitment to reduce emissions from transportation sources to comply with Senate Bill (SB) 375 , improve public health, and meet the National Ambient Air Quality Standards set forth by the federal Clean Air Act.

A major component of the 2012-2035 RTP/SCS is a Project List containing thousands of individual transportation projects that aim to improve the region's mobility and air quality, and revitalize our economy. Since its adoption, some of these projects have experienced technical changes that are time-sensitive and require amendments to the RTP/SCS and the Federal Transportation Improvement Program (FTIP) in order to allow these projects to move forward in a timely manner.

The purpose of this document is to identify the project changes being made via Amendment No. 1 to the 2012-2035 RTP/SCS and the associated Amendment No. 13-04 to the 2013 FTIP, and provide documentation demonstrating that the 2012-2035 RTP/SCS as amended will continue to comply with federal and state requirements, including the recently-enacted Moving Ahead for Progress for the 21st Century Act (MAP-21) metropolitan planning requirements, the Transportation Conformity Rule, and SB 375. An Addendum to the 2012-2035 RTP/SCS Program Environmental Impact Report (PEIR) has also been prepared to assess proposed changes to the 2012-2035 RTP/SCS Project List as detailed herein.

Project Modifications

The project changes identified in Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP can be broadly categorized as follows:

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

The tables on the following pages provide details of the project changes from the current Plan and are intended to illustrate a before-and-after scenario for each of the projects. For modeled projects, the "Project Completion By" year represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis purposes. For more specific individual project information as part of the RTP/SCS modeling and regional emissions analysis, please refer to the modeled projects list updated through Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP (Model List) available at http://scag.ca.gov.

Modifications to FTIP Projects

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
IMPERIAL	6OM0701	IMP091001	LOCAL HIGHWAY	0	EXISTING: WIDEN AND IMPROVE CESAR CHAVEZ BLVD. TO 4 LANES (2+2) FROM 2ND STREET TO SR 98. OTHER IMPROVEMENTS INCLUDE: SURFACE REHAB, TURN LANES, TRAFFIC SIGNAL, LIGHTING, AND SIDEWALKS.	EXISTING: 2014	EXISTING: $2,850	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
					REVISED: WIDEN AND IMPROVE CESAR CHAVEZ BLVD. TO 5 LANES (3+2) FROM 2ND STREET TO SR 98. OTHER IMPROVEMENTS INCLUDE: SURFACE REHAB, TURN LANES, TRAFFIC SIGNAL, LIGHTING, AND SIDEWALKS	REVISED: 2015	REVISED: $8,930		
LOS ANGELES	LA990359	LA990359	LOCAL HIGHWAY	0	EXISTING: GRADE SEP XINGS SAFETY IMPR; 35-MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY - EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA &L.A. SUBDIV - ITS 2318 SAFETEA #2178; 1436 #1934 PPNO 2318	2018	EXISTING: $1,347,101	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: GRADE SEP XINGS SAFETY IMPR; 35- MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY - EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA & L.A. SUBDIV - ITS 2318 SAFETEA #2178; 1436 #1934 PPNO 2318. NOGALES (LA) PROJECT INCLUDES WIDENING FROM 2 TRAVEL LANES TO 4 TRAVEL LANES OF E.WALNUT DRIVE NO. EAST OF NOGALES FOR 2600 LINEAR FEET AND WIDENING FROM 2 TRAVEL LANES TO 4 TRAVEL LANES OF GALE AVE. WEST OF NOGALES FOR 1900 LINEAR FEET.		REVISED: $1,286,500		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	LAE0465	LA0G440	STATE HIGHWAY	5	EXISTING: ROUTE 005: PHASE 2 AND 3 OF 3-- IN LA/SANTA CLARITA: PHASE 2 (N/B FR RTE 14 TO WELDON CNYN ROAD; CONSTRUCT HOV LANE)& PHASE 3 (FR SR14 TO PARKER RD OC; CONSTRUCT HOV, TRUCK & AUX LANES (EA 2332C, PPNO 3189A & EA 2332E PPNO 3189B), SAFTETEA-LU#465. PE & RW $ ARE PROGRAMMED FOR EA 2332E ONLY.	EXISTING: 2017	$410,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE
					REVISED: ROUTE 005: PHASE 2,FROM SR-14 TO PARKER ROAD, CONSTRUCT HOV/HOT, TRUCK & AUX LANES (EA 2332C, PPNO 3189A & EA 2332E PPNO 3189B), SAFTETEA-LU#465. PE & RW $ ARE PROGRAMMED FOR EA 2332E ONLY.	REVISED: 2018			

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	REG0703	LA0G872	STATE HIGHWAY	110	EXISTING: ROUTE 110: NORTHBOUND 405/SOUTHBOUND 110 CONNECTOR WIDENING OR REPLACEMENT WITH A FLYOVER AND CONSTRUCT A NEW AUXILIARY LANE ON SOUTHBOUND 110 FROM I-405/I-110 INTERCHANGE TO DEL AMO BLVD. (EA 29370 PPNO 4552) - STUDY ONLY. REVISED: ROUTE 110: NORTHBOUND 405/SOUTHBOUND 110 CONNECTOR WIDENING OR REPLACEMENT WITH A FLYOVER AND CONSTRUCT A NEW AUXILIARY LANE ON SOUTHBOUND 110 FROM I-91/I-110 INTERCHANGE TO TORRANCE BLVD. (EA 29370 PPNO 4552)	2014	$1,150	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	7120010	LA000789	TRANSIT	0	EXISTING: BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK FEASIBILITY STUDY AND CONDUCT PE, DESIGN AND CONSTRUCTION OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES.	EXISTING: 2015	EXISTING: $5,484	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 7120010 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION, SCHEDULE, AND FTIP PROJECT COST
					REVISED: BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK FEASIBILITY STUDY: CONDUCT PE, DESIGN OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES. (CONSTRUCTION IN LA000789A)	REVISED: 2017	REVISED: $3,696		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	7120010	LA000789A	TRANSIT		BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK: CONSTRUCTION OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES, INCLUDING CONSTRUCTION OF A NEW METROLINK STATION AT HOLLYWOOD WAY/SAN FERNANDO ROAD ON THE ANTELOPE VALLEY LINE AND A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES. (CONSTRUCTION OF LA000789)	2018	$1,788	NEW FTIP PROJECT COST FALLS WITHIN PARENT RTP 7120010 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	NEW FTIP PROJECT
LOS ANGELES	1TL0703	LA0D376	TRANSIT	0	CONSTRUCTION OF GRADE SEPARATIONS ON 35 MILE FREIGHT RAIL CORRIDOR FROM LOS ANGELES TO POMONA.	2015	$959	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	FTIP PROJECT DELETION, PROJECT COMBINED WITH LA990359

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	LA0D29	LA0D29	TRANSIT	0	EXISTING: HEART OF THE CITY BUS TRANSFER STATION AMENITIES. REVISED: HEART OF THE CITY BUS TRANSFER STATION AMENITIES. RELOCATE THE EXISTING INTERMODAL TRANSIT TERMINAL AND CONSTRUCT A NEW TRANSIT CENTER WITH 12 BUS BAYS, PASSENGER WAITING AREA AND INFORMATION CENTER, AND A DRIVER OPERATOR LOUNGE. THE PROPERTY WILL ALSO PROVIDE 339 PUBLIC PARKING SPACES (PLUS 2 FOR STAFF: MAINTENANCE & SECURITY) AND BICYCLE FACILITIES. LOCATION - 1521 KINGSDALE AVENUE, REDONDO BEACH, CA 90278	2014	EXISTING: $9,378 REVISED: $10,045	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION AND COST
LOS ANGELES	LA0G901	LA0G901	TRANSIT		HISTORIC LOS ANGELES STREETCAR	2018	$125,000	NEW RTP PROJECT COST.	NEW PROJECT

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2A0704	ORA130401	LOCAL HIGHWAY		WIDEN CERRITOS AVENUE EASTBOUND 4 TO 5 LANES, FROM WALKER STREET TO ANGELA AVENUE.	2014	$378	NEW FTIP PROJECT COST FALLS WITHIN PARENT RTP 2A0704 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	NEW FTIP PROJECT
ORANGE	2H0703	ORA111210	STATE HIGHWAY	5	EXISTING: I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD (EXTEND MERGE LANES BY 100 FEET) REVISED: I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD	2018	EXISTING: $45,669 REVISED: $46,356	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 2H0703 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND FTIP PROJECT COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2M0730	ORA111801	STATE HIGHWAY	5	EXISTING: I-5 WIDENING (EL TORO TO SR-73) - ADD 2 GP LANES FROM AVERY TO ALICIA IN BOTH DIRECTIONS; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN BOTH DIRECTIONS; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONFIGURE INTERCHANGES AT AVERY PKWY & LA PAZ. CONSISTENT WITH THE 2012 RTP REVISED: I-5 WIDENING (EL TORO TO SR-73) - ADD 1 GP LANES FROM AVERY TO ALICIA IN EACH DIRECTIONS; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN EACH DIRECTIONS; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONSTRUCT INTERCHANGES AT AVERY PKWY & LA PAZ RD. CONSISTENT WITH THE 2012 RTP	2023	$6,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2M0733	ORA100511	STATE HIGHWAY	55	EXISTING: SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP THROUGH PROJECT LIMITS (PS&E AND PAED). CONSISTENT WITH THE 2012 RTP	EXISTING: 2021	EXISTING: $297,000	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 2M0733 PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION, SCHEDULE, AND FTIP PROJECT COST
					REVISED: SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS (PS&E AND PAED). CONSISTENT WITH THE 2012 RTP	REVISED: 2020	REVISED: $274,900		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	ORA030605	ORA030605	STATE HIGHWAY	405	EXISTING: I-405 FROM SR-73 TO I-605. IN EACH DIRECTION ADD 1 MF LAND, CONVERT EXISTING HOV TO HOT, ADD 1 ADDITIONAL HOT LANE, AND ADDITIONAL CAPITAL IMPROVEMENTS. COMBINED WITH ORA045, ORA151 AND ORA120310. CONSISTENT WITH THE 2012 RTP REVISED: I-405 FROM SR-73 TO I-605 ADD 1 MF LANE EACH DIR AND PROVIDE ADDITIONAL CAPITAL IMPROVEMENTS. #317. COMBINED WITH ORA045, ORA151 AND ORA120310 ORA120310.	2023	$1,694,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2TR0701	ORA080908	TRANSIT	0	EXISTING: A TRANSIT CORRIDOR FOR THE CITY OF ANAHEIM - ANAHEIM RAPID CONNECTION (ARC) FIXED GUIDEWAY SYSTEM LINKING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER (ARTIC) TO THE PLATINUM TRIANGLE TO THE ANAHEIM RESORT. ALTERNATIVES ANALYSIS, EIR/EIS, LPA AND CONCEPTUAL AND ADVANCED ENGINEERING, PROJECT DEVELOPMENT ACTIVITIES AND PRELIMINARY ENGINEERING.	EXISTING: 2015	EXISTING: $18,536	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 2TR0701 PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION, SCHEDULE, AND FTIP PROJECT COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: A TRANSIT CORRIDOR FOR THE CITY OF ANAHEIM - ANAHEIM RAPID CONNECTION (ARC) FIXED GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER (ARTIC) THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT. ALTERNATIVES ANALYSIS, EIR/EIS, LPA AND CONCEPTUAL AND ADVANCED ENGINEERING, PROJECT DEVELOPMENT ACTIVITIES AND PRELIMINARY ENGINEERING.	REVISED: 2020	REVISED: $319,000		
RIVERSIDE	30M0701-RIV110302	RIV110302	STATE HIGHWAY	10	EXISTING: ON I-10 IN THE CITY OF BLYTHE - PROVIDE NEW W/B ON AND W/B OFF RAMPS TO HOBSON WAY APPROX 1,800' W/O EXISTING RAMPS TO RIVIERA DR/INSPECTION STATION. THE NEW RAMPS WILL REPLACE EXISTING CONNECTION TO RIVIERA DR.	2015	EXISTING: $3,635	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: ON I-10 IN THE CITY OF BLYTHE - PROVIDE NEW W/B ON AND W/B OFF RAMPS TO HOBSON WAY APPROX 3,500'' W/O EXISTING RAMPS TO RIVIERA DR/INSPECTION STATION. THE NEW RAMPS WILL REPLACE EXISTING CONNECTION TO RIVIERA DR.		REVISED: $3,998		
SAN BERNARDINO	200018	200018	LOCAL HIGHWAY	0	EXISTING: BOULDER AV ACROSS CITY CREEK S/O BASELINE - RECONSTRUCT EXISTING BRIDGE FROM 2 TO 4 LANES; ALSO WIDEN BOULDER AVE FROM 190 FT NORTH TO 1,430 FT SOUTH OF BRIDGE FROM 2-4 LANES (54C0648)(TOLL CREDITS $600 FOR FY12/13 CON)	EXISTING: 2012	EXISTING: $21,898	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: BOULDER AV ACROSS CITY CREEK S/O BASELINE - RECONSTRUCT EXISTING BRIDGE FROM 2 TO 4 LANES; ALSO WIDEN BOULDER AVE FROM 190' NORTH TO 1,430' SOUTH OF BRIDGE FROM 2-4 LANES (54C0648)	REVISED: 2014	REVISED: $16,765		
SAN BERNARDINO	20130403	20130403	LOCAL HIGHWAY	0	IN RIALTO, CONSTRUCT PEPPER AVE - 4 LANES FROM NORTHERN TERMINUS TO APPROX 1,300 FT S/O HIGHLAND AVE AND 2 LANES FROM APPROX 1,300 FT S/O HIGHLAND AVE TO HIGHLAND AVE	2014	$15,000	NEW RTP PROJECT COST.	NEW PROJECT

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SAN BERNARDINO	20084104	20084104	LOCAL HIGHWAY	0	EXISTING: JOSHUA STREET PARK & RIDE EXPANSION - ON JOSHUA STREET WEST OF US 395,C ITY OF HESPERIA, EXISTING PNR HAS 188 SPACES AND NEEDS TO ADD 150 SPACES, TO INCLUDE LANDSCAPING, LIGHTING AND VARIOUS NON-CAPACITY STREET IMPROVEMENTS TO FACILITATE ADDITIONAL SPACES (TOLL CREDITS TO BE USED IN ENG & CON PHASES.CMAQ ADDED $5 IN 10/11 AND $67 2011/12)	EXISTING: 2012	EXISTING: $638	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
					REVISED: JOSHUA STREET PARK & RIDE EXPANSION - ON JOSHUA STREET WEST OF US 395,C ITY OF HESPERIA, EXISTING PNR HAS 188 SPACES AND NEEDS TO ADD 200 SPACES, TO INCLUDE LANDSCAPING, LIGHTING AND VARIOUS NON-CAPACITY STREET IMPROVEMENTS TO FACILITATE ADDITIONAL SPACES	REVISED: 2014	REVISED: $743		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SAN BERNARDIN**O**	200622	200622	LOCAL HIGHWAY	0	LENWOOD GRADE SEPARATION - NORTH OF WEST MAIN ST; APPROX.400 FT. N/O TO 600 FT. S/O BNSF AND SANTA FE RR RIGHT-OF-WAY-4 TRAVEL LANE GRADE SEPARATION (CA627)	EXISTING: 2014 REVISED: 2015	$31,732	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
SAN BERNARDINO	20130401	20130401	LOCAL HIGHWAY	0	ON ORANGE ST. FROM 2,000 FT. S/O GREENSPOT RD. TO 7,800 FT. N/O PIONEER AVE-BRIDGE REPLACEMENT 2 LANE TO 4 LANE BRIDGE	2018	$4,630	NEW RTP PROJECT COST.	NEW PROJECT
SAN BERNARDINO	20130402	20130402	LOCAL HIGHWAY	0	RESTRIPE EXISTING STRUCTURAL SECTION OF BAKER BLVD BETWEEN I-15 RAMPS AND SH 127 FROM 2 - 4 LANE CONFIGURATION IN CONJUNCTION WITH PROJECT TO REPLACE EXISTING 2 LANE BRIDGE 54CO127 WITH 4 LANE BRIDGE	2015	$25	NEW RTP PROJECT COST.	NEW PROJECT

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SAN BERNARDINO	200064	200064	LOCAL HIGHWAY	0	EXISTING: WASHINGTON ST FROM RECHE CANYON TO HUNTS LN - ELIMINATE BOTTLENECK ADD NB TURN POCKET; WIDEN 2-4 LNS ON WASHINGTON FROM RECHE CYN. TO HUNTS LN. USING EXISTING WIDTH; MODIFY SIGNALS	EXISTING: 2012	$570	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION
					REVISED: WASHINGTON ST FROM RECHE CANYON TO HUNTS LN - ELIMINATE BOTTLENECK BY ADDING NB TURN POCKET AT RECHE CANYON RD. (EXCLUSIVE LEFT AND RIGHT) THROUGH RESTRIPING AND WIDENING WITHIN R/W; MODIFY TRAFFIC SIGNALS	REVISED: 2014			
SAN BERNARDINO	44810-44812	44812	STATE HIGHWAY	10	EXISTING: I-10 TIPPECANOE RECONFIGURE INTERCHANGE & LOCAL RD IMP/MOD (HP 1366)(FORMERLY PART OF RTP ID 44810)(WESTBOUND)(NON-CAPACITY LOCAL ROAD IMPROVEMENTS - NO THRU LANES)	EXISTING: 2014	EXISTING: $57,070	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: I-10 TIPPECANOE RECONFIGURE INTERCHANGE & LOCAL RD IMP/MOD (HP 1366)(WESTBOUND - PHASE II)(FORMERLY PART OF RTP ID 44810)	REVISED: 2015	REVISED: $61,863		
SAN BERNARDINO	200048	200048	STATE HIGHWAY	15	EXISTING: I-15 AT BASELINE INTERCHANGE - FROM 1,800 N/O BASELINE TO 2,400' S/O; 1800' W/O TO EAST AVE. TO 1500' E/O EAST AVE-WIDEN RAMPS (INCLUDING BRIDGES), WIDEN BASELINE RD. FROM 4-6 LANES, WIDEN EAST AVE. FROM 2-4 LANES, REALIGN AND WIDEN S/B AND N/B DIAMOND RAMPS FROM 1-2 LNS (INCLUDG BRIDGES, AD S.B LOOP ON-RAMP (INCL BRIDGES) ADD I-15 ACCEL/DECEL LANES, AND OPERATIONAL IMPROVEME	EXISTING: 2014	EXISTING: $43,100	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: I-15 AT BASELINE INTERCHANGE - FROM 1,800 N/O BASELINE TO 2,400FT S/O; 1800FT W/O TO EAST AVE. TO 1500FT E/O EAST AVE-WIDEN RAMPS (INCLUDING BRIDGES), WIDEN BASELINE RD. FROM 4-6 LNS, WIDEN EAST AVE. FROM 2-4 LNS, REALIGN AND WIDEN S/B AND N/B DIAMOND RAMPS FROM 1-2 LNS (INCLUDG BRIDGES, AD S.B LOOP ON-RAMP (INCL BRIDGES) ADD I-15 ACCEL/DECEL LNS, AND OPERATIONAL IMPRVMNTS (EA497100)(CA435)	REVISED: 2015	REVISED: $53,378		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SAN BERNARDINO	20061201	20061201	STATE HIGHWAY	15	EXISTING: I-15/I-215 I/C IMPRVMTS-DEVORE I/C S/O GLEN HELEN PKWY TO N/O KENWOOD & ON I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PKWY TO 3100 FT N/O I-215 I/C, CONSTRUCT TRUCK BYPASS LNS S/O I-15/215 I/C TO N/O KENWOOD I/C RECONFIG OF I-15/215 I/C DEVORE RD. I/C & KENWOOD I/C RECONNECT OF CAJON BTWN DEVORE RD & KENWOOD(TLL CRDTS)	2018	EXISTING: $324,246	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O I-15/215 I/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.		REVISED: $323,865		
SAN BERNARDINO	4M1007	20110110	STATE HIGHWAY	210	EXISTING: CONSTRUCT NEW FULL-SERVICE INTERCHANGE WITH DIAMOND CONFIGURATION AT SR-210 AND PEPPER AVENUE IN THE CITY OF RIALTO. ADD WB AND EB ACCEL AND DECEL LANES AND LOCAL STREET IMPROVEMENTS (CONSTRUCT 4 LANES ON PEPPER AVE FROM HIGHLAND AVE TO 160 FT SOUTH OF SR-210).	2015	$18,965	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: CONSTRUCT NEW FULL-SERVICE INTERCHANGE WITH DIAMOND CONFIGURATION AT SR-210 AND PEPPER AVENUE IN THE CITY OF RIALTO. ADD WB AND EB ACCEL AND DECEL LANES AND WIDEN PEPPER FROM 2-4 LANES FROM HIGHLAND AVE. TO EXISTING 4 LANE SECTION S/O INTERCHANGE				
SAN BERNARDINO	4M01005	20111625	STATE HIGHWAY	210	EXISTING: SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE(S/B). TO I-10 (REDLANDS) INCLUDES AUX. LANES BETWEEN HIGHLAND AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. S/B ON RAMP	2020	$143,939	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE(S/B). TO LUGONIA (REDLANDS) INCLUDES AUX. LANES BETWEEN BASE LINE AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. S/B ON RAMP				
SAN BERNARDINO	4M01043	OM630	STATE HIGHWAY	215	EXISTING: I-215 MT. VERNON/WASHINGTON ST. INTERCHANGE-RECONSTRUCT I/C-(PROJECT IS IN REPLACE O/C STRUCTURE; RECONFIGURE ON/OFF RAMPS; ADD SB ACCEL AND NB DECEL LANE-IMPROVEMENTS TO LOCAL STREETS (PA & ED ONLY)	EXISTING: 2018	EXISTING: $85,000	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 4M01043 PROJECT COST. NO CHANGE TO RTP PROJECT	REVISED DESCRIPTION, SCHEDULE, AND FTIP COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: I-215 MT. VERNON/WASHINGTON ST. INTERCHANGE-RECONSTRUCT I/C-REPLACE O/C STRUCTURE; RECONFIGURE ON/OFF RAMPS; ADD SB ACCEL AND NB DECEL LANE-IMPROVEMENTS TO LOCAL STREETS	REVISED: 2020	REVISED: $71,500	COST. NO FISCAL IMPACT.	
SAN BERNARDINO	4TR0101	20061012	TRANSIT	0	EXISTING: DOWNTOWN S.B. PASSENGER RAIL – FROM SAN BERNARDINO METROLINK STATION TO APPROX. 1 MILE EAST TO A NEW METROLINK STATION AT RIALTO AVE AND E ST. IN DOWNTOWN SAN BERNARDINO	EXISTING: 2014	EXISTING: $66,021	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 4TR0101 PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION, SCHEDULE, AND FTIP COST
					REVISED: DOWNTOWN S.B. PASSENGER RAIL – FROM SAN BERNARDINO METROLINK STATION TO APPROX. 1 MILE EAST TO A NEW TRANSIT STATION AT RIALTO AVE AND E ST. IN DOWNTOWN SAN BERNARDINO	REVISED: 2015	REVISED: $83,713		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
VENTURA	5AL07	VEN121201	LOCAL HIGHWAY		MADERA RD IN SIMI VALLEY. WIDEN EASTSIDE FROM SIMI VILLAGE DR TO LOS ANGELES AVE TO ADD THIRD LANE AND RIGHT-TURN LANE.	2014	$600	NEW FTIP PROJECT COST FALLS WITHIN PARENT RTP 5AL07 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	NEW FTIP PROJECT

* For modeled projects, represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis

Modifications to RTP Projects

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
IMPERIAL	6120011	LOCAL HIGHWAY	0	CESAR CHAVEZ FROM 2ND STREET TO SR-98: WIDEN AND IMPROVE	2018	$13,196	DUPLICATE RTP PROJECT COST REMOVED.	REMOVED DUPLICATE PROJECT
IMPERIAL	6120002	STATE HIGHWAY	I-8	RECONSTRUCT I-8 INTERCHANGE AT IMPERIAL AVE.: FROM A TWO-LANE TO A FOUR-LANE DIAMOND TYPE OVERCROSSING, REALIGN AND RECONSTRUCT ON AND OFF-RAMPS, AND PROVIDE ACCESS TO IMPERIAL AVE. SOUTH OF I-8.	2020	$39,635	DUPLICATE RTP PROJECT COST REMOVED.	REMOVED DUPLICATE PROJECT
ORANGE	2121001	LOCAL HIGHWAY	0	NEW RAIL GRADE SEPARATION ON LOSSAN CORRIDOR AT STATE COLLEGE BLVD (ANAHEIM)	2015	$92,000	NEW RTP PROJECT COST.	NEW PROJECT (PREVIOUSLY IN 2012-2035 RTP/SCS STRATEGIC PLAN)

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2A0704	LOCAL HIGHWAY	REGIONAL CAPACITY PROGRAM	COMPLETE MPAH, IMPROVE ARTERIAL CAPACITY.	2035	$1,984,650	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED MODELING DETAILS INCLUDING THE REMOVAL OF THE 19TH STREET ADDITION FROM BALBOA TO BANNING; AND A COMPLETION DATE OF 2016 FOR THE BROOKHURST STREET SEGMENT 600'NORTH OF THE I-5 TO SR-91
ORANGE	2H0703	STATE HIGHWAY	I-5	EXISTING: ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD; EXTEND MERGE LANES BY 100 FEET REVISED: ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD	2018	$46,400	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2M0730	STATE HIGHWAY	I-5	EXISTING: ADD 2 GP LANES FROM AVERY TO ALICIA IN BOTH DIRECTIONS; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN BOTH DIRECTIONS; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONFIGURE INTERCHANGES AT AVERY PKWY & LA PAZ REVISED: ADD 1 GP LANE FROM AVERY TO ALICIA IN EACH DIRECTION; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN EACH DIRECTION; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONSTRUCT INTERCHANGES AT AVERY PKWY & LA PAZ RD.	2023	$558,700	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION
ORANGE	ORA030605	STATE HIGHWAY	I-405	EXISTING: I-405 FROM SR-73 TO I-605. IN EACH DIRECTION, ADD 1 MF LANE, CONVERT EXISTING HOV TO HOT, ADD 1 ADDITIONAL HOT LANE, AND ADDITIONAL CAPITAL IMPROVEMENTS	EXISTING: 2023	EXISTING: $1,694	NO CHANGE TO RTP PROJECT COST (COST REVISION	REVISED DESCRIPTION, SCHEDULE, AND COST (COST REVISION CORRECTS TYPOGRA-

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
				REVISED: ADD 1 MF LANE IN EACH DIRECTION, AND ADDITIONAL CAPITAL IMPROVEMENTS (BY 2022); CONVERT EXISTING HOV TO HOT, ADD 1 ADDITIONAL HOT LANE EACH DIRECTION (BY 2035)	REVISED: 2035	REVISED: $1,694,000	CORRECTS TYPOGRA-PHICAL ERROR; ORIGINAL RTP/SCS FISCAL IMPACT ANALYSIS BASED ON CORRECT COST). NO FISCAL IMPACT.	PHICAL ERROR)
ORANGE	EXISTING: 2M0733	STATE HIGHWAY	SR-55	EXISTING: ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO SR-22; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS	EXISTING: 2023	EXISTING: $343,055	RTP PROJECT COST INCREASE.	PROJECT SPLIT, REVISED SCHEDULE AND COST
	REVISED (1 OF 2): 2M0733			REVISED (1 OF 2): ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMPS AND OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS	REVISED (1 OF 2): 2020	REVISED (1 OF 2): $274,900		

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
	REVISED (2 OF 2): 2121002			REVISED (2 OF 2): I-5 TO SR-91: ADD CAPACITY AND FIX CHOKEPOINTS FROM I-5 TO SR-22; AND OTHER OPERATIONAL IMPROVEMENTS THROUGHOUT PROJECT LIMITS	REVISED (2 OF 2): 2023	REVISED (2 OF 2): $148,490		
ORANGE	2TR0701	TRANSIT	0	EXISTING: ANAHEIM RAPID CONNECTION: ELEVATED FIXED-GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER, THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT	2020	EXISTING: $676,000	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST
				REVISED: ANAHEIM RAPID CONNECTION: FIXED-GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER, THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT		REVISED: $319,000		
ORANGE	2TR1001	TRANSIT	0	EXISTING: SANTA ANA AND GARDEN GROVE FIXED GUIDEWAY BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE.	2018	EXISTING: $252,000	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
				REVISED: SANTA ANA AND GARDEN GROVE FIXED GUIDEWAY BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE. SEGMENT 1: SARTC TO BRISTOL SEGMENT 2: BRISTOL TO HARBOR		REVISED: $225,000		
SAN BERNARDINO	4120194	TRANSIT	0	ADD A SECOND TRACK/ADDITIONAL PASSING TRACK THROUGHOUT THE CORRIDOR OF PHASE 1 PROJECT	EXISTING: 2020 REVISED: 2023	$183,490	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
SAN BERNARDINO	4TR0101	TRANSIT	0	EXISTING: EXTEND RAIL SERVICE TO REDLANDS (9 MILES); COMMUTER RAIL TECHNOLOGY REVISED: EXTEND METROLINK RAIL SERVICE FROM RIALTO/E ST IN SAN BERNARDINO TO REDLANDS (9 MILES)	EXISTING: 2015 REVISED: 2018	$148,879	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE

* For modeled projects, represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis

Fiscal Impact

This Amendment No. 1 to the 2012-2035 RTP/SCS includes changes to existing projects, addition of new projects, and removal of duplicate projects. Individual project changes are addressed in the Modifications to Projects sections of this document (pp. 4-35).

In terms of overall impact on the RTP/SCS Financial Plan, there was a net cost decrease of $137 million to the 2012–2035 RTP/SCS Financial Plan from the Modifications to Projects. A summary of these changes are broken down by county in the below table (see first three rows in table below).

Any net cost increases to the RTP/SCS Financial Plan are being funded by the identified sources broken down by county (see table below) which are in addition to 2012–2035 RTP/SCS forecasted revenues.

Based on review of the funding considerations for each project documented herein, SCAG finds that this Amendment No. 1 to the 2012-2035 RTP/SCS does not adversely impact the financial constraint of the 2012–2035 RTP/SCS. The RTP/SCS remains financially constrained.

Fiscal Impact Summary

(Amounts in $1,000's)	IMPERIAL COUNTY	LOS ANGELES COUNTY	ORANGE COUNTY	RIVERSIDE COUNTY	SAN BERNARDINO COUNTY	VENTURA COUNTY	SCAG REGION
Cost increases: changes to existing and new projects	$6,080	$126,817	$240,490	$363	$21,099	$0	$394,849
Cost decreases: changes to existing projects and deleted projects	($13,196)	($60,601)	($452,155)	$0	($5,541)	$0	($531,493)
Net cost increase (decrease)	**($7,116)**	**$66,216**	**($211,665)**	**$363**	**$15,558**	**$0**	**($136,644)**
Additional funding sources:							
County sales tax	$0	$0	$0	$0	$4,630	$0	$4,630
Other local funds	$0	$65,257	$0	$363	$10,928	$0	$76,548
Total sources	**$0**	**$65,257**	**$0**	**$363**	**$15,558**	**$0**	**$81,178**

Senate Bill 375 and the Sustainable Communities Strategy

Upon the adoption of the RTP/SCS in April 2012, SCAG determined that the plan met and exceeded all of the requirements for a Sustainable Communities Strategy (SCS) as set forth in SB 375. A description of the SCS and how the requirements are addressed is included in the adopted Plan as Chapter 4. At the time of adoption, SCAG concluded that State-established greenhouse gas emission reduction targets had been met and exceeded, and the California Air Resources Board reviewed and approved this conclusion in July 2012. This Amendment No. 1 to the 2012-2035 RTP/SCS makes certain changes to transportation projects. Staff has reviewed such changes relative to the adopted plan and the requirements of SB 375, and has determined that the RTP/SCS, as amended by Amendment No. 1 remains compliant with SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets established for the SCAG region.

Transportation Conformity

Transportation conformity is required under the Federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards. Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM2.5 and PM10), carbon monoxide (CO), and nitrogen dioxide (NO2).

Under the U.S. DOT metropolitan planning regulations and EPA's transportation conformity regulations, Amendment No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program (FTIP) need to pass five tests: consistency with the adopted 2012-2035 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

The findings of the conformity determination for Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP are presented below. Details of the regional emissions analysis follow the findings.

Conformity Findings

SCAG's findings for the approval of Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP are as follows:

- Consistency with 2012-2035 RTP/SCS Test
  Inclusion of the amended projects in the 2012-2035 RTP/SCS and 2013 FTIP would not change any other policies, programs or projects in the federally approved 2012-2035 RTP/SCS.
  - Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP are consistent with the federally approved 2012-2035 RTP/SCS and meet all federal and state requirements and regulations.
- Regional Emissions Tests
  - Finding: The regional emissions analyses for Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP update the regional emissions analyses for the federally approved 2012-2035 RTP/SCS and 2013 FTIP.
  - Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions analysis for PM2.5 and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).
  - Finding: For the 1997 ozone national ambient air quality standards, Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).
  - Finding: For the 2008 ozone national ambient air quality standards, Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and

Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for NO2 meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.
- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for PM10 and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).
- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for PM10 meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).
- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions analysis for PM2.5 and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

- Timely Implementation of TCMs Test
  - Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP does not revise or otherwise alter the scope, schedule, funding priority, or implementation of any TCM.
- Financial Constraint Test
  - Finding: All projects listed in Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact chapter of this report.
- Interagency Consultation and Public Involvement Test
  - Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP comply with all federal requirements for interagency consultation and public involvement. The amendments were discussed at the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on six occasions (September 25, October 23, November 27, 2012; January 22, February 26, and March 26, 2013). The draft conformity analysis was released for a 30-day public review concluding May 9, 2013, and a public hearing was held on April 17, 2013. No conformity-specific comment was received.

Regional Emissions Analysis

The following tables summarize the required regional emission analyses for each of the non-attainment and maintenance areas within SCAG's jurisdiction. For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by California Air Resources Board to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas. For paved road dust (PM2.5 and PM10), SCAG uses the approved South Coast AQMD methodology, which uses EPA's AP-42 for the updated Base Year and a combination of additional growth in center-line miles and VMT for future years.

South Central Coast Air Basin – Ventura County Portion

Table 1. 1997 And 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2021	2030	2035
ROG	Budget	13	13	13	13
	Plan	9	7	5	5
	Budget – Plan	**4**	**6**	**8**	**8**
NOx	Budget	19	19	19	19
	Plan	14	9	6	6
	Budget – Plan	**5**	**10**	**13**	**13**

South Coast Air Basin

Table 2. 1997 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2017	2020	2023	2030	2035
ROG	Budget	136	119	108	99	99	99
	Plan	128	112[a]	100	91	76	68
	Budget – Plan	**8**	**7**	**8**	**8**	**23**	**31**
NOx	Budget	277	224	185	140	140	140
	Plan	262	210[a]	164	126	109	103
	Budget – Plan	**15**	**14**	**21**	**14**	**31**	**37**

[a] *2017 interpolated between 2014 and 2018*

Table 3. 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2014	2017	2018	2020	2021	2023	2032	2035
ROG	Budget	SCAB	136	119	119	108	108	99	99	99
	Plan	Morongo	0.4	0.4[a]	0.4	0.3	0.3	0.3	0.3	0.3
		Pechanga	0.0	0.0[a]	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	141.5	123.8[a]	117.9	108.4	104.8	97.6	78.4	73.5
		Adjustments provided by ARB	-14.8	-12.4	-11.3	-9.6	-8.7	-7.7	-5.9	-5.7
		Sum	127.1	111.8	107.0	99.1	96.4	90.2	72.7	68.0
		SCAB	128	112	107	100	97	91	73	68
	Budget – Plan		**8**	**7**	**12**	**8**	**11**	**8**	**26**	**31**
NOx	Budget	SCAB	277	224	224	185	185	140	140	140
	Plan	Morongo	1.8	1.5[a]	1.4	1.0	1.1	1.0	0.9	0.8
		Pechanga	0.0	0.0[a]	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	283.2	228.1	209.7	177.8	168.4	156.7	122.3	116.8
		Adjustments provided by ARB	-23.7	-19.8	-16.7	-15.7	-20.0	-32.0	-16.8	-15.0
		Sum	261.4	209.8	194.4	163.1	149.5	125.7	106.4	102.6
		SCAB	262	210	195	164	150	126	107	103
	Budget – Plan		**15**	**14**	**29**	**21**	**35**	**14**	**33**	**37**

[a] *2017 interpolated between 2014 and 2018*

Table 4. PM2.5 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	Budget	132	132	132	132
	Plan	124	105	73	66
	Budget – Plan	**8**	**27**	**59**	**66**
NOx	Budget	290	290	290	290
	Plan	275	183	114	108
	Budget – Plan	**15**	**107**	**176**	**182**
PM2.5	Budget	35	35	35	35
	Plan	21	12	5	5
	Budget – Plan	**14**	**23**	**30**	**30**

Table 5. PM10 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	Budget	251	251	251	251
	Plan[a]	124	96	73	66
	Budget – Plan	**127**	**155**	**178**	**185**
NOx	Budget	549	549	549	549
	Plan[a]	275	167	114	108
	Budget – Plan	**274**	**382**	**435**	**441**
PM10	Budget	166	166	166	166
	Plan[b]	79	79	85	87
	Budget – Plan	**87**	**87**	**81**	**79**

a Including baseline adjustments provided by ARB.
b Excluding AQMD Backstop Measure.

On March 22, 2013, EPA Regional Administrator, Jared Blumenfeld, signed a proposed rule approving the South Coast PM10 maintenance plan and the associated motor vehicle emissions budgets. Table 6 below is for information purposes only since the proposed new budgets have not been finalized by EPA. If the new PM10 budgets are approved by EPA as proposed, Table 6 will supersede Table 5 above.

Table 6. PM10 (24-Hour Emissions [Tons/Day]) with New PM10 Budgets Proposed by EPA in April 2013 (pending EPA approval)

Pollutant		2014	2020	2030	2035
ROG	Budget	182	110	81	81
	Plan[a]	124	96	73	66
	Budget – Plan	**58**	**14**	**8**	**15**
NOx	Budget	372	180	116	116
	Plan[a]	275	167	114	108
	Budget – Plan	**97**	**13**	**2**	**8**
PM10	Budget	159	164	175	175
	Plan[b]	79	79	85	87
	Budget – Plan	**80**	**85**	**90**	**88**

a Including baseline adjustments provided by ARB.
b Excluding AQMD Backstop Measure.

Table 7. CO (Winter Emissions [tons/day])

Pollutant		2015	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137
	Plan	1,208	871	593	522
	Budget – Plan	**929**	**1,266**	**1,544**	**1,615**

Table 8. NO2 (Winter Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
NO2	Budget	680	680	680	680
	Plan	311	194	136	125
	Budget – Plan	**369**	**486**	**544**	**555**

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

Table 9. 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2020	2027	2035
ROG	Budget	22	22	22	22
	Plan	13	10	9	8
	Budget – Plan	**9**	**12**	**13**	**14**
NOx	Budget	77	77	77	77
	Plan	34	24	21	22
	Budget – Plan	**43**	**53**	**56**	**55**

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

Table 10. PM10 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM10	No Build	9.8	10.1	11.8	12.8
	Build	9.1	9.6	11.3	12.1
	No Build – Build	**0.7**	**0.5**	**0.5**	**0.7**

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

Table 11. PM10 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM10	No Build	0.1	0.1	0.1	0.1
	Build	0.1	0.1	0.1	0.1
	No Build – Build	**0.0**	**0.0**	**0.0**	**0.0**

Salton Sea Air Basin – Riverside County Coachella Valley Portion

Table 12. 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2020	2027	2035
ROG	Budget	7	7	7	7
	Plan	6	6	4	4
	Budget – Plan	**1**	**1**	**3**	**3**
NOx	Budget	26	26	26	26
	Plan	19	12	11	11
	Budget – Plan	**7**	**14**	**15**	**15**

Table 13. PM10 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM10	Budget[a]	10.9	10.9	10.9	10.9
	Plan	8.0	7.6	7.8	8.0
	Budget – Plan	**2.9**	**3.3**	**3.1**	**2.9**

[a] *Budget set to one decimal place by 2003 Coachella SIP.*

Salton Sea Air Basin – Imperial County Portion

Table 14. 1997 and 2008 Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2015	2020	2030	2035
ROG	Budget	7	7	7	7
	Plan	5	4	4	4
	Budget – Plan	**2**	**3**	**3**	**3**
NOx	Budget	17	17	17	17
	Plan	12	9	9	10
	Budget – Plan	**5**	**8**	**8**	**7**

Table 15. PM2.5 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM2.5	No Build	0.7	0.7	0.8	0.8
	Build	0.7	0.6	0.7	0.8
	No Build – Build	**0.0**	**0.1**	**0.1**	**0.0**

Table 16. PM10 (24-HOUR Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM2.5	No Build	2.1	2.3	2.6	2.8
	Build	1.8	2.0	2.3	2.4
	No Build – Build	**0.3**	**0.3**	**0.3**	**0.4**

Public Review and Comment

SCAG is required to provide a 30-day public review and comment period for the draft Amendment. A Notice of Availability and Public Hearing, and the draft Amendment was posted on SCAG's website at http://scag.ca.gov. Written comments were accepted until 5:00PM on Thursday, May 9, 2013, via US mail or email to:

Southern California Association of Governments
Attention: Margaret Lin
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017
or to lin@scag.ca.gov

A public hearing was also held at SCAG's Main Office in Los Angeles on Wednesday, April 17, 2013, at 10:00AM and was accessible via videoconference at SCAG's regional offices throughout the region.

One public comment was received. The comment, along with SCAG's response, can be found on the table on the following page.

SCAG has also fully coordinated this Amendment with the regional stakeholders through SCAG's committee structure. Specifically, staff provided periodic reports regarding this Amendment to the Transportation Committee (TC), the Energy and Environment Committee (EEC), and Transportation Conformity Working Group (TCWG).

Comments and Responses

DATE	NAME	AFFILIATION	FORMAT	COMMENT SUMMARY	RESPONSE TO COMMENT
4/15/13	JAMES MEJIA	SAN BERNARDINO ASSOCIATED GOVERNMENTS	E-MAIL	SANBAG comment to 2013 FTIP Consistency Amendment #13-04: 1. SANBAG requests to change the lead agency of project 200048 from Rancho Cucamonga to SANBAG in our Amendment 4 submittal. Due to the anticipated approval of Amendment 4, SANBAG would like to submit as the project Lead Agency as we will being taking that role for the project's construction phase. 2. We also would like to correct the description on project 20061201. There is a typo near the end of the description that states I-12/I-215 IC instead of the I-15.	Thank you for your comment. The requested changes have been made, and appear in this final Amendment document.

Conclusion

This Amendment maintains the integrity of the transportation conformity findings of the adopted 2012-2035 RTP/SCS. This Amendment also remains compliant under SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets. Furthermore, the PEIR Addendum associated with this Amendment concludes that the proposed project changes would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Appropriate and adequate procedures have been followed in ensuring coordination of this Amendment, allowing all concerned parties, stakeholders, and the public ample opportunities to voice concern and provide input. In conclusion, this Amendment No. 1 to the 2012-2035 RTP/SCS complies with all applicable federal and state requirements, including the Transportation Conformity Rule.

Attachments: Public Comments

From: James Mejia [mailto:jmejia@sanbag.ca.gov]
Sent: Monday, April 15, 2013 12:25 PM
To: Rosemary Ayala
Cc: Carrie Schindler
Subject: SANBAG comment to 2013 FTIP Consistency Amendment #13-04

Hello Rosemary,

SANBAG comment to 2013 FTIP Consistency Amendment #13-04:

1. SANBAG requests to change the lead agency of project 200048 from Rancho Cucamonga to SANBAG in our Amendment 4 submittal. Due to the anticipated approval of Amendment 4, SANBAG would like to submit as the project Lead Agency as we will being taking that role for the project's construction phase.
2. We also would like to correct the description on project 20061201. There is a typo near the end of the description that states I-12/I-215 IC instead of the I-15.

Thank you

James Mejia
Transportation Programming Specialist
San Bernardino Associated Governments
1170 West 3rd Street, 2nd Floor
(909) 884-8276 x163

REPORT

AGENDA ITEM NO. 5

DATE: June 6, 2013

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

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

SUBJECT: Addendum No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report (PEIR)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION FOR EEC:
Recommend that the Regional Council adopt Resolution No. 13-550-1 to approve the Addendum No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report.

RECOMMENDED ACTION FOR RC:
Adopt Resolution No. 13-550-1 to approve the Addendum No. 1 to the Program Environmental Impact Report to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

EXECUTIVE SUMMARY:
Since the adoption of the 2012-2035 RTP/SCS, SCAG has received requests from the six (6) County Transportation Commissions (CTCs) in the SCAG region to amend the RTP/SCS to reflect additions or changes to a number of critical transportation projects. SCAG has assessed the additional and modified projects at the programmatic level and finds that the projects identified in the 2012-2035 RTP/SCS Amendment No. 1 are consistent with the analysis; mitigation measures; and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR. Further, SCAG finds that the proposed changes to the 2012-2035 RTP/SCS Project List identified in 2012-2035 RTP/SCS Amendment No.1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR. As such, SCAG has prepared Addendum No. 1 to the 2012-2035 RTP/SCS PEIR for approval.

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

BACKGROUND:
On April 4, 2012, the RC adopted the 2012-2035 RTP/SCS. On June 4, 2012, the FHWA/FTA approved the transportation conformity determination required under the federal Clean Air Act, for the 2012-2035 RTP/SCS. Since that time, SCAG has received requests from the six (6) CTCs in the SCAG region to amend the 2012-2035 RTP/SCS to reflect additions or changes to a number of critical transportation projects in order to allow them to move forward towards the implementation phase.

The 2012-2035 RTP/SCS includes approximately 3,600 projects with completion dates spread over a 23-year time period. The Amendment No. 1 to the 2012-2035 RTP/SCS proposes revisions to 36 projects and includes seven new projects. Most of the project modifications are relatively minor in nature, including changes to completion years, costs, as well as minor modifications to project scopes. The proposed Amendment No.1 to the 2012-2035 RTP/SCS is contained in your EEC agenda packet, as an attachment to Item Number 3.

BASIS FOR A PEIR ADDENDUM:
When an EIR has been certified and the project is modified or otherwise changed after certification, additional review may be necessary pursuant to CEQA. The key considerations in determining the need and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code and CEQA Guidelines Section 15162, 15163 and 15164. In general, an Addendum is allowed when there are no substantial changes to the project or new information that would require major revisions to the EIR. Substantial changes are defined as those which "will require major revisions of the previous EIR…due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects." An Addendum is not required to be circulated for public review.

ENVIRONMENTAL ASSESSMENT:
SCAG staff conducted a programmatic environmental assessment of the changes to the 2012-2035 RTP/SCS Project List documented in proposed Amendment No. 1 pursuant to CEQA. SCAG found that adoption of the proposed modifications would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. SCAG staff also finds that the proposed modifications are consistent with the analysis; mitigation measures; and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR. Therefore, it is determined that a subsequent or supplemental EIR was not required and the EIR Addendum No. 1 to the 2012-2035 RTP/SCS fulfills the requirements of CEQA.

FISCAL IMPACT:
Work associated with this item is included in the current FY2012/13 Overall Work Program No. 020.SCG00161.04.

ATTACHMENTS:
1. Resolution No. 13-550-1
2. Addendum No. 1 to the 2012-2035 RTP/SCS Program Environmental Impact Report

LEGAL REVIEW:
The Legal Counsel has reviewed this report and attachments.

Joann Africa, Chief Counsel

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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

Officers
President
Greg Pettis, Cathedral City

First Vice President
Carl Morehouse, San Buenaventura

Second Vice President
Cheryl Viegas-Walker, El Centro

Immediate Past President
Glen Becerra, Simi Valley

Executive/Administration Committee Chair
Greg Pettis, Cathedral City

Policy Committee Chairs
Community, Economic and Human Development
Margaret Finlay, Duarte

Energy & Environment
James Johnson, Long Beach

Transportation
Keith Millhouse, Ventura County Transportation Commission

RESOLUTION NO. 13-550-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING THE ADDENDUM NO. 1 TO THE FINAL 2012-2035 RTP/SCS PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) FOR THE 2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2012-2035 RTP/SCS)

WHEREAS, SCAG adopted and certified the Final Program Environmental Impact Report (PEIR) for the 2012-2035 RTP/SCS (SCH #2011051018) on April 4, 2013, in accordance with the California Environmental Quality Act ("CEQA"), Cal. Pub. Res. Code Section 21000 et seq.; and

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

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

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

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

WHEREAS, pursuant to CEQA Guidelines Section 15164(d) the Regional Council has considered the Addendum No. 1 to the 2012-2035 RTP/SCS PEIR with the Final PEIR prior to making a decision on the Amendment No. 1 to the 2012-2035 RTP/SCS; and

WHEREAS, for the reasons set forth in Addendum No. 1 to the 2012-2035 RTP/SCS PEIR, SCAG determined that an Addendum is the appropriate CEQA document because the proposed project revisions as set forth in the Amendment No. 1 to the 2012-2035 RTP/SCS do not meet the conditions of CEQA Guidelines Section 15162, for preparation of a Subsequent EIR; and

WHEREAS, SCAG prepared Addendum No. 1 to the 2012-2035 RTP/SCS PEIR, attached hereto and incorporated herein by this reference (Attachment 2), in order to address proposed changes to the 2012-2035 RTP/SCS as described in Amendment No. 1 to the 2012-2035 RTP/SCS.

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

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

1. The Addendum No. 1 to the 2012-2035 RTP/SCS PEIR has been completed in compliance with CEQA.

2. The adoption of the proposed revisions set forth in Amendment No. 1 to the RTP/SCS would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects; such proposed changes are consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR; and thus, a subsequent or supplemental EIR is not required and the Addendum No. 1 to the 2012-2035 RTP/SCS PEIR fulfills the requirements of CEQA.

APPROVED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 6th day of June, 2013.

[SIGNATURES ON FOLLOWING PAGE]

_____
Gregory S. Pettis
President, SCAG
Councilmember, Cathedral City

Attest:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joanna Africa
Chief Counsel

This Page Intentionally Left Blank

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Addendum No. 1 to the

Program Environmental Impact Report

for the 2012-2035 RTP/SCS

Southern California Association of Governments
2012-2035 Regional Transportation Plan/Sustainable Communities Strategy
State Clearinghouse # 2011051018

Introduction

Southern California Association of Governments (SCAG) proposes to amend the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP is a long-range vision for regional transportation investments. Using growth forecasts and economic trends, the RTP considers the role of transportation relative to economic factors, environmental issues and quality-of-life goals, and provides an opportunity to identify transportation strategies today that address mobility needs for the future. The RTP is updated every four years to reflect changes in economic trends, state and federal requirements, progress made on projects, and adjustments for population and jobs. The SCS, a new element of the RTP pursuant to SB375, integrates land use, transportation strategies, and transportation investments within the Plan.

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

Since the adoption of the 2012-2035 RTP/SCS in April 2012, SCAG has received requests from several county transportation commissions to amend the Plan to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects contained therein (proposed Amendment No. 1 to the 2012-2035 RTP/SCS, referred to herein as "2012-2035 RTP/SCS Amendment No. 1).

As the Lead Agency under the California Environmental Quality Act (CEQA, Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared the Final RTP/SCS Program EIR (PEIR) for the 2012-2035 RTP/SCS to evaluate the potential environmental impacts associated with implementation of the 2012-2035 RTP/SCS and to identify practical and feasible mitigation measures.

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

In sum, the 2012-2035 RTP/SCS PEIR serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed Plan by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. Site specific analysis will occur as each project is defined and goes through individual project review. The 2012-2035 RTP/SCS PEIR was certified on April 4, 2012; This Addendum to the 2012-2035 RTP/SCS PEIR has been prepared to address proposed updates and revisions to the 2012-2035 RTP/SCS

Project List.

Basis for the Addendum

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

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

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

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete, shows any of the following:

a. The project will have one or more significant effects not discussed in the previous EIR;

b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

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

in the 2012 PEIR; or 3) new information of substantial importance showing significant effects not previously examined.

While the proposed changes to the 2012-2035 RTP/SCS Project List may arguably represent "New information of substantial importance…" at the local level, these changes are not substantial at the regional level as analyzed in the 2012-2035 RTP/SCS PEIR. More specifically, the proposed changes to the 2012-2035 RTP/SCS Project List would not result in one or more significant effects (at the regional level) not discussed in the 2012-2035 RTP/SCS PEIR, nor result in impacts that are substantially more severe than shown in the 2012-2035 RTP/SCS PEIR. Moreover, no changes to the mitigation measures contained in the 2012-2035 RTP/SCS PEIR are necessary or being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the 2012-2035 RTP/SCS PEIR, the level of detail for individual projects on the RTP/SCS Project List is generally insufficient to be able to analyze local effects. Such analysis is more appropriately undertaken in Tier 2, project-specific environmental documents prepared by the individual agencies proposing each project. In sum, the proposed changes to the 2012-2035 RTP/SCS Project List, contained in the 2012-2035 RTP/SCS Amendment No. 1 do not result in any of the conditions described in CEQA section 15162(a). For these reasons, SCAG has elected to prepare an addendum to the 2012 PEIR rather than a subsequent EIR.

SCAG has assessed the additional and modified projects at the programmatic level, and finds that the projects identified in Amendment No. 1 are consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR. Further, SCAG finds that the proposed changes to the 2012-2035 RTP/SCS Project List identified in 2012-2035 RTP/SCS Amendment No. 1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR. As such, SCAG has prepared this Addendum to the 2012-2035 RTP/SCS PEIR.

Project Description

The 2012-2035 RTP/SCS includes approximately 3,600 projects with completion dates spread over a 23 year time period. Proposed 2012-2035 RTP/SCS Amendment No. 1 includes 43 projects, or approximately 1% of the total 2012-2035 RTP/SCS projects. The amendment proposes revisions (scope, schedule, or costs) to thirty projects already included in the 2012-2035 RTP/SCS and also includes seven new projects. The new projects include transit, freeway, and arterial projects, none of which are different than the types of projects already included in the 2012-2035 RTP/SCS and analyzed in the PEIR.

The project changes identified in proposed 2012-2035 RTP/SCS Amendment No. 1 can be broadly categorized as follows:

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

Proposed revisions to the 2012-2035 RTP/SCS Project List are described in 2012-2035 RTP/SCS Amendment No. 1, Project Modifications section (pp. 3-35), which is incorporated herein by this reference. The proposed 2012-2035 RTP/SCS Amendment No. 1 is posted at http://rtpscs.scag.ca.gov/Pages/Draft-Amendment-1.aspx.

Analysis of Impacts

The changes described above to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR broadly identifies a number of region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by the 2012-2035 RTP/SCS.

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

Although the new projects identified in the 2012-2035 RTP/SCS Amendment No. 1 were not identified in the 2012-2035 RTP/SCS PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the 2012-2035 RTP/SCS and with the analysis and conclusions presented in the 2012-2035 RTP/SCS PEIR. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, NEPA, and all other applicable regulations.

No changes to the mitigation measures contained in the 2012-2035 RTP/SCS PEIR are necessary or proposed. SCAG has determined that the changes and additions identified above would result in impacts that would fall within the range of impacts identified in the 2012-2035 RTP/SCS PEIR. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the 2012-2035 RTP/SCS PEIR are anticipated to result from the changes and additions identified in the 2012-2035 RTP/SCS Amendment No. 1.

Aesthetics and Views

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 are not expected to cause significant adverse impacts to aesthetics or views beyond those already described in the 2012-2035 RTP/SCS PEIR. Significant impacts anticipated in the 2012-2035 RTP/SCS PEIR would be the substantial degradation of the existing visual character or quality of the site and its surroundings, adverse effects on a scenic vista, damage to scenic resources, creating a new source of substantial light affecting day or nighttime views, and affecting shadow-sensitive uses that would be shaded by a project-related structure for more than three hours in the winter or for more than four hours during the summer (2012-2035 RTP/SCS PEIR pp. 3.1-8 – 3.1-18).

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increases in aesthetic or view impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Air Quality

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 are not expected to cause additional significant air quality impacts beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR identified significant and unavoidable impacts to regional air quality, cancer risk increases, and short-term air emissions from implementation of the RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.2-21 – 3.2-41). Nevertheless, both the 2012-2035 RTP/SCS and Amendment No. 1 meet the regional emissions and other tests set forth by the federal Transportation Conformity regulations, demonstrating the integrity of the State Implementation Plans prepared pursuant to the federal Clean Air Act for the non-attainment and maintenance areas in the SCAG region. The updated conformity analysis can be found in section 3 of the 2012-2035 RTP/SCS Amendment No. 1 and is incorporated herein by reference.

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increases in air quality impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Biological Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 are consistent with the findings of the 2012-2035 RTP/SCS PEIR analysis of biological resources. The 2012-2035 RTP/SCS PEIR concluded that significant impacts expected with the implementation of the RTP/SCS includes the disturbance and removal of natural vegetation that may be utilized by sensitive species, habitat fragmentation and associated decrease in habitat quality, litter, trampling, light pollution and road noise, displacement of riparian and wetland habitat, siltation, loss of prime farmlands, grazing lands, open space and recreation lands. (2012-2035 RTP/SCS PEIR pp. 3.3-39 – 3.3-59).

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any significant new or increases in region-wide biological impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Cultural Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 would result in impacts consistent with the findings of the 2012-2035 RTP/SCS PEIR on cultural resources. The 2012-2035 RTP/SCS PEIR

determined that the development of new transportation facilities may affect archaeological and paleontological resources, primarily through the disturbance of buried resources. Additionally, the development of new transportation facilities may affect historic architectural resources (structures 50 years or older), either through direct affects to buildings within the proposed project area, or through indirect affects to the area surrounding a resource if it creates a visually incompatible structure adjacent to a historic structure (2012-2035 RTP/SCS PEIR pp. 3.4-18 - 3.4-27).

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any significant new or increases in region-wide cultural resource impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Geology, Soils, and Mineral Resources

Potential impacts on geology, soils, and mineral resources resulting from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 would be consistent with the findings of the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR identified that damage to transportation infrastructure can result from geologic and seismic activity, such as surface rupture, ground shaking, subsidence, liquefaction, soil expansion and land-sliding. In addition work associated with implementation of the 2012-2035 RTP/SCS could cause impacts such as soil erosion, ground instability and loss of mineral resources. However, incorporation of mitigation measures identified in the 2012-2035 RTP/SCS PEIR would alleviate significant impacts associated with geological safety and mineral loss (2012-2035 RTP/SCS PEIR pp. 3.5-14 – 3.5-23).

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide geology, soils, or mineral resource impacts programmatically addressed in the 20012 PEIR.

Greenhouse Gas Emissions

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 are not expected to cause additional significant greenhouse gas emission impacts beyond those already identified in the 2012-2035 RTP/SCS PEIR. Though lead agencies retain the discretion to determine thresholds of significance of GHG emissions, the 2012-2035 RTP/SCS PEIR identifies three thresholds of significance: increase in GHG emissions compared to existing conditions, conflict with SB 375 GHG emission reduction targets, and conflict with other applicable GHG reduction plans. Both the 2012-2035 RTP/SCS and proposed

Amendment No. 1 achieve and exceed the SB375 per capita GHG reduction targets for the SCAG region.

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increase in greenhouse gas emissions impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Hazardous Materials

Potential impacts on hazardous materials from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 would be consistent with the findings of the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR concluded that the RTP/SCS would improvement the movement of goods, including hazardous materials, through the region. The potential significant impacts include potential hazards created due to the disturbance of contaminated property during implementation of the 2012-2035 RTP/SCS and risk of accidental releases due to an increase in the transportation of hazardous materials and the potential for such releases to reach schools within one-quarter mile of transportation facilities affected by the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.7-8 – 3.7-18).

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increases in region-wide hazardous materials impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

Land Use and Agricultural Resources

Potential impacts to land use that could result from the proposed changes to the 2012-2035 RTP/SCS -Project List contained in the 2012-2035 RTP/SCS Amendment No. 1 are anticipated to result in impacts consistent with the findings of the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR analyzed potential impacts of the 2012-2035 RTP/SCS on land use consistency and compatibility. The 2012-2035 RTP/SCS PEIR concluded that the RTP/SCS would affect land use patterns and the consumption of agricultural land and forest resources. Expected significant impacts include substantial land use density growth in areas adjacent to transit, separation of residences from community facilities and services and impacts on vacant natural lands (2012-2035 RTP/SCS PEIR pp. 3.8-11 – 3.8-27).

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, incorporation of the proposed changes to the

Project List would not result in any significant new or increases in region-wide land use and agricultural resource impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

Noise

Potential noise impacts from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 201 RTP/SCS Amendment No. 1 are anticipated to be consistent with the findings of the 2012-2035 RTP/SCS PEIR for noise. The projects could potentially cause temporary or permanent increases in ambient noise levels and expose noise-sensitive land uses to noise increases in excess of acceptable levels. However, the assessment in the 2012-2035 RTP/SCS PEIR Noise Chapter adequately evaluates these impacts at the programmatic level and includes mitigation measures to be implemented at the project level (2012-2035 RTP/SCS PEIR pp. 3.9-13 – 3.9-26). Impacts from the proposed project identified in this Amendment would be expected to fall within the range of impacts previously identified in the 2012-2035 RTP/SCS PEIR.

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide noise impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

Population, Housing and Employment

Potential impacts to population, housing, and employment from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 are anticipated to be consistent with the findings for the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR analyzed potential impacts to population growth and current residential and business land uses that could occur upon implementation of the 2012-2035 RTP/SCS. The 2012-2035 RTP/SCS PEIR concluded that the RTP would result in significant impacts including substantial induced population growth in areas adjacent to transit, displacement of existing businesses and homes, separation of residences from community facilities and services, and impacts on vacant natural lands. Also indirectly, population distribution is expected to occur due to the transportation investments and land use policies identified in the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.10-6 – 3.10-13).

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Therefore, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide population, employment, and housing impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Public Services and Utilities

The potential impacts from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 20012 RTP/SCS Amendment No. 1 are anticipated to be within the range of, and consistent with the findings of, the 2012-2035 RTP/SCS PEIR for public services and utilities of the 2012-2035 RTP/SCS PEIR. Anticipated significant cumulative impacts include demand for more police, fire, emergency personnel and facilities; demand for more school facilities and teachers; demand for additional solid waste services, and increased potential of encountering and severing utility lines during implementation of the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.11-45 – 3.11-56).

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide public service or utilities impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

Transportation, Traffic and Security

Proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 are not expected to cause significant adverse impacts on region-wide transportation beyond what was analyzed in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR utilized data from the Regional Travel Demand Model to present a regional analysis for the impacts of the 2012-2035 RTP/SCS on transportation. The 2012-2035 RTP/SCS PEIR identifies the following significant impacts from implementation of the 2012-2035 RTP/SCS: increased Vehicle Miles Traveled (VMT); greater average daily Vehicle Hours of Delay (VHD) for heavy-duty truck trips; increased percentage of work opportunities within a 45 minute travel time; and lower system-wide fatality accident rate and injury accident rate in the SCAG region (2012-2035 RTP/SCS PEIR pp. 3.12-23 – 3.12-45).

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level.. Therefore, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide transportation, traffic, and security impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Water Resources

The potential impacts from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 are anticipated to be within the range of, and consistent with the findings of, the 2012-2035 RTP/SCS PEIR on water resources. The 2012-2035 RTP/SCS PEIR identified degradation of surface water quality, potential reduction of

groundwater infiltration; increased flooding hazards; and potentially increase demand for water supply and associated infrastructure (2012-2035 RTP/SCS PEIR pp. 3.13-25 – 3.13-48).

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide water resource impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

Comparison of Alternatives

The proposed changes to the Project List identified in 2012-2035 RTP/SCS Amendment No. 1 would not significantly affect the comparison of alternatives in the 2012-2035 RTP/SCS PEIR. Amendment No. 1 to the 2012-2035 RTP/SCS is within the scope of the programmatic-level comparison among the alternatives considered in the 2012-2035 RTP/SCS PEIR: 1) No Project; 2) Modified 2008 RTP Alternative; and 3) Envision 2 Alternative. The analysis in the Alternatives chapter of the 2012-2035 RTP/SCS PEIR would not be significantly affected by the inclusion of the projects identified in the 2012-2035 RTP/SCS Amendment No. 1. Therefore, no further comparison is required at the programmatic level.

Long Term Effects

The changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 would result in impacts within the scope of the discussion presented in the long-term effects chapter of the 2012-2035 RTP/SCS PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts (2012-2035 RTP/SCS PEIR pp. 5-1 – 5-4). Unavoidable and irreversible impacts from the inclusion of the proposed changes to the Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2012-2035 RTP/SCS PEIR.

Any growth inducing impacts are expected to be approximately equivalent to those previously disclosed in the 2012-2035 RTP/SCS PEIR (2012-2035 RTP/SCS PEIR pp. 5-1 – 5-4). Overall, the proposed changes to the Project List presented in the 2012-2035 RTP/SCS Amendment No. 1, are within the scope of the broad, programmatic-level impacts identified and disclosed in the 2012-2035 RTP/SCS PEIR. Thus, the 2012-2035 RTP/SCS Amendment No. 1 would result in impacts consistent with the findings on long-term effects analysis contained in the 2012-2035 RTP/SCS PEIR.

Findings

After completing a programmatic environmental assessment of the proposed changes described herein to the Project List, SCAG finds that the proposed changes identified in the 2012-2035 RTP/SCS Amendment No. 1 would not result in either new significant environmental effects or a substantial increase in the severity of any previously identified significant effect. The proposed changes are

not substantial changes on a regional level as appropriately analyzed in the 2012-2035 RTP/SCS PEIR. The proposed changes to the Project List do not require revisions to the programmatic, region-wide analysis presented in the 2012-2035 RTP/SCS PEIR.

Further, SCAG finds that the proposed changes to the Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 do not significantly affect the comparison of regional alternatives or the potential significant impacts previously disclosed in the 2012-2035 RTP/SCS PEIR. As such, SCAG has assessed the proposed changes to the Project List included in 2012-2035 RTP/SCS Amendment No. 1 at the programmatic level, and finds that inclusion of the proposed changes would be consistent with the analysis and mitigation measures contained in the 2012-2035 RTP/SCS PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the 2012-2035 RTP/SCS. Therefore, a subsequent or supplemental EIR is not required and SCAG concludes that this Addendum to the 2012-2035 RTP/SCS PEIR fulfills the requirements of CEQA.

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

818 West 7th Street, 12th Floor, Los Angeles, CA 90017
Phone: (213) 236-1800 • Fax: (213) 236-1825 • www.scag.ca.gov

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

REGIONAL OFFICES

Imperial County
1405 North Imperial Avenue
Suite 1
El Centro, CA 92243
Phone: (760) 353-7800
Fax: (760) 353-1877

Orange County
OCTA Building
600 South Main Street
Suite 906
Orange, CA 92863
Phone: (714) 542-3687
Fax: (714) 560-5089

Riverside County
3403 10th Street
Suite 805
Riverside, CA 92501
Phone: (951) 784-1513
Fax: (951) 784-3925

San Bernardino County
Santa Fe Depot
1170 West 3rd Street
Suite 140
San Bernardino, CA 92410
Phone: (909) 806-3556
Fax: (909) 806-3572

Ventura County
950 County Square Drive
Suite 101
Ventura, CA 93003
Phone: (805) 642-2800
Fax: (805) 642-2260

please recycle 2428.2013.05.13

This Page Intentionally Left Blank

REPORT

AGENDA ITEM NO. 6

DATE: June 6, 2013

TO: Regional Council (RC)

FROM: James Johnson, Chair, Energy and Environment Committee (EEC)

SUBJECT: Public Health Subcommittee Recommendations

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve the recommendations of the Public Health Subcommittee as preliminary, recognizing these are starting points subject to further input through an open process during the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) over the next three (3) years which will culminate in adoption of the final plan in spring 2016.

EXECUTIVE SUMMARY:
At its April 5, 2012 meeting, the Regional Council (RC) approved the formation of six (6) subcommittees to follow up on implementing the 2012-2035 RTP/SCS and develop next steps for the development of the 2016-2040 RTP/SCS. The Public Health Subcommittee was formed which reported to the Energy and Environment Committee (EEC). In early 2013, each subcommittee approved a set of recommendations and took action to forward the recommendations to its respective Policy Committee for review and recommended approval by the RC. On April 4, 2013, the EEC approved the Public Health Subcommittee's recommendations with a motion that specified that these recommendations are preliminary and will serve as starting points subject to further input through an open process during the development of the 2016-2040 RTP/SCS over the next three (3) years which will culminate in adoption of the final plan in spring 2016. At the 2013 Regional Conference and General Assembly, these recommendations were reviewed at a joint meeting of the RC and Policy Committees held on May 3, 2013 to provide an opportunity for further dialogue and additional stakeholder input. The Public Health Subcommittee's recommendations, as approved by the EEC, are now brought forward to the RC for adoption.

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

BACKGROUND:
At its April 5, 2012 meeting, the RC approved the formation of six (6) subcommittees to follow up on implementing the 2012-2035 RTP/SCS and develop next steps for the development of the 2016-2040 RTP/SCS. The Regional Council approved the charter for each of the subcommittees. SCAG Immediate Past President Glen Becerra appointed to each of the subcommittees both RC and Policy Committee members, representing the six (6) SCAG counties, as subcommittee members. Hon. Becerra also appointed representatives from the private sector (including non-profit organizations) and stakeholder groups as ex-officio members. The Public Health Subcommittee reported to the EEC.

The subcommittees began meeting in the fall of 2012 and held a total of six (6) meetings each. Presentations by SCAG staff, industry professionals, and other stakeholders provided background information and input on issues facing the region relevant to each subcommittee's area of focus to facilitate implementation of the 2012-2035 RTP/SCS and develop next steps on additional work and policy recommendations for the 2016-2040 RTP/SCS.

In early 2013, each of the six (6) subcommittees approved a set of recommendations and took action to forward the recommendations to its respective Policy Committee for review and recommended approval by the RC. On April 4, 2013, the EEC approved the Public Health Subcommittee's recommendations with a motion that specified that these recommendations are preliminary, recognizing these are starting points subject to further input through an open process during the development of the RTP/SCS over the next three years which will culminate in adoption of the final plan in spring 2016. In addition, on April 11, 2013, the recommendations were shared and discussed with the Technical Working Group (TWG). The TWG will provide technical input into the development of the 2016-2040 RTP/SCS.

At the May 3, 2013 Joint Policy Committee meeting, additional comments were provided by stakeholders. Thirteen (13) individuals representing a variety of organizations offered primarily positive comments on the Subcommittees' process and recommendations. Specific comments received are highlighted below:

1. Request that SCAG develop guidelines for determining project consistency with the SCS to facilitate CEQA streamlining.
   Response: SCAG staff will review further. Staff is reviewing the CEQA streamlining process for consistency findings with the SCS.

2. Request that SCAG use/develop robust data to track the implementation of the RTP/SCS.
   Response: SCAG is in the process of developing additional data/tools to monitor the growth and development of the region, among other objectives, and will also explore additional methods by which to track the implementation of the RTP/SCS.

3. Request that SCAG collaborate with the County Transportation Commissions on an MOU workplan for active transportation similar to the one with Metro.
   Response: This is a goal shared by SCAG. SCAG hopes to develop similar agreements with our other County Transportation Commissions.

There was a recognition that the Subcommittees' recommendations are intended to serve as a starting point in the development of the 2016-2040 RTP/SCS, and will be subject to further policy direction as additional discussions and analysis occur over the next several years. Described below, the Public Health Subcommittee's recommendations, as approved by the EEC, are now brought forward to the RC for adoption.

<u>Public Health Subcommittee Recommendations</u>

1. Seek opportunities to promote transportation options with an active component/physical activity

- Support goals and principles of Active Transportation Work Plan, as it pertains to public health for all communities, particularly sensitive communities

- Promote active transportation as a means to encourage active and healthy lifestyles, and as a means to reduce greenhouse gas emissions (GHG) and reduce vehicle miles traveled (VMT)
- Support and seek opportunities to further promote safety (including both related to crime and violence, and to collision and injury) in active transportation

Next Steps to 2016-2040 RTP/SCS Development: Develop cost effective investments and strategies that promote an active life style as part of 2016-2040 RTP/SCS development process, subject to further stakeholder input and technical review, and work with transportation finance division to quantify costs and identify funding and was discussed further at Joint Meeting No.6 with the Active Transportation, Public Health and Sustainability Subcommittees.

2. **Provide robust public health data and information, as feasible, to better inform regional policy, the development of the 2016-2040 RTP/SCS, and support public health stakeholder participation**
   - To the extent feasible, include information in the following emphasis areas:
     - Monetary and health impacts of different plan alternatives
     - Physical activity
     - Emissions and exposure
       - Consider implementation of zero and/or near-zero emissions vehicles
     - Safety
     - [1]Health outcomes (for example, incidence of chronic disease)
   - Pursue feasible enhancements in data and analysis with regards to Environmental Justice report of RTP/SCS; for example, exposures and likely health issues
   - Coordinate and provide data and technical foundation for potential regional public health policy and expanded performance measures, as feasible

Next Steps to 2016-2040 RTP/SCS Development: Pursue scenario planning tool enhancements to include increased and dynamic public health data. Solicit technical review through technical working groups and other forums. Final recommendations on plan methodologies, data and performance measures in advance of release of draft plan in late 2015.

3. **Promote and seek ongoing partnerships with regional partners, local public health departments and other stakeholders**
   - Participate, gather information and provide information in the So Cal Collaborative Active Transportation Team (run by the Southern California Chronic Disease Collaborative Public Health Institute), and includes County Public Health Departments and San Diego Association of Governments (SANDAG)
   - Reach out to non-traditional stakeholders; for example, school districts

[1] SCAG currently does not possess data or technical capacity to produce health outcomes.

- Engage regional partners, including transportation agencies, on how they include health considerations in planning and project delivery
- Seek collaboration and partnership on data sharing to assist in planning efforts
- Promote public health best practices through webinars, Toolbox Tuesday workshops, or other forums

Next Steps to 2016-2040 RTP/SCS Development: Staff participation in partnerships and continue reaching out to non-traditional stakeholders. Ongoing report out to partners (for example, Regional CEOs Sustainability Working Group and technical working groups) and policy committees.

Moving Forward

Following approval by the RC, staff will carry out the "Next Steps" outlined in the recommendations, and utilize the recommendations as a starting point in the development of the 2016-2040 RTP/SCS. During the course of the next few years, staff will also return to the Policy Committees and RC to seek further policy direction as additional discussion and analysis occur.

FISCAL IMPACT:
Funds related to the work of the Public Health Subcommittee are included in the FY 2012/13 budget.

ATTACHMENT:
None

REPORT

AGENDA ITEM NO. 7

DATE: June 6, 2013

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

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

SUBJECT: Revised 2013 Amendment to the Joint Powers Agreement Concerning the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION FOR TC:
Recommend the Regional Council adopt Resolution No. 13-550-2, approving the revised 2013 Amendment to the Joint Powers Agreement (JPA) concerning the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency

RECOMMENDED ACTION FOR RC:
Adopt Resolution No. 13-550-2, approving the revised 2013 Amendment to the Joint Powers Agreement (JPA) concerning the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency.

EXECUTIVE SUMMARY:
The LOSSAN Rail Corridor Agency is seeking to amend its JPA to reflect the transfer of management of the Amtrak Pacific Surfliner service from Caltrans to the LOSSAN Rail Corridor Agency. Under the amendment, SCAG would continue its role as an ex-officio member of the LOSSAN Board. The Regional Council previously took action on the 2013 Amendment to the JPA by adopting Resolution No. 13-545-1 at its January 3, 2013 meeting. However, since that time additional minor revisions to the LOSSAN JPA were put forth by the San Diego County LOSSAN agencies to resolve their outstanding issues with the original version of the 2013 Amendment. These additional revisions were incorporated into a revised version of the 2013 Amendment to the JPA which has been unanimously agreed to by the LOSSAN Board at its April 17, 2013 meeting, and has been distributed to the member agencies for approval.

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

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

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

- California Department of Transportation (Caltrans)
- Los Angeles County Metropolitan Transportation Authority (Metro)
- North County Transit District (NCTD)
- Orange County Transportation Authority (OCTA)
- San Diego Association of Governments (SANDAG)
- San Diego Metropolitan Transit System (MTS)
- San Luis Obispo Council of Governments (SLOCOG)
- Santa Barbara County Association of Governments (SBCAG)
- Ventura County Transportation Commission (VCTC)
- California High-Speed Rail Authority (CHSRA - ex-officio member)
- National Railroad Passenger Corporation (Amtrak - ex-officio member)
- Riverside County Transportation Commission (RCTC - ex-officio member)
- Southern California Association of Governments (SCAG - ex-officio member)

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

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

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

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

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

The Regional Council previously took action on the 2013 Amendment to the JPA by adopting Resolution No. 13-545-1 at its January 3, 2013 meeting. However, since that time additional minor revisions were put forth by the San Diego County LOSSAN agencies to resolve some of their outstanding issues with the 2013 JPA Amendment. These revisions include contingencies for any reduction in operational funding from the state, and supermajority and LOSSAN region voting requirements. The CHSRA also requested some minor language revisions (please see Attachment 3). These additional revisions have been incorporated into a revised 2013 Amendment to the LOSSAN JPA which was unanimously agreed to by the LOSSAN Board at its April 17, 2013 meeting, and has been distributed to the member agencies for approval. All agencies, both voting and ex-officio, must approve these revised 2013 Amendment to the JPA for the local-control process to proceed. The following is a summary of the major changes to the 2013 Amendment to the LOSSAN JPA (please also see Attachments):

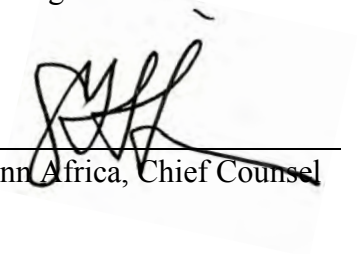
- Makes changes to voting and ex-officio membership. Specifically, Caltrans DOR is transferred from a voting member to an ex-officio member and RCTC is transferred from an ex-officio member to a voting member. SCAG will continue to be an ex-officio member.
- Identifies supermajority voting as eight of ten votes, including at least one affirmative vote from each of four regions in the LOSSAN corridor for the following items: (1) legislation, (2) JPA amendments in terms of membership and voting, (3) bylaws changes, (4) service reductions, and (5) cost sharing formulas. Among the changes incorporated in the revised 2013 Amendment there is specification that to achieve a supermajority vote, there must be at least one affirmative vote by a voting member from each region instead of one vote from each region.
- Identifies SANDAG as the Transitional Managing Agency to continue to provide administrative staff support to the LOSSAN agency from when the JPA is approved to when a Managing Agency is selected. (A RFP was issued on April 30, 2013 and selection of the first managing agency is scheduled for August 2013.)
- Includes details on the roles and responsibilities of the managing agency and the managing director, who will be appointed by the LOSSAN Board and will lead the administrative duties of the LOSSAN agency. Other duties of the managing agency include project development, budgeting and finance, business plan development, marketing, and fare policy.
- Includes additional purposes of the LOSSAN agency to administer and manage the operations of the corridor intercity passenger rail service as authorized in SB 1225.

- Includes details on the relationship between the LOSSAN corridor's commuter rail services in terms of (1) overall coordination and (2) exclusions for existing agreements, ownership rights, funding sources, and other aspects of commuter rail service.

FISCAL IMPACT:
As an ex-officio member of the LOSSAN Rail Corridor Agency, SCAG will incur no additional costs as a result of this amended JPA. Staff work related to this project is included in the current OWP under Work Element No. 12-140.SCG00121.02, Regional High Speed Transport Program.

ATTACHMENTS:
1. Revised 2013 Amendment to the LOSSAN JPA
2. SCAG Resolution 13-550-2
3. Summary of Additional Amendments to the 2013 Amendment to the LOSSAN JPA

LEGAL REVIEW:
The Legal Counsel has reviewed this report and attachments.



Joann Africa, Chief Counsel

2013 AMENDMENT TO THE

JOINT POWERS AGREEMENT

CONCERNING THE LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO CORRIDOR RAIL AGENCY

INTRODUCTION

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

Los Angeles County Metropolitan Transportation Authority;

Orange County Transportation Authority;

Riverside County Transportation Commission;

North County Transit District;

San Diego Metropolitan Transit System;

California Department of Transportation;

Southern California Association of Governments;

San Diego Association of Governments;

Ventura County Transportation Commission;

Santa Barbara County Association of Governments;

San Luis Obispo Council of Governments;

National Railroad Passenger Corporation;

California High-Speed Rail Authority;

RECITALS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WHEREAS, the initial Business Plan shall be consistent with the immediately previous California State Rail Plan developed by the Department of Transportation pursuant to Government Code Section 14036, and the January 2014 business plan developed by the California High-Speed Rail Authority pursuant to Section 185033 of the Public Utilities Code and subsequent Business Plans shall be consistent with the immediately previous plans developed by the Department and the Authority;. And

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

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

1.0 DEFINITIONS

1.1 **Agency** means the Los Angeles-San Diego-San Luis Obispo Corridor Rail Agency.

1.2 **Governing Board** or **Board** means the Board of Directors of the Agency.

1.3 **LOSSAN** is the acronym for Los Angeles-San Diego-San Luis Obispo.

1.4 **Voting member agencies (Member Agency)** mean Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Diego

Metropolitan Transit System, North County Transit District, San Diego Association of Governments, Ventura County Transportation Commission, Santa Barbara County Association of Governments, and San Luis Obispo Council of Governments.

1.5 **Ex-officio non-voting associate agencies (Associate Agency)** mean the Southern California Association of Governments, the National Railroad Passenger Corporation (Amtrak), California High-Speed Rail Authority and the California Department of Transportation.

1.6 **LOSSAN Corridor Rail Service** means Pacific Surfliner intercity passenger rail service that operates on the LOSSAN Corridor, which is a 351 mile long intercity and commuter rail corridor, stretching from San Diego in the south, up the coast to Orange County, Los Angeles County, Ventura County, and Santa Barbara County to San Luis Obispo County.

1.7 **Regional Transportation Planning Agency** means an entity authorized to prepare a regional transportation plan pursuant to Government Code Section 65080.

1.8 **Corridor City** means a city adjacent to the LOSSAN Corridor right-of-way.

1.9 **LOSSAN Regions** are defined as North Region: Ventura County, Santa Barbara County and San Luis Obispo County; Central Region: Los Angeles County; South Region: San Diego County; South Central Region: Orange County and Riverside County.

1.10 **Fiscal Year** means from July 1 to and including the following June 30.

1.11 **California State Rail Plan** is prepared every two years by the California Department of Transportation as an examination of passenger and freight rail transportation in California, in accordance with Section 14036 of the Government Code.

1.12 **Member Agency** shall mean each of those voting governmental entities set forth in paragraph 1.4 to this Agreement that have executed this Agreement and that have not withdrawn from the Agency.

1.13 **Business Plan** shall mean the business plan to be submitted by the Agency to the Secretary of the Business, Transportation and Housing Agency covering the initial three year term of the Agreement as mandated by Section 14070.4(b) and updated and submitted annually thereafter.

1.14 **Interagency Transfer Agreement** shall mean the agreement provided for in Section 14070.2(a) whereby the State of California will transfer all responsibility for administering the LOSSAN Corridor Rail Service to the Agency.

1.15 **Interim Workplan** shall mean the workplan proposed for the period commencing with the execution of the Managing Agency contract called for in Section 12.0 and ending with the then current fiscal year.

1.16 **Initial Term** shall mean the period that begins with the transfer of responsibilities from the California Department of Transportation to the Agency and continues for a three-year period.

1.17 **Managing Agency** means the Member Agency or Associate Agency or any commuter rail agency which uses the same facilities to provide commuter rail services as are used by the intercity passenger rail corridor service that has been selected by the Agency and has contracted with the Agency to provide all necessary administrative support to the Agency in order to prepare and assist in negotiating the Interagency Transfer Agreement, and to perform the Agency's duties and responsibilities during the Initial Term of the Interagency Transfer Agreement and any subsequent terms.

1.18 **Managing Director** means the director of LOSSAN Agency who is an employee of the Managing Agency. The Managing Director reports to and serves at the pleasure of the Governing Board.

1.19 **Transition Period** means the time period beginning with the effective date of the 2013 amendment to this Agreement in or around April 2013 and continuing until the effective date of a contract between the Agency and the Managing Agency to provide Managing Agency services to the Agency as called for in Section 12.0 below.

2.0 CREATION OF AGENCY

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

3.0 PURPOSES

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

3.1 Administer and manage the operations of the LOSSAN Corridor Rail Service as part of the California Passenger Rail System.

3.2 Plan, program, and fund improvements for intercity rail passenger services and facilities in the LOSSAN Corridor, including the acquisition or leasing of right-of-way, stations and station sites; the leasing or acquisition of equipment; and related activities.

3.3 Negotiate for and accept funds to be expended for the purpose of providing and improving intercity rail passenger services and activities.

3.4 Review and comment on facility, service, and operational plans and programs of the agency or agencies operating commuter rail service in the LOSSAN Corridor.

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

3.6 Advocate before local, regional, state, and federal officials and agencies for improvements to services and facilities for the corridor.

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

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

4.1 To exercise in the manner provided by this Agreement the powers common to each of the voting members and necessary to the accomplishment of the purposes of this Agreement.

4.2 To make and enter into contracts.

4.3 To negotiate and approve an Interagency Transfer Agreement whereby the State of California will transfer all responsibility for administering the LOSSAN Corridor Rail Service, including associated feeder bus service, to the Agency. Should the Agency determine that the State has failed to appropriate funds sufficient to maintain a minimum level of LOSSAN Corridor Rail Service as defined in the Interagency Transfer Agreement, then the Agency shall terminate the interagency transfer agreement within 90 days unless the Agency, by a super majority vote, elects to continue the Interagency Transfer Agreement. At such time that the Interagency Transfer Agreement is terminated, the administration of the LOSSAN Corridor Rail Service shall revert to the State, all in accordance with the terms of the Interagency Transfer Agreement. Furthermore, should the Agency choose to not approve an Interagency Transfer Agreement, the Agency will then take action to revert back to the 2011 amendment to the JPA.

4.4 To employ agents and employees.

4.5 To contract for the services deemed necessary to meet the purposes of the Agency.

4.6 To acquire, by lease, purchase, or lease-purchase, and to hold and dispose of real and personal property necessary to carry out the purposes of this Agreement.

4.7 To construct, manage, and maintain facilities and services.

4.8 To sue and be sued in its own name.

4.9 To incur debts, liabilities, or obligations. However, the debts, liabilities, and obligations of the Agency shall not constitute any debt, liability, or obligation of any of the Member Agencies that are parties to this Agreement.

4.10 To apply for and accept grants for financial aid pursuant to any applicable state or federal statutes.

4.11 To exercise any of the powers set forth in Section 6508 of the Government Code. In exercising these powers, the Agency is subject to the restrictions upon the manner of exercising the powers of the Los Angeles County Metropolitan Transportation Authority or its successor agency.

4.12 To develop procedures for selecting a Managing Agency and to select such a Managing Agency.

4.13 To exercise such other powers and to engage in such other activities as are authorized by law and approved by the Governing Board.

4.14 All powers of the Agency shall be exercised by the Governing Board.

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

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

5.1 Voting Members of the Governing Board (Member Agencies)

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

5.1.1. Two members appointed by the Los Angeles County Metropolitan Transportation Authority; one from its own membership or former membership, and one from its own membership, former membership or selected by the Authority from a LOSSAN Corridor city.

5.1.2. Two members appointed by the Orange County Transportation Authority selected from its own membership or former membership.

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

5.1.4. A member appointed by the San Diego Metropolitan Transit System selected from its own membership or former membership.

5.1.5. A member appointed by the North County Transit District selected from its own membership.

5.1.6. A member appointed by the San Diego Association of Governments selected from its own membership or former membership.

5.1.7. While three members of the Governing Board shall represent San Diego County (San Diego Metropolitan Transit System, North County Transit District, and San Diego Association of Governments), these three members shall have a total of two votes. This voting procedure shall be specified by separate agreement among the three San Diego County member agencies.

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

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

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

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

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

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

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

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

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

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

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

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

6.2 The parties to this agreement acknowledge and confirm that nothing contained in this Joint Powers Agreement shall abrogate or diminish any then current ownership rights, access and use agreements, funding sources and allocation, operating rights and agreements of any party. The Agency acknowledges and shall respect at all times the precedence established based on the aforementioned and shall not seek or support regulatory or legislative changes or remedies that would materially reduce any then current agreement or right, unless otherwise agreed to by the affected Member Agencies.

6.3 The parties further agree that the scope of this Joint Powers Agreement is limited to intercity rail service as defined in Department of Transportation regulations. Accordingly, the Agency shall recognize at all times the governing authority of parties that operate services other than intercity rail service and shall not seek or support any regulatory or legislative changes or remedies that would abrogate, diminish, and or materially change the roles and responsibilities of such parties with respect to such services, unless otherwise agreed to by the affected Member Agencies.

6.4 No party shall be obligated to incur new costs or liabilities relating to commuter and intercity operations other than from its own operations. Enhanced coordination of service shall consider impacts to existing passenger rail service.

7.0 AGENCY MANAGEMENT DURING THE TRANSITION PERIOD

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

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

During the Transition Period between the effective date of this Agreement as amended per SB 1225 and the effective date of a contract between the Agency and the Managing

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

8.0 MANAGING AGENCY

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

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

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

8.1 Negotiate and recommend the award of all necessary agreements for the Agency, including but not limited to an Interagency Transfer Agreement, agreements for the provision of passenger rail services, and use of tracks and other facilities, subject to approval by the Governing Board;

8.2 Manage all agreements entered into by the Agency;

8.3 Implement projects contained in the approved capital budget unless the administration of particular capital projects is more appropriately managed in another manner, such as by an individual agency or a local government, as determined by the Governing Board;

8.4 Provide for the maintenance and management of such property as may be owned or controlled by the Agency unless the administration of that property is more appropriately managed in another manner, such as by an individual agency or a local government, as determined by the Governing Board;

8.5 Provide a risk management program to cover the Governing Board and each of the agencies in the performance of their duties pursuant to this Agreement, and seek appropriate insurance coverage to implement such risk management program;

8.6 Seek, obtain and administer grants, subject to the provisions of Section 9.0 below;

8.7 Develop and implement marketing programs;

8.8 Prepare and submit financial reports;

8.9 Prepare for approval by the Governing Board the Business Plan;

8.10 Report regularly to the Governing Board regarding LOSSAN Corridor issues;

8.11 Recommend changes in LOSSAN Corridor Rail Service fares and the collection of fares to the Agency;

8.12 Recommend changes in scheduling and levels of service to the Agency;

8.13 Prepare and implement changes in scheduling and fares, subject to required public involvement;

8.14 Prepare capital and operating budgets for presentation to the Agency;

8.15 Facilitate interaction with other entities involved in operation, construction and renovation of the LOSSAN Corridor Rail Service; and

8.16 Negotiate with any other public or private transportation providers as necessary to ensure coordinated service with the LOSSAN Corridor Rail Service.

9.0 SOLICITATION OF GRANTS

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

10.0 BUDGET AND FUNDING

10.1 The Managing Agency shall prepare and submit to the Governing Board for approval within thirty days of the effective date of its contract with the Agency the Interim Workplan, which shall include recommendations for start-up funding needs and sources of funding therefor.

10.2 The Managing Agency shall prepare and submit to the Governing Board for approval a preliminary operating and capital budget for the succeeding fiscal year by April 1 of each year which is consistent with the prior Business Plan submitted. Upon receipt of an annual allocation from the State, the Agency shall by resolution adopt a final budget at the next regularly scheduled meeting of the Governing Board. The fiscal year shall be July 1 of each year to and including the following June 30. The budget shall include separate components for Managing Agency administration costs, operations, and capital costs anticipated to be incurred by the Agency during the fiscal year. The annual budget resolution shall set forth the authority of the Managing Agency to make capital and operating expenditures during the fiscal year, subject to such policy guidelines as the Governing Board may establish.

10.3 It is the intent of the Agency to fully fund the annual budget from State and other non-Agency funding sources, such as fares and other operating revenues. The Agency shall not operate at a deficit.

10.4 No funding, debt, or financial obligation is created against any agency solely as a consequence of executing this Agreement and no funding, debt, or financial obligation approved by the Governing Board and/or incurred by the Agency shall be binding against a Member Agency unless and until ratified by that Member Agency's governing body.

11.0 LIABILITY OF AGENCY, OFFICERS AND EMPLOYEES

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

12.0 SERVICES BY MANAGING AGENCY

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

13.0 EFFECTIVE DATE OF AGREEMENT

This Agreement shall take effect upon its execution by the Chairs of the Los Angeles County Metropolitan Transportation Authority, the Orange County Transportation Authority, the Riverside County Transportation Commission, the San Diego Metropolitan Transit System, the North County Transit District, the San Diego Association of Governments, the Ventura County Transportation Commission, the Santa Barbara County Association of Governments and the President of the San Luis Obispo Council of Governments, pursuant to resolutions of each body authorizing such execution and shall remain in full force and effect until dissolved pursuant to the provisions herein.

14.0 OFFICERS AND APPOINTEES OF THE GOVERNING BOARD AND THE AGENCY

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

14.2 The officers of the Agency shall be:

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

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

14.2.3. The Managing Director shall be an employee of the Managing Agency and serve at the pleasure of the Governing Board. The Governing Board shall appoint such a Managing Director by a majority vote of a quorum of the Governing Board. The Agency shall obtain an official bond in an amount determined by the Governing Board guaranteeing faithful performance of the Managing Director's duties. Pursuant to the LOSSAN Agency Bylaws, and pursuant to the terms, conditions and requirements of the contract with the Managing Agency, the Managing Director will

have the authority to hire and fire employees consistent with the Managing Agency personnel policies, recommend personnel classifications, oversee the assignments and other personnel actions for the Managing Agency employees designated to support the LOSSAN Corridor Rail Service. The Managing Director will also recommend to the Governing Board the Managing Agency contractors to the LOSSAN Corridor Rail Service and will direct their activities.

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

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

15.0 FUNDING FOR THE AGENCY

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

16.0 QUORUM

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

17.0 VOTING

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

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

17.2.1. Recommending changes to the LOSSAN Agency legislation;

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

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

17.2.4. Approval and changes to the LOSSAN Agency Bylaws;

17.2.5. Approval of the Interagency Transfer Agreement;

17.2.6. Continuance of the Interagency Transfer Agreement should the Agency determine that the State has failed to appropriate funds sufficient to maintain a minimum level of LOSSAN Corridor Rail Service as defined in the Interagency Transfer Agreement;

17.2.7. Reduction of LOSSAN Corridor Rail service; and

17.2.8. Establishment of or changes to cost sharing formulas.

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

18.0 RALPH M. BROWN ACT

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

19.0 FILING WITH SECRETARY OF STATE

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

20.0 BYLAWS

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

21.0 COMMITTEES

The Governing Board shall create the following committees:

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

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

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

22.0 COOPERATION WITH OTHER AGENCIES

22.1 In order to conserve fiscal resources, the Governing Board shall take actions to ensure that the technical expertise, results of previous analysis related to passenger rail service in the LOSSAN Corridor, information bases, and other data available from member and other relevant agencies shall, to the extent feasible, be fully utilized.

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

23.0 WITHDRAWAL BY MEMBER OR ASSOCIATE AGENCY

23.1 Notwithstanding any other provision of this Agreement, any Member Agency or Associate Agency may withdraw from the Agency by giving ninety (90) days advance written notice to the Governing Board. Any withdrawal from the Authority will also constitute withdrawal from the Governing Board.

23.2 The rights and obligations of any agency so withdrawing from the Agency and the Governing Board shall be determined by negotiation between the Governing Board and the withdrawing member agency. In the event that the Governing Board and the withdrawing Member Agency or Associate Agency cannot agree upon the rights and obligations of the withdrawing Member Agency, such rights and obligations shall be determined by arbitration pursuant to Section 28.0, below.

24.0 DURATION OF AGREEMENT AND TERMINATION

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

25.0 NOTICE

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

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

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

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

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

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

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

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

San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101
(619) 699-1900

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

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

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

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

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

26.0 AUDIT

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

27.0 AMENDMENTS TO THE AGREEMENT

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

28.0 ARBITRATION

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

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

29.0 CONFLICT OF INTEREST CODE

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

30.0 SUCCESSOR STATUTES

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

31.0 AGREEMENT, COMPLETE

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

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

32.0 COUNTERPARTS

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

[AGENCY NAME HERE]

_____

Chair

_____

Date

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

_____

Clerk of the Board

_____

Date

This Page Intentionally Left Blank

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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

Officers
President
Greg Pettis, Cathedral City

First Vice President
Carl Morehouse, San Buenaventura

Second Vice President
Cheryl Viegas-Walker, El Centro

Immediate Past President
Glen Becerra, Simi Valley

Executive/Administration Committee Chair
Greg Pettis, Cathedral City

Policy Committee Chairs
Community, Economic and Human Development
Margaret Finlay, Duarte

Energy & Environment
James Johnson, Long Beach

Transportation
Keith Millhouse, Ventura County Transportation Commission

RESOLUTION NO. 13-550-2

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

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

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

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

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

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

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

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

The Regional Council consists of 84 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.

2013.05.06 printed on recycled paper

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

WHEREAS, the Regional Council adopted Resolution No. 13-545-1 at its January 3, 2013 meeting that approved the 2013 Amendment to the LOSSAN JPA; and

WHEREAS, additional minor revisions were introduced by LOSSAN member agencies since that time. These revisions have been incorporated into a revised version of the 2013 Amendment to the LOSSAN JPA and have been unanimously agreed to by the LOSSAN Board at its April 17, 2013 meeting, and have been distributed to the member agencies for approval; and

WHEREAS, SCAG staff has reviewed the revised version of the 2013 Amendment to the LOSSAN JPA and found it to be acceptable. Major changes to the LOSSAN JPA included as part of the 2013 Amendment include the following: (1) changes to voting and ex-officio membership (e.g., Caltrans is transferred from a voting member to an ex-officio member and Riverside County Transportation Commission (RCTC) is transferred from an ex-officio member to a voting member; SCAG will continue to be an ex-officio member; (2) identification of SANDAG as the Transitional Managing Agency to continue to provide administrative staff support to the LOSSAN agency from when the JPA is approved to when a Managing Agency is selected; (3) provisions regarding the additional purposes of the LOSSAN agency to administer and manage the operations of the corridor intercity passenger rail service as authorized in SB 1225, and (4) clarifies voting for purposes of a supermajority vote of the LOSSAN Board.

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

1. That the Regional Council hereby authorizes SCAG to approve the revised version of the 2013 Amendment to the LOSSAN JPA in substantial form as it is presented in the June 6, 2013 staff report.

2. That SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute the 2013 Amendment to the LOSSAN JPA and submit to the LOSSAN Board of Directors.

APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 6th day of June, 2013.

[SIGNATURES ON FOLLOWING PAGE]

_____
Hon. Greg S. Pettis
President, SCAG
Councilmember, City of Cathedral City

Attested by:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joann Africa
Chief Counsel

This Page Intentionally Left Blank

SUMMARY OF ADDITIONAL AMENDMENTS TO THE 2013 AMENDED JOINT POWERS AGREEMENT LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO (LOSSAN) RAIL CORRIDOR AGENCY			
Page/ Section	*Summary*	*Specific Language*	*LOSSAN Board Approval for Distribution*
Requested by San Diego Agencies:			
6/4.3	Add a clause that should state funding for a mutually-agreed upon minimum level of service be reduced or eliminated, administration will revert back to the state based on provisions in the ITA. Should the Agency wish to continue the ITA, this would require a super majority vote.	Should the Agency determine that the State has failed to appropriate funds sufficient to maintain a minimum level of LOSSAN Corridor Rail Service as defined in the Interagency Transfer Agreement, then the Agency shall terminate the interagency transfer agreement within 90 days unless the Agency, by a super majority vote, elects to continue the Interagency Transfer Agreement. At such time that the Interagency Transfer Agreement is terminated, the administration of the LOSSAN Corridor Rail Service shall revert to the State, all in accordance with the terms of the Interagency Transfer Agreement.	February 20
15/17.2.6	Companion language to changes in Section 4.3 regarding continuing the ITA should state funding be reduced or eliminated for minimum level of service.	Continuance of the Interagency Transfer Agreement should the Agency determine that the State has failed to appropriate funds sufficient to maintain a minimum level of LOSSAN Corridor Rail Service as defined in the Interagency Transfer Agreement.	
6/4.3	Should the Agency decide not to approve the ITA, the LOSSAN joint powers authority would take action to revert back to its 2011 version.	Furthermore, should the Agency choose to not approve an Interagency Transfer Agreement, the Agency will then take action to revert back to the 2011 amendment to the JPA.	February 20
15/17.2.5	Require that final Agency approval of the ITA be a supermajority item.	Approval of the Interagency Transfer Agreement.	February 20
14/17.1 and 15/17.2	Specifies one affirmative vote by a voting member from each region instead of one vote from each region.	A supermajority vote requires eight (8) affirmative votes of the voting membership of the Governing Board, which includes at least one **member** vot~~e~~**ing in the affirmative from** ~~of~~ the voting membership ~~from~~ **of** each of the LOSSAN Regions.	April 17

SUMMARY OF ADDITIONAL AMENDMENTS TO THE 2013 AMENDED JOINT POWERS AGREEMENT LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO (LOSSAN) RAIL CORRIDOR AGENCY			
Page/ Section	*Summary*	*Specific Language*	*LOSSAN Board Approval for Distribution*
Requested by CHSRA:			
3/ Recitals	Add reference to specific language in SB 1225 regarding the Agency business plan and linkages to the State Rail Plan and California High-Speed Rail Authority Business Plan.	WHEREAS, the initial Business Plan shall be consistent with the immediately previous California State Rail Plan developed by the Department of Transportation pursuant to Government Code Section 14036, and the January 2014 business plan developed by the California High-Speed Rail Authority pursuant to Section 185033 of the Public Utilities Code and subsequent Business Plans shall be consistent with the immediately previous plans developed by the Department and the Authority;	April 17
8/5.2.3	Allow CHSRA flexibility in appointing their Board member.	California High-Speed Rail Authority shall be a non-voting, ex-officio member of the Governing Board and shall designate a representative to the board ~~preferably from its Board of Directors~~.	April 17
Additional Request by NCTD:			
8/5.15	Changes board member eligibility for NCTD.	A member appointed by the North County Transit District selected from its own membership ~~or former membership~~.	April 17
Other minor revisions			April 17

AGENDA ITEM NO. 8

REPORT

DATE: June 6, 2013

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

FROM: Rich Macias, Director of Transportation Planning, 213-236-1805, macias@scag.ca.gov

SUBJECT: Amendment No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program (FTIP)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION FOR TC:
Recommend that the Regional Council adopt Resolution No. 13-550-3 approving Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP.

RECOMMENDED ACTION FOR RC:
Adopt Resolution No. 13-550-3 approving Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP.

EXECUTIVE SUMMARY:
Since the adoption of the 2012-2035 RTP/SCS and 2013 FTIP, staff has received requests from all six (6) county transportation commissions (CTCs) in the SCAG region to amend the 2012-2035 RTP/SCS and 2013 FTIP to reflect changes to project scopes, costs, and/or schedules for thirty-six (36) critical transportation projects and the addition of seven (7) new projects in order to allow them to move forward toward the implementation phase.

At its April 4, 2013 meeting, the TC released Draft Amendment No. 1 to the 2012-2035 RTP/SCS and Draft Amendment No. 13-04 to the 2013 FTIP (together referred to as "Amendments" in this report) for a 30-day public review and comment period. During this time, one (1) comment was received, which has been addressed as appropriate in the proposed final Amendments. Based on information submitted by the CTCs, staff finds that the proposed final Amendments meet the state and federal requirements, including those associated with Senate Bill 375, transportation conformity, and fiscal constraint. At its May 17, 2013 meeting, the AB 1246 Regionwide CEOs Committee unanimously approved the proposed final Amendments. Therefore, staff recommends that the TC recommend that the Regional Council adopt Resolution No. 13-550-3 approving Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP. If the Resolution is adopted, staff will forward the Amendments to the appropriate federal and state reviewing agencies for approval. Once the Amendments' conformity determination is approved by the agencies, the Amendments would allow the projects to receive the necessary approvals and move forward towards implementation in a timely manner.

BACKGROUND:
On April 4, 2012, the Regional Council (RC) adopted the 2012-2035 RTP/SCS as developed and recommended by the Transportation Committee (TC). On June 4, 2012, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approved the transportation conformity determination, required under the federal Clean Air Act, for the 2012-2035 RTP/SCS. On the same date, the

California Air Resources Board (ARB) accepted SCAG's quantification of greenhouse gas (GHG) emission reductions from the SCS and SCAG's determination that the SCS would, if implemented, achieve the regional GHG emission reduction targets established by ARB in compliance with Senate Bill (SB) 375. At its September 19, 2012 meeting, the EAC, on behalf of the RC, adopted the 2013 FTIP. On December 14, 2012, the FHWA and FTA approved the transportation conformity determination for the 2013 FTIP.

Since that time, staff has received requests from all six (6) CTCs in the SCAG region to amend the 2012-2035 RTP/SCS and 2013 FTIP to reflect additions or changes to a number of critical transportation projects in order to allow them to move forward toward the implementation phase.

The 2012-2035 RTP/SCS includes approximately 3,600 projects with completion dates spread over a 23-year time period. The Amendments propose revisions to thirty-six (36) projects and includes seven (7) new projects. Most of the project modifications are relatively minor in nature, including changes to completion years, costs, as well as minor modifications to project scopes. Details of all project changes can be found in the proposed Amendments document (attached).

At its April 4, 2013 meeting, the TC released Draft Amendment No. 1 to the 2012-2035 RTP/SCS and Draft Amendment No. 13-04 to the 2013 FTIP for a 30-day public review and comment period. In addition, a public hearing was held on Wednesday, April 17, 2013. During this time, one comment reflecting minor adjustments to a project description was received, which has been addressed as appropriate in the proposed final Amendments. The comment and proposed response can be found in the proposed final Amendments document (attached).

Based on information submitted by the CTCs, staff finds that the proposed Amendments meet the state and federal requirements, including those associated with SB 375, transportation conformity, and fiscal constraint. In addition, an addendum to the Program Environmental Impact Report (PEIR) associated with the 2012-2035 RTP/SCS has been prepared in compliance with the requirements of California Environmental Quality Act (CEQA).

At its May 17, 2013 meeting, the AB 1246 Regionwide CEOs Committee unanimously approved the proposed final Amendments. Both the transportation conformity analysis and Addendum No. 1 to the 2012-2035 RTP/SCS PEIR are being presented to the Energy and Environment Committee (EEC) at its June 6, 2013 meeting, and thereafter to the RC, which will consider taking action on the PEIR Addendum No. 1 prior to considering approval of Resolution 13-550-3. For your reference, the PEIR Addendum No. 1 is attached to the Regional Council June 6, 2013 Agenda Item No. 4 at www.scag.ca.gov/committees/rc.htm.

Therefore, staff recommends that the TC recommend that the RC adopt Resolution No. 13-550-3 approving Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP. If the Resolution is adopted, staff would forward the Amendments to the appropriate federal and state reviewing agencies for approval. Once the Amendments' conformity determination is approved by the agencies, the Amendments would allow the projects to receive the necessary approvals and move forward toward implementation in a timely manner.

ATTACHMENTS:

1. Resolution No. 13-550-3; and
2. Proposed Amendment No. 1 to the 2012-2035 RTP/SCS and Proposed Amendment No. 13-04 to the 2013 FTIP.

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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

Officers
President
Greg Pettis, Cathedral City

First Vice President
Carl Morehouse, San Buenaventura

Second Vice President
Cheryl Viegas-Walker, El Centro

Immediate Past President
Glen Becerra, Simi Valley

Executive/Administration Committee Chair
Greg Pettis, Cathedral City

Policy Committee Chairs
Community, Economic and Human Development
Margaret Finlay, Duarte

Energy & Environment
James Johnson, Long Beach

Transportation
Keith Millhouse, Ventura County Transportation Commission

RESOLUTION NO. 13-550-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING AMENDMENT NO. 1 TO THE 2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2012-2035 RTP/SCS) AND AMENDMENT NO. 13-04 TO THE 2013 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (2013 FTIP)

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code §6500 et seq.; and

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(d) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and as such, is responsible for preparing and updating the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP) pursuant to 23 U.S.C. §134 et seq., 49 U.S.C. §5303 et seq., and 23 C.F.R. §450.312; and

WHEREAS, SCAG is the designated Regional Transportation Planning Agency (RTPA) under state law, and as such, is responsible for preparing, adopting and updating the RTP and SCS every four years pursuant to Government Code §65080 et seq., and for preparing and adopting the FTIP (regional transportation improvement program, under state law) every two years pursuant to Government Code §§ 14527 and 65082, and Public Utilities Code §130301 et seq.; and

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code §65080(b) et seq., SCAG must prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB) and that will be incorporated into the RTP. As provided by Government Code §65080(d), the subregional Sustainable Communities Strategy for the subregions of Orange County Council of Governments and Gateway Cities Council of Governments are incorporated in their entirety into the Final 2012-2035 RTP/SCS; and

The Regional Council consists of 84 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.

2013.05.06 printed on recycled paper

WHEREAS, the 2012-2035 RTP/SCS must be consistent with all other applicable provisions of federal and state law including:

(1) Federal metropolitan planning law, 23 U.S.C. §134 et seq., and regulations, 23 C.F.R. Part 450, Subpart C;

(2) California Government Code §65080 et seq.; Public Utilities Code §130058 and 130059; and Public Utilities Code §44243.5;

(3) §§174 and 176(c) and (d) of the federal Clean Air Act [(42 U.S.C. §§7504 and 7506(c) and (d)] and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93;

(4) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. §324;

(5) The Department of Transportation's Final Environmental Justice Strategy (60 Fed. Reg. 33896; June 29, 1995) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment;

(6) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. §§12101 et seq.) and accompanying regulations at 49 C.F.R. §27, 37, and 38;

(7) Senate Bill 375 (Steinberg, 2008) as codified in California Government Code §65080(b) et seq.

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP); and

WHEREAS, transportation conformity is based upon a positive conformity finding with respect to the following tests: (1) regional emissions analysis, (2) timely implementation of Transportation Control Measures, (3) financial constraint, and (4) interagency consultation and public involvement; and

WHEREAS, on April 4, 2012, the SCAG Regional Council approved the 2012-2035 RTP/SCS, and on June 4, 2012, FHWA and FTA found that the 2012-2035 RTP/SCS conforms to the applicable State Implementation Plan (SIP); and

WHEREAS, on September 19, 2012, the SCAG Regional Council approved the 2013 FTIP, and on December 14, 2012, FHWA and FTA found that the 2013 FTIP conforms to the applicable SIP; and

WHEREAS, in accordance with 23 C.F.R. Section 450.216, on November 5, 2012, under authority delegated by the Governor, the California Department of Transportation (Caltrans) approved the inclusion of SCAG's 2013 FTIP into California's 2013 Federal Statewide Transportation Improvement Program (FSTIP); and

WHEREAS, SCAG has received requests from the local county transportation commissions (CTCs) and Caltrans for additional project additions or modifications to the 2012-2035 RTP/SCS and 2013 FTIP; and

WHEREAS, 23 U.S.C. §134(h)(3)(C) and 23 C.F.R. §450.324(f)(2) requires the 2013 FTIP to be consistent with the 2012-2035 RTP/SCS; and

WHEREAS, on April 4, 2013, SCAG's Transportation Committee released the Draft Amendment No. 1 to the 2012-2035 RTP/SCS and the associated Draft Amendment No. 13-04 to the 2013 FTIP (also herein referred to as "Amendments") for a 30-day public review and comment period; and

WHEREAS, in accordance with SCAG's Public Participation Plan and applicable federal and state requirements, a Notice of Availability for a 30-day public review and comment period was posted on SCAG's website at http://scag.ca.gov on April 9, 2013, and published in major newspapers in the six-county region, the Draft Amendments were made available on SCAG's website, and copies were provided for review at SCAG offices throughout the region; and

WHEREAS, in accordance with SCAG's Public Participation Plan and applicable federal and state requirements, a public hearing for the Draft Amendments was held at the SCAG Main Office in Los Angeles on April 17, 2013, which was accessible via videoconferencing at SCAG's offices throughout the region; and

WHEREAS, SCAG has received one written comment on the Draft Amendments, and such comment along with SCAG's response is summarized in the final version of the Amendments; and

WHEREAS, SCAG has engaged in the continuing, cooperative, and comprehensive transportation planning process mandated by 23 U.S.C. §134(c) (3) and 23 C.F.R. §450.312; and

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. 93.105, SCAG consulted with the respective transportation and air quality planning agencies, including but not limited to, discussion of the draft conformity finding before the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) throughout the Amendments development process; and

WHEREAS, the Amendments include a financial plan identifying the financial impact of the changes contained in the Amendments; and

WHEREAS, the Amendments contain a positive transportation conformity determination. Using the final motor vehicle emission budgets released by ARB and found to be adequate by the U.S. Environmental Protection Agency (EPA), this conformity determination is based upon staff's analysis of the applicable transportation conformity tests; and

WHEREAS, conformity of Amendment No. 13-04 to the 2013 FTIP has been determined simultaneously with Amendment No. 1 to the 2012-2035 RTP/SCS in order to address the consistency requirement of federal law.

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

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

1. The Regional Council approves Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP for the purpose of complying with metropolitan planning requirements and all other applicable laws and regulations as referenced in the above recitals. In adopting these Amendments, the Regional Council finds as follows:

   a. Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP comply with all applicable federal and state requirements; and

   b. Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP comply with the emission reduction targets established by the California Air Resources Board and meets the requirements of SB 375 as codified in Government Code §65080(b) et seq. by achieving per capita GHG emission reductions relative to 2005 of 9% by 2020 and 16% by 2035; and

2. The Regional Council hereby makes a positive transportation conformity determination of Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP. In making this determination, the Regional Council finds as follows:

   a. Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP passes the four tests and analyses required for conformity, namely: regional emissions analysis; timely implementation of Transportation Control Measures; financial constraint analysis; and interagency consultation and public involvement.

3. SCAG's Executive Director or his designee is authorized to transmit Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP and associated conformity findings, to the FTA and the FHWA to make the final conformity determination in

accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.

4. SCAG's Executive Director or his designee is authorized to transmit Amendment No. 13-04 to the 2013 FTIP, to Caltrans for approval and inclusion of such FTIP into California's 2013 FSTIP.

APPROVED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 6th day of June, 2013.

_____
Gregory S. Pettis
President
Councilmember, Cathedral City

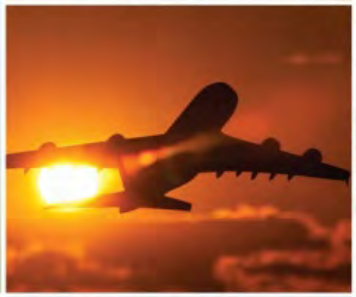
Attest:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joanna Africa
Chief Counsel

This Page Intentionally Left Blank



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

Southern California Association of Governments

PROPOSED FINAL—MAY 2013

Amendment No. 1

and Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program

Table of Contents

Introduction 2
Project Modifications 3
Modifications to FTIP Projects 4
Modifications to RTP Projects 30
Fiscal Impact 36
Fiscal Impact Summary 36
Senate Bill 375 and the Sustainable Communities Strategy 37
Transportation Conformity 38
Regional Emissions Analysis 39
South Central Coast Air Basin – Ventura County Portion 40
South Coast Air Basin 40
Western Mojave Desert Air Basin – Los Angeles County (Antelope Valley Portion) and San Bernardino County (Western Portion of MDAB) 44
Mojave Desert Air Basin – San Bernardino County Portion Excluding Searles Valley 44
Mojave Desert Air Basin – Searles Valley portion of San Bernardino County 44
Salton Sea Air Basin – Imperial County Portion 45
Public Review and Comment 46
Comments and Responses 47
Conclusion 48
Attachments: Public Comments

Introduction

On April 4, 2013, the Southern California Association of Governments (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the six-county region including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The 2012-2035 RTP/SCS represents the region's commitment to reduce emissions from transportation sources to comply with Senate Bill (SB) 375 , improve public health, and meet the National Ambient Air Quality Standards set forth by the federal Clean Air Act.

A major component of the 2012-2035 RTP/SCS is a Project List containing thousands of individual transportation projects that aim to improve the region's mobility and air quality, and revitalize our economy. Since its adoption, some of these projects have experienced technical changes that are time-sensitive and require amendments to the RTP/SCS and the Federal Transportation Improvement Program (FTIP) in order to allow these projects to move forward in a timely manner.

The purpose of this document is to identify the project changes being made via Amendment No. 1 to the 2012-2035 RTP/SCS and the associated Amendment No. 13-04 to the 2013 FTIP, and provide documentation demonstrating that the 2012-2035 RTP/SCS as amended will continue to comply with federal and state requirements, including the recently-enacted Moving Ahead for Progress for the 21st Century Act (MAP-21) metropolitan planning requirements, the Transportation Conformity Rule, and SB 375. An Addendum to the 2012-2035 RTP/SCS Program Environmental Impact Report (PEIR) has also been prepared to assess proposed changes to the 2012-2035 RTP/SCS Project List as detailed herein.

Project Modifications

The project changes identified in Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP can be broadly categorized as follows:

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

The tables on the following pages provide details of the project changes from the current Plan and are intended to illustrate a before-and-after scenario for each of the projects. For modeled projects, the "Project Completion By" year represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis purposes. For more specific individual project information as part of the RTP/SCS modeling and regional emissions analysis, please refer to the modeled projects list updated through Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP (Model List) available at http://scag.ca.gov.

Modifications to FTIP Projects

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
IMPERIAL	6OM0701	IMP091001	LOCAL HIGHWAY	0	EXISTING: WIDEN AND IMPROVE CESAR CHAVEZ BLVD. TO 4 LANES (2+2) FROM 2ND STREET TO SR 98. OTHER IMPROVEMENTS INCLUDE: SURFACE REHAB, TURN LANES, TRAFFIC SIGNAL, LIGHTING, AND SIDEWALKS.	EXISTING: 2014	EXISTING: $2,850	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
					REVISED: WIDEN AND IMPROVE CESAR CHAVEZ BLVD. TO 5 LANES (3+2) FROM 2ND STREET TO SR 98. OTHER IMPROVEMENTS INCLUDE: SURFACE REHAB, TURN LANES, TRAFFIC SIGNAL, LIGHTING, AND SIDEWALKS	REVISED: 2015	REVISED: $8,930		
LOS ANGELES	LA990359	LA990359	LOCAL HIGHWAY	0	EXISTING: GRADE SEP XINGS SAFETY IMPR; 35-MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY - EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA &L.A. SUBDIV - ITS 2318 SAFETEA #2178; 1436 #1934 PPNO 2318	2018	EXISTING: $1,347,101	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: GRADE SEP XINGS SAFETY IMPR; 35- MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY - EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA & L.A. SUBDIV - ITS 2318 SAFETEA #2178; 1436 #1934 PPNO 2318. NOGALES (LA) PROJECT INCLUDES WIDENING FROM 2 TRAVEL LANES TO 4 TRAVEL LANES OF E.WALNUT DRIVE NO. EAST OF NOGALES FOR 2600 LINEAR FEET AND WIDENING FROM 2 TRAVEL LANES TO 4 TRAVEL LANES OF GALE AVE. WEST OF NOGALES FOR 1900 LINEAR FEET.		REVISED: $1,286,500		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	LAE0465	LA0G440	STATE HIGHWAY	5	EXISTING: ROUTE 005: PHASE 2 AND 3 OF 3-- IN LA/SANTA CLARITA: PHASE 2 (N/B FR RTE 14 TO WELDON CNYN ROAD; CONSTRUCT HOV LANE)& PHASE 3 (FR SR14 TO PARKER RD OC; CONSTRUCT HOV, TRUCK & AUX LANES (EA 2332C, PPNO 3189A & EA 2332E PPNO 3189B), SAFTETEA-LU#465. PE & RW $ ARE PROGRAMMED FOR EA 2332E ONLY.	EXISTING: 2017	$410,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE
					REVISED: ROUTE 005: PHASE 2,FROM SR-14 TO PARKER ROAD, CONSTRUCT HOV/HOT, TRUCK & AUX LANES (EA 2332C, PPNO 3189A & EA 2332E PPNO 3189B), SAFTETEA-LU#465. PE & RW $ ARE PROGRAMMED FOR EA 2332E ONLY.	REVISED: 2018			

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	REG0703	LA0G872	STATE HIGHWAY	110	EXISTING: ROUTE 110: NORTHBOUND 405/SOUTHBOUND 110 CONNECTOR WIDENING OR REPLACEMENT WITH A FLYOVER AND CONSTRUCT A NEW AUXILIARY LANE ON SOUTHBOUND 110 FROM I-405/I-110 INTERCHANGE TO DEL AMO BLVD. (EA 29370 PPNO 4552) - STUDY ONLY. REVISED: ROUTE 110: NORTHBOUND 405/SOUTHBOUND 110 CONNECTOR WIDENING OR REPLACEMENT WITH A FLYOVER AND CONSTRUCT A NEW AUXILIARY LANE ON SOUTHBOUND 110 FROM I-91/I-110 INTERCHANGE TO TORRANCE BLVD. (EA 29370 PPNO 4552)	2014	$1,150	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	7120010	LA000789	TRANSIT	0	EXISTING: BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK FEASIBILITY STUDY AND CONDUCT PE, DESIGN AND CONSTRUCTION OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES.	EXISTING: 2015	EXISTING: $5,484	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 7120010 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION, SCHEDULE, AND FTIP PROJECT COST
					REVISED: BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK FEASIBILITY STUDY: CONDUCT PE, DESIGN OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES. (CONSTRUCTION IN LA000789A)	REVISED: 2017	REVISED: $3,696		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	7120010	LA000789A	TRANSIT		BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK: CONSTRUCTION OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES, INCLUDING CONSTRUCTION OF A NEW METROLINK STATION AT HOLLYWOOD WAY/SAN FERNANDO ROAD ON THE ANTELOPE VALLEY LINE AND A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES. (CONSTRUCTION OF LA000789)	2018	$1,788	NEW FTIP PROJECT COST FALLS WITHIN PARENT RTP 7120010 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	NEW FTIP PROJECT
LOS ANGELES	1TL0703	LA0D376	TRANSIT	0	CONSTRUCTION OF GRADE SEPARATIONS ON 35 MILE FREIGHT RAIL CORRIDOR FROM LOS ANGELES TO POMONA.	2015	$959	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	FTIP PROJECT DELETION, PROJECT COMBINED WITH LA990359

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	LA0D29	LA0D29	TRANSIT	0	EXISTING: HEART OF THE CITY BUS TRANSFER STATION AMENITIES. REVISED: HEART OF THE CITY BUS TRANSFER STATION AMENITIES. RELOCATE THE EXISTING INTERMODAL TRANSIT TERMINAL AND CONSTRUCT A NEW TRANSIT CENTER WITH 12 BUS BAYS, PASSENGER WAITING AREA AND INFORMATION CENTER, AND A DRIVER OPERATOR LOUNGE. THE PROPERTY WILL ALSO PROVIDE 339 PUBLIC PARKING SPACES (PLUS 2 FOR STAFF: MAINTENANCE & SECURITY) AND BICYCLE FACILITIES. LOCATION - 1521 KINGSDALE AVENUE, REDONDO BEACH, CA 90278	2014	EXISTING: $9,378 REVISED: $10,045	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION AND COST
LOS ANGELES	LA0G901	LA0G901	TRANSIT		HISTORIC LOS ANGELES STREETCAR	2018	$125,000	NEW RTP PROJECT COST.	NEW PROJECT

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2A0704	ORA130401	LOCAL HIGHWAY		WIDEN CERRITOS AVENUE EASTBOUND 4 TO 5 LANES, FROM WALKER STREET TO ANGELA AVENUE.	2014	$378	NEW FTIP PROJECT COST FALLS WITHIN PARENT RTP 2A0704 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	NEW FTIP PROJECT
ORANGE	2H0703	ORA111210	STATE HIGHWAY	5	EXISTING: I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD (EXTEND MERGE LANES BY 100 FEET) REVISED: I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD	2018	EXISTING: $45,669 REVISED: $46,356	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 2H0703 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND FTIP PROJECT COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2M0730	ORA111801	STATE HIGHWAY	5	EXISTING: I-5 WIDENING (EL TORO TO SR-73) - ADD 2 GP LANES FROM AVERY TO ALICIA IN BOTH DIRECTIONS; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN BOTH DIRECTIONS; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONFIGURE INTERCHANGES AT AVERY PKWY & LA PAZ. CONSISTENT WITH THE 2012 RTP REVISED: I-5 WIDENING (EL TORO TO SR-73) - ADD 1 GP LANES FROM AVERY TO ALICIA IN EACH DIRECTIONS; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN EACH DIRECTIONS; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONSTRUCT INTERCHANGES AT AVERY PKWY & LA PAZ RD. CONSISTENT WITH THE 2012 RTP	2023	$6,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2M0733	ORA100511	STATE HIGHWAY	55	EXISTING: SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP THROUGH PROJECT LIMITS (PS&E AND PAED). CONSISTENT WITH THE 2012 RTP	EXISTING: 2021	EXISTING: $297,000	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 2M0733 PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION, SCHEDULE, AND FTIP PROJECT COST
					REVISED: SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS (PS&E AND PAED). CONSISTENT WITH THE 2012 RTP	REVISED: 2020	REVISED: $274,900		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	ORA030605	ORA030605	STATE HIGHWAY	405	EXISTING: I-405 FROM SR-73 TO I-605. IN EACH DIRECTION ADD 1 MF LAND, CONVERT EXISTING HOV TO HOT, ADD 1 ADDITIONAL HOT LANE, AND ADDITIONAL CAPITAL IMPROVEMENTS. COMBINED WITH ORA045, ORA151 AND ORA120310. CONSISTENT WITH THE 2012 RTP REVISED: I-405 FROM SR-73 TO I-605 ADD 1 MF LANE EACH DIR AND PROVIDE ADDITIONAL CAPITAL IMPROVEMENTS. #317. COMBINED WITH ORA045, ORA151 AND ORA120310 ORA120310.	2023	$1,694,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2TR0701	ORA080908	TRANSIT	0	EXISTING: A TRANSIT CORRIDOR FOR THE CITY OF ANAHEIM - ANAHEIM RAPID CONNECTION (ARC) FIXED GUIDEWAY SYSTEM LINKING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER (ARTIC) TO THE PLATINUM TRIANGLE TO THE ANAHEIM RESORT. ALTERNATIVES ANALYSIS, EIR/EIS, LPA AND CONCEPTUAL AND ADVANCED ENGINEERING, PROJECT DEVELOPMENT ACTIVITIES AND PRELIMINARY ENGINEERING.	EXISTING: 2015	EXISTING: $18,536	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 2TR0701 PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION, SCHEDULE, AND FTIP PROJECT COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: A TRANSIT CORRIDOR FOR THE CITY OF ANAHEIM - ANAHEIM RAPID CONNECTION (ARC) FIXED GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER (ARTIC) THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT. ALTERNATIVES ANALYSIS, EIR/EIS, LPA AND CONCEPTUAL AND ADVANCED ENGINEERING, PROJECT DEVELOPMENT ACTIVITIES AND PRELIMINARY ENGINEERING.	REVISED: 2020	REVISED: $319,000		
RIVERSIDE	30M0701-RIV110302	RIV110302	STATE HIGHWAY	10	EXISTING: ON I-10 IN THE CITY OF BLYTHE - PROVIDE NEW W/B ON AND W/B OFF RAMPS TO HOBSON WAY APPROX 1,800' W/O EXISTING RAMPS TO RIVIERA DR/INSPECTION STATION. THE NEW RAMPS WILL REPLACE EXISTING CONNECTION TO RIVIERA DR.	2015	EXISTING: $3,635	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: ON I-10 IN THE CITY OF BLYTHE - PROVIDE NEW W/B ON AND W/B OFF RAMPS TO HOBSON WAY APPROX 3,500'' W/O EXISTING RAMPS TO RIVIERA DR/INSPECTION STATION. THE NEW RAMPS WILL REPLACE EXISTING CONNECTION TO RIVIERA DR.		REVISED: $3,998		
SAN BERNARDINO	200018	200018	LOCAL HIGHWAY	0	EXISTING: BOULDER AV ACROSS CITY CREEK S/O BASELINE - RECONSTRUCT EXISTING BRIDGE FROM 2 TO 4 LANES; ALSO WIDEN BOULDER AVE FROM 190 FT NORTH TO 1,430 FT SOUTH OF BRIDGE FROM 2-4 LANES (54C0648)(TOLL CREDITS $600 FOR FY12/13 CON)	EXISTING: 2012	EXISTING: $21,898	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: BOULDER AV ACROSS CITY CREEK S/O BASELINE - RECONSTRUCT EXISTING BRIDGE FROM 2 TO 4 LANES; ALSO WIDEN BOULDER AVE FROM 190' NORTH TO 1,430' SOUTH OF BRIDGE FROM 2-4 LANES (54C0648)	REVISED: 2014	REVISED: $16,765		
SAN BERNARDINO	20130403	20130403	LOCAL HIGHWAY	0	IN RIALTO, CONSTRUCT PEPPER AVE - 4 LANES FROM NORTHERN TERMINUS TO APPROX 1,300 FT S/O HIGHLAND AVE AND 2 LANES FROM APPROX 1,300 FT S/O HIGHLAND AVE TO HIGHLAND AVE	2014	$15,000	NEW RTP PROJECT COST.	NEW PROJECT

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SAN BERNARDINO	20084104	20084104	LOCAL HIGHWAY	0	EXISTING: JOSHUA STREET PARK & RIDE EXPANSION - ON JOSHUA STREET WEST OF US 395,C ITY OF HESPERIA, EXISTING PNR HAS 188 SPACES AND NEEDS TO ADD 150 SPACES, TO INCLUDE LANDSCAPING, LIGHTING AND VARIOUS NON-CAPACITY STREET IMPROVEMENTS TO FACILITATE ADDITIONAL SPACES (TOLL CREDITS TO BE USED IN ENG & CON PHASES.CMAQ ADDED $5 IN 10/11 AND $67 2011/12)	EXISTING: 2012	EXISTING: $638	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
					REVISED: JOSHUA STREET PARK & RIDE EXPANSION - ON JOSHUA STREET WEST OF US 395,C ITY OF HESPERIA, EXISTING PNR HAS 188 SPACES AND NEEDS TO ADD 200 SPACES, TO INCLUDE LANDSCAPING, LIGHTING AND VARIOUS NON-CAPACITY STREET IMPROVEMENTS TO FACILITATE ADDITIONAL SPACES	REVISED: 2014	REVISED: $743		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SAN BERNARDIN**O**	200622	200622	LOCAL HIGHWAY	0	LENWOOD GRADE SEPARATION - NORTH OF WEST MAIN ST; APPROX.400 FT. N/O TO 600 FT. S/O BNSF AND SANTA FE RR RIGHT-OF-WAY-4 TRAVEL LANE GRADE SEPARATION (CA627)	EXISTING: 2014 REVISED: 2015	$31,732	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
SAN BERNARDINO	20130401	20130401	LOCAL HIGHWAY	0	ON ORANGE ST. FROM 2,000 FT. S/O GREENSPOT RD. TO 7,800 FT. N/O PIONEER AVE-BRIDGE REPLACEMENT 2 LANE TO 4 LANE BRIDGE	2018	$4,630	NEW RTP PROJECT COST.	NEW PROJECT
SAN BERNARDINO	20130402	20130402	LOCAL HIGHWAY	0	RESTRIPE EXISTING STRUCTURAL SECTION OF BAKER BLVD BETWEEN I-15 RAMPS AND SH 127 FROM 2 - 4 LANE CONFIGURATION IN CONJUNCTION WITH PROJECT TO REPLACE EXISTING 2 LANE BRIDGE 54CO127 WITH 4 LANE BRIDGE	2015	$25	NEW RTP PROJECT COST.	NEW PROJECT

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SAN BERNARDINO	200064	200064	LOCAL HIGHWAY	0	EXISTING: WASHINGTON ST FROM RECHE CANYON TO HUNTS LN - ELIMINATE BOTTLENECK ADD NB TURN POCKET; WIDEN 2-4 LNS ON WASHINGTON FROM RECHE CYN. TO HUNTS LN. USING EXISTING WIDTH; MODIFY SIGNALS	EXISTING: 2012	$570	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION
					REVISED: WASHINGTON ST FROM RECHE CANYON TO HUNTS LN - ELIMINATE BOTTLENECK BY ADDING NB TURN POCKET AT RECHE CANYON RD. (EXCLUSIVE LEFT AND RIGHT) THROUGH RESTRIPING AND WIDENING WITHIN R/W; MODIFY TRAFFIC SIGNALS	REVISED: 2014			
SAN BERNARDINO	44810-44812	44812	STATE HIGHWAY	10	EXISTING: I-10 TIPPECANOE RECONFIGURE INTERCHANGE & LOCAL RD IMP/MOD (HP 1366)(FORMERLY PART OF RTP ID 44810)(WESTBOUND)(NON-CAPACITY LOCAL ROAD IMPROVEMENTS - NO THRU LANES)	EXISTING: 2014	EXISTING: $57,070	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: I-10 TIPPECANOE RECONFIGURE INTERCHANGE & LOCAL RD IMP/MOD (HP 1366)(WESTBOUND - PHASE II)(FORMERLY PART OF RTP ID 44810)	REVISED: 2015	REVISED: $61,863		
SAN BERNARDINO	200048	200048	STATE HIGHWAY	15	EXISTING: I-15 AT BASELINE INTERCHANGE - FROM 1,800 N/O BASELINE TO 2,400' S/O; 1800' W/O TO EAST AVE. TO 1500' E/O EAST AVE-WIDEN RAMPS (INCLUDING BRIDGES), WIDEN BASELINE RD. FROM 4-6 LANES, WIDEN EAST AVE. FROM 2-4 LANES, REALIGN AND WIDEN S/B AND N/B DIAMOND RAMPS FROM 1-2 LNS (INCLUDG BRIDGES, AD S.B LOOP ON-RAMP (INCL BRIDGES) ADD I-15 ACCEL/DECEL LANES, AND OPERATIONAL IMPROVEME	EXISTING: 2014	EXISTING: $43,100	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: I-15 AT BASELINE INTERCHANGE - FROM 1,800 N/O BASELINE TO 2,400FT S/O; 1800FT W/O TO EAST AVE. TO 1500FT E/O EAST AVE-WIDEN RAMPS (INCLUDING BRIDGES), WIDEN BASELINE RD. FROM 4-6 LNS, WIDEN EAST AVE. FROM 2-4 LNS, REALIGN AND WIDEN S/B AND N/B DIAMOND RAMPS FROM 1-2 LNS (INCLUDG BRIDGES, AD S.B LOOP ON-RAMP (INCL BRIDGES) ADD I-15 ACCEL/DECEL LNS, AND OPERATIONAL IMPRVMNTS (EA497100)(CA435)	REVISED: 2015	REVISED: $53,378		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SAN BERNARDINO	20061201	20061201	STATE HIGHWAY	15	EXISTING: I-15/I-215 I/C IMPRVMTS-DEVORE I/C S/O GLEN HELEN PKWY TO N/O KENWOOD & ON I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PKWY TO 3100 FT N/O I-215 I/C, CONSTRUCT TRUCK BYPASS LNS S/O I-15/215 I/C TO N/O KENWOOD I/C RECONFIG OF I-15/215 I/C DEVORE RD. I/C & KENWOOD I/C RECONNECT OF CAJON BTWN DEVORE RD & KENWOOD(TLL CRDTS)	2018	EXISTING: $324,246	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O I-15/215 I/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.		REVISED: $323,865		
SAN BERNARDINO	4M1007	20110110	STATE HIGHWAY	210	EXISTING: CONSTRUCT NEW FULL-SERVICE INTERCHANGE WITH DIAMOND CONFIGURATION AT SR-210 AND PEPPER AVENUE IN THE CITY OF RIALTO. ADD WB AND EB ACCEL AND DECEL LANES AND LOCAL STREET IMPROVEMENTS (CONSTRUCT 4 LANES ON PEPPER AVE FROM HIGHLAND AVE TO 160 FT SOUTH OF SR-210).	2015	$18,965	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: CONSTRUCT NEW FULL-SERVICE INTERCHANGE WITH DIAMOND CONFIGURATION AT SR-210 AND PEPPER AVENUE IN THE CITY OF RIALTO. ADD WB AND EB ACCEL AND DECEL LANES AND WIDEN PEPPER FROM 2-4 LANES FROM HIGHLAND AVE. TO EXISTING 4 LANE SECTION S/O INTERCHANGE				
SAN BERNARDINO	4M01005	20111625	STATE HIGHWAY	210	EXISTING: SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE(S/B). TO I-10 (REDLANDS) INCLUDES AUX. LANES BETWEEN HIGHLAND AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. S/B ON RAMP	2020	$143,939	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE(S/B). TO LUGONIA (REDLANDS) INCLUDES AUX. LANES BETWEEN BASE LINE AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. S/B ON RAMP				
SAN BERNARDINO	4M01043	OM630	STATE HIGHWAY	215	EXISTING: I-215 MT. VERNON/WASHINGTON ST. INTERCHANGE-RECONSTRUCT I/C-(PROJECT IS IN REPLACE O/C STRUCTURE; RECONFIGURE ON/OFF RAMPS; ADD SB ACCEL AND NB DECEL LANE-IMPROVEMENTS TO LOCAL STREETS (PA & ED ONLY)	EXISTING: 2018	EXISTING: $85,000	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 4M01043 PROJECT COST. NO CHANGE TO RTP PROJECT	REVISED DESCRIPTION, SCHEDULE, AND FTIP COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: I-215 MT. VERNON/WASHINGTON ST. INTERCHANGE-RECONSTRUCT I/C-REPLACE O/C STRUCTURE; RECONFIGURE ON/OFF RAMPS; ADD SB ACCEL AND NB DECEL LANE-IMPROVEMENTS TO LOCAL STREETS	REVISED: 2020	REVISED: $71,500	COST. NO FISCAL IMPACT.	
SAN BERNARDINO	4TR0101	20061012	TRANSIT	0	EXISTING: DOWNTOWN S.B. PASSENGER RAIL – FROM SAN BERNARDINO METROLINK STATION TO APPROX. 1 MILE EAST TO A NEW METROLINK STATION AT RIALTO AVE AND E ST. IN DOWNTOWN SAN BERNARDINO	EXISTING: 2014	EXISTING: $66,021	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 4TR0101 PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION, SCHEDULE, AND FTIP COST
					REVISED: DOWNTOWN S.B. PASSENGER RAIL – FROM SAN BERNARDINO METROLINK STATION TO APPROX. 1 MILE EAST TO A NEW TRANSIT STATION AT RIALTO AVE AND E ST. IN DOWNTOWN SAN BERNARDINO	REVISED: 2015	REVISED: $83,713		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLE-TION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
VENTURA	5AL07	VEN121201	LOCAL HIGHWAY		MADERA RD IN SIMI VALLEY. WIDEN EASTSIDE FROM SIMI VILLAGE DR TO LOS ANGELES AVE TO ADD THIRD LANE AND RIGHT-TURN LANE.	2014	$600	NEW FTIP PROJECT COST FALLS WITHIN PARENT RTP 5AL07 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	NEW FTIP PROJECT

* For modeled projects, represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis

Modifications to RTP Projects

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
IMPERIAL	6120011	LOCAL HIGHWAY	0	CESAR CHAVEZ FROM 2ND STREET TO SR-98: WIDEN AND IMPROVE	2018	$13,196	DUPLICATE RTP PROJECT COST REMOVED.	REMOVED DUPLICATE PROJECT
IMPERIAL	6120002	STATE HIGHWAY	I-8	RECONSTRUCT I-8 INTERCHANGE AT IMPERIAL AVE.: FROM A TWO-LANE TO A FOUR-LANE DIAMOND TYPE OVERCROSSING, REALIGN AND RECONSTRUCT ON AND OFF-RAMPS, AND PROVIDE ACCESS TO IMPERIAL AVE. SOUTH OF I-8.	2020	$39,635	DUPLICATE RTP PROJECT COST REMOVED.	REMOVED DUPLICATE PROJECT
ORANGE	2121001	LOCAL HIGHWAY	0	NEW RAIL GRADE SEPARATION ON LOSSAN CORRIDOR AT STATE COLLEGE BLVD (ANAHEIM)	2015	$92,000	NEW RTP PROJECT COST.	NEW PROJECT (PREVIOUSLY IN 2012-2035 RTP/SCS STRATEGIC PLAN)

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2A0704	LOCAL HIGHWAY	REGIONAL CAPACITY PROGRAM	COMPLETE MPAH, IMPROVE ARTERIAL CAPACITY.	2035	$1,984,650	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED MODELING DETAILS INCLUDING THE REMOVAL OF THE 19TH STREET ADDITION FROM BALBOA TO BANNING; AND A COMPLETION DATE OF 2016 FOR THE BROOKHURST STREET SEGMENT 600'NORTH OF THE I-5 TO SR-91
ORANGE	2H0703	STATE HIGHWAY	I-5	EXISTING: ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD; EXTEND MERGE LANES BY 100 FEET REVISED: ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD	2018	$46,400	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2M0730	STATE HIGHWAY	I-5	EXISTING: ADD 2 GP LANES FROM AVERY TO ALICIA IN BOTH DIRECTIONS; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN BOTH DIRECTIONS; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONFIGURE INTERCHANGES AT AVERY PKWY & LA PAZ REVISED: ADD 1 GP LANE FROM AVERY TO ALICIA IN EACH DIRECTION; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN EACH DIRECTION; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONSTRUCT INTERCHANGES AT AVERY PKWY & LA PAZ RD.	2023	$558,700	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION
ORANGE	ORA030605	STATE HIGHWAY	I-405	EXISTING: I-405 FROM SR-73 TO I-605. IN EACH DIRECTION, ADD 1 MF LANE, CONVERT EXISTING HOV TO HOT, ADD 1 ADDITIONAL HOT LANE, AND ADDITIONAL CAPITAL IMPROVEMENTS	EXISTING: 2023	EXISTING: $1,694	NO CHANGE TO RTP PROJECT COST (COST REVISION	REVISED DESCRIPTION, SCHEDULE, AND COST (COST REVISION CORRECTS TYPOGRA-

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
				REVISED: ADD 1 MF LANE IN EACH DIRECTION, AND ADDITIONAL CAPITAL IMPROVEMENTS (BY 2022); CONVERT EXISTING HOV TO HOT, ADD 1 ADDITIONAL HOT LANE EACH DIRECTION (BY 2035)	REVISED: 2035	REVISED: $1,694,000	CORRECTS TYPOGRA-PHICAL ERROR; ORIGINAL RTP/SCS FISCAL IMPACT ANALYSIS BASED ON CORRECT COST). NO FISCAL IMPACT.	PHICAL ERROR)
ORANGE	EXISTING: 2M0733	STATE HIGHWAY	SR-55	EXISTING: ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO SR-22; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS	EXISTING: 2023	EXISTING: $343,055	RTP PROJECT COST INCREASE.	PROJECT SPLIT, REVISED SCHEDULE AND COST
	REVISED (1 OF 2): 2M0733			REVISED (1 OF 2): ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMPS AND OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS	REVISED (1 OF 2): 2020	REVISED (1 OF 2): $274,900		

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
	REVISED (2 OF 2): 2121002			REVISED (2 OF 2): I-5 TO SR-91: ADD CAPACITY AND FIX CHOKEPOINTS FROM I-5 TO SR-22; AND OTHER OPERATIONAL IMPROVEMENTS THROUGHOUT PROJECT LIMITS	REVISED (2 OF 2): 2023	REVISED (2 OF 2): $148,490		
ORANGE	2TR0701	TRANSIT	0	EXISTING: ANAHEIM RAPID CONNECTION: ELEVATED FIXED-GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER, THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT	2020	EXISTING: $676,000	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST
				REVISED: ANAHEIM RAPID CONNECTION: FIXED-GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER, THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT		REVISED: $319,000		
ORANGE	2TR1001	TRANSIT	0	EXISTING: SANTA ANA AND GARDEN GROVE FIXED GUIDEWAY BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE.	2018	EXISTING: $252,000	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
				REVISED: SANTA ANA AND GARDEN GROVE FIXED GUIDEWAY BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE. SEGMENT 1: SARTC TO BRISTOL SEGMENT 2: BRISTOL TO HARBOR		REVISED: $225,000		
SAN BERNARDINO	4120194	TRANSIT	0	ADD A SECOND TRACK/ADDITIONAL PASSING TRACK THROUGHOUT THE CORRIDOR OF PHASE 1 PROJECT	EXISTING: 2020 REVISED: 2023	$183,490	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
SAN BERNARDINO	4TR0101	TRANSIT	0	EXISTING: EXTEND RAIL SERVICE TO REDLANDS (9 MILES); COMMUTER RAIL TECHNOLOGY REVISED: EXTEND METROLINK RAIL SERVICE FROM RIALTO/E ST IN SAN BERNARDINO TO REDLANDS (9 MILES)	EXISTING: 2015 REVISED: 2018	$148,879	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE

* For modeled projects, represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis

Fiscal Impact

This Amendment No. 1 to the 2012-2035 RTP/SCS includes changes to existing projects, addition of new projects, and removal of duplicate projects. Individual project changes are addressed in the Modifications to Projects sections of this document (pp. 4-35).

In terms of overall impact on the RTP/SCS Financial Plan, there was a net cost decrease of $137 million to the 2012–2035 RTP/SCS Financial Plan from the Modifications to Projects. A summary of these changes are broken down by county in the below table (see first three rows in table below).

Any net cost increases to the RTP/SCS Financial Plan are being funded by the identified sources broken down by county (see table below) which are in addition to 2012–2035 RTP/SCS forecasted revenues.

Based on review of the funding considerations for each project documented herein, SCAG finds that this Amendment No. 1 to the 2012-2035 RTP/SCS does not adversely impact the financial constraint of the 2012–2035 RTP/SCS. The RTP/SCS remains financially constrained.

Fiscal Impact Summary

(Amounts in $1,000's)	IMPERIAL COUNTY	LOS ANGELES COUNTY	ORANGE COUNTY	RIVERSIDE COUNTY	SAN BERNARDINO COUNTY	VENTURA COUNTY	SCAG REGION
Cost increases: changes to existing and new projects	$6,080	$126,817	$240,490	$363	$21,099	$0	$394,849
Cost decreases: changes to existing projects and deleted projects	($13,196)	($60,601)	($452,155)	$0	($5,541)	$0	($531,493)
Net cost increase (decrease)	**($7,116)**	**$66,216**	**($211,665)**	**$363**	**$15,558**	**$0**	**($136,644)**
Additional funding sources:							
County sales tax	$0	$0	$0	$0	$4,630	$0	$4,630
Other local funds	$0	$65,257	$0	$363	$10,928	$0	$76,548
Total sources	**$0**	**$65,257**	**$0**	**$363**	**$15,558**	**$0**	**$81,178**

Senate Bill 375 and the Sustainable Communities Strategy

Upon the adoption of the RTP/SCS in April 2012, SCAG determined that the plan met and exceeded all of the requirements for a Sustainable Communities Strategy (SCS) as set forth in SB 375. A description of the SCS and how the requirements are addressed is included in the adopted Plan as Chapter 4. At the time of adoption, SCAG concluded that State-established greenhouse gas emission reduction targets had been met and exceeded, and the California Air Resources Board reviewed and approved this conclusion in July 2012. This Amendment No. 1 to the 2012-2035 RTP/SCS makes certain changes to transportation projects. Staff has reviewed such changes relative to the adopted plan and the requirements of SB 375, and has determined that the RTP/SCS, as amended by Amendment No. 1 remains compliant with SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets established for the SCAG region.

Transportation Conformity

Transportation conformity is required under the Federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards. Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM2.5 and PM10), carbon monoxide (CO), and nitrogen dioxide (NO2).

Under the U.S. DOT metropolitan planning regulations and EPA's transportation conformity regulations, Amendment No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program (FTIP) need to pass five tests: consistency with the adopted 2012-2035 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

The findings of the conformity determination for Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP are presented below. Details of the regional emissions analysis follow the findings.

Conformity Findings

SCAG's findings for the approval of Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP are as follows:

- Consistency with 2012-2035 RTP/SCS Test
  Inclusion of the amended projects in the 2012-2035 RTP/SCS and 2013 FTIP would not change any other policies, programs or projects in the federally approved 2012-2035 RTP/SCS.
  - Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP are consistent with the federally approved 2012-2035 RTP/SCS and meet all federal and state requirements and regulations.
- Regional Emissions Tests
  - Finding: The regional emissions analyses for Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP update the regional emissions analyses for the federally approved 2012-2035 RTP/SCS and 2013 FTIP.
  - Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions analysis for PM2.5 and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).
  - Finding: For the 1997 ozone national ambient air quality standards, Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).
  - Finding: For the 2008 ozone national ambient air quality standards, Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and

Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for NO2 meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.
- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for PM10 and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).
- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for PM10 meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).
- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions analysis for PM2.5 and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

- Timely Implementation of TCMs Test
  - Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP does not revise or otherwise alter the scope, schedule, funding priority, or implementation of any TCM.
- Financial Constraint Test
  - Finding: All projects listed in Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact chapter of this report.
- Interagency Consultation and Public Involvement Test
  - Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP comply with all federal requirements for interagency consultation and public involvement. The amendments were discussed at the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on six occasions (September 25, October 23, November 27, 2012; January 22, February 26, and March 26, 2013). The draft conformity analysis was released for a 30-day public review concluding May 9, 2013, and a public hearing was held on April 17, 2013. No conformity-specific comment was received.

Regional Emissions Analysis

The following tables summarize the required regional emission analyses for each of the non-attainment and maintenance areas within SCAG's jurisdiction. For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by California Air Resources Board to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas. For paved road dust (PM2.5 and PM10), SCAG uses the approved South Coast AQMD methodology, which uses EPA's AP-42 for the updated Base Year and a combination of additional growth in center-line miles and VMT for future years.

South Central Coast Air Basin – Ventura County Portion

Table 1. 1997 And 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2021	2030	2035
ROG	Budget	13	13	13	13
	Plan	9	7	5	5
	Budget – Plan	**4**	**6**	**8**	**8**
NOx	Budget	19	19	19	19
	Plan	14	9	6	6
	Budget – Plan	**5**	**10**	**13**	**13**

South Coast Air Basin

Table 2. 1997 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2017	2020	2023	2030	2035
ROG	Budget	136	119	108	99	99	99
	Plan	128	112[a]	100	91	76	68
	Budget – Plan	**8**	**7**	**8**	**8**	**23**	**31**
NOx	Budget	277	224	185	140	140	140
	Plan	262	210[a]	164	126	109	103
	Budget – Plan	**15**	**14**	**21**	**14**	**31**	**37**

[a] *2017 interpolated between 2014 and 2018*

Table 3. 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2014	2017	2018	2020	2021	2023	2032	2035
ROG	Budget	SCAB	136	119	119	108	108	99	99	99
	Plan	Morongo	0.4	0.4[a]	0.4	0.3	0.3	0.3	0.3	0.3
		Pechanga	0.0	0.0[a]	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	141.5	123.8[a]	117.9	108.4	104.8	97.6	78.4	73.5
		Adjustments provided by ARB	-14.8	-12.4	-11.3	-9.6	-8.7	-7.7	-5.9	-5.7
		Sum	127.1	111.8	107.0	99.1	96.4	90.2	72.7	68.0
		SCAB	128	112	107	100	97	91	73	68
	Budget – Plan		**8**	**7**	**12**	**8**	**11**	**8**	**26**	**31**
NOx	Budget	SCAB	277	224	224	185	185	140	140	140
	Plan	Morongo	1.8	1.5[a]	1.4	1.0	1.1	1.0	0.9	0.8
		Pechanga	0.0	0.0[a]	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	283.2	228.1	209.7	177.8	168.4	156.7	122.3	116.8
		Adjustments provided by ARB	-23.7	-19.8	-16.7	-15.7	-20.0	-32.0	-16.8	-15.0
		Sum	261.4	209.8	194.4	163.1	149.5	125.7	106.4	102.6
		SCAB	262	210	195	164	150	126	107	103
	Budget – Plan		**15**	**14**	**29**	**21**	**35**	**14**	**33**	**37**

[a] *2017 interpolated between 2014 and 2018*

Table 4. PM2.5 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	Budget	132	132	132	132
	Plan	124	105	73	66
	Budget – Plan	**8**	**27**	**59**	**66**
NOx	Budget	290	290	290	290
	Plan	275	183	114	108
	Budget – Plan	**15**	**107**	**176**	**182**
PM2.5	Budget	35	35	35	35
	Plan	21	12	5	5
	Budget – Plan	**14**	**23**	**30**	**30**

Table 5. PM10 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	Budget	251	251	251	251
	Plan[a]	124	96	73	66
	Budget – Plan	**127**	**155**	**178**	**185**
NOx	Budget	549	549	549	549
	Plan[a]	275	167	114	108
	Budget – Plan	**274**	**382**	**435**	**441**
PM10	Budget	166	166	166	166
	Plan[b]	79	79	85	87
	Budget – Plan	**87**	**87**	**81**	**79**

a Including baseline adjustments provided by ARB.
b Excluding AQMD Backstop Measure.

On March 22, 2013, EPA Regional Administrator, Jared Blumenfeld, signed a proposed rule approving the South Coast PM10 maintenance plan and the associated motor vehicle emissions budgets. Table 6 below is for information purposes only since the proposed new budgets have not been finalized by EPA. If the new PM10 budgets are approved by EPA as proposed, Table 6 will supersede Table 5 above.

Table 6. PM10 (24-Hour Emissions [Tons/Day]) with New PM10 Budgets Proposed by EPA in April 2013 (pending EPA approval)

Pollutant		2014	2020	2030	2035
ROG	Budget	182	110	81	81
	Plan[a]	124	96	73	66
	Budget – Plan	**58**	**14**	**8**	**15**
NOx	Budget	372	180	116	116
	Plan[a]	275	167	114	108
	Budget – Plan	**97**	**13**	**2**	**8**
PM10	Budget	159	164	175	175
	Plan[b]	79	79	85	87
	Budget – Plan	**80**	**85**	**90**	**88**

a Including baseline adjustments provided by ARB.
b Excluding AQMD Backstop Measure.

Table 7. CO (Winter Emissions [tons/day])

Pollutant		2015	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137
	Plan	1,208	871	593	522
	Budget – Plan	**929**	**1,266**	**1,544**	**1,615**

Table 8. NO2 (Winter Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
NO2	Budget	680	680	680	680
	Plan	311	194	136	125
	Budget – Plan	**369**	**486**	**544**	**555**

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

Table 9. 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2020	2027	2035
ROG	Budget	22	22	22	22
	Plan	13	10	9	8
	Budget – Plan	**9**	**12**	**13**	**14**
NOx	Budget	77	77	77	77
	Plan	34	24	21	22
	Budget – Plan	**43**	**53**	**56**	**55**

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

Table 10. PM10 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM10	No Build	9.8	10.1	11.8	12.8
	Build	9.1	9.6	11.3	12.1
	No Build – Build	**0.7**	**0.5**	**0.5**	**0.7**

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

Table 11. PM10 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM10	No Build	0.1	0.1	0.1	0.1
	Build	0.1	0.1	0.1	0.1
	No Build – Build	**0.0**	**0.0**	**0.0**	**0.0**

Salton Sea Air Basin – Riverside County Coachella Valley Portion

Table 12. 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2020	2027	2035
ROG	Budget	7	7	7	7
	Plan	6	6	4	4
	Budget – Plan	**1**	**1**	**3**	**3**
NOx	Budget	26	26	26	26
	Plan	19	12	11	11
	Budget – Plan	**7**	**14**	**15**	**15**

Table 13. PM10 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM10	Budget[a]	10.9	10.9	10.9	10.9
	Plan	8.0	7.6	7.8	8.0
	Budget – Plan	**2.9**	**3.3**	**3.1**	**2.9**

[a] *Budget set to one decimal place by 2003 Coachella SIP.*

Salton Sea Air Basin – Imperial County Portion

Table 14. 1997 and 2008 Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2015	2020	2030	2035
ROG	Budget	7	7	7	7
	Plan	5	4	4	4
	Budget – Plan	**2**	**3**	**3**	**3**
NOx	Budget	17	17	17	17
	Plan	12	9	9	10
	Budget – Plan	**5**	**8**	**8**	**7**

Table 15. PM2.5 (24-Hour Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM2.5	No Build	0.7	0.7	0.8	0.8
	Build	0.7	0.6	0.7	0.8
	No Build – Build	**0.0**	**0.1**	**0.1**	**0.0**

Table 16. PM10 (24-HOUR Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM2.5	No Build	2.1	2.3	2.6	2.8
	Build	1.8	2.0	2.3	2.4
	No Build – Build	**0.3**	**0.3**	**0.3**	**0.4**

Public Review and Comment

SCAG is required to provide a 30-day public review and comment period for the draft Amendment. A Notice of Availability and Public Hearing, and the draft Amendment was posted on SCAG's website at http://scag.ca.gov. Written comments were accepted until 5:00PM on Thursday, May 9, 2013, via US mail or email to:

Southern California Association of Governments
Attention: Margaret Lin
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017
or to lin@scag.ca.gov

A public hearing was also held at SCAG's Main Office in Los Angeles on Wednesday, April 17, 2013, at 10:00AM and was accessible via videoconference at SCAG's regional offices throughout the region.

One public comment was received. The comment, along with SCAG's response, can be found on the table on the following page.

SCAG has also fully coordinated this Amendment with the regional stakeholders through SCAG's committee structure. Specifically, staff provided periodic reports regarding this Amendment to the Transportation Committee (TC), the Energy and Environment Committee (EEC), and Transportation Conformity Working Group (TCWG).

Comments and Responses

DATE	NAME	AFFILIATION	FORMAT	COMMENT SUMMARY	RESPONSE TO COMMENT
4/15/13	JAMES MEJIA	SAN BERNARDINO ASSOCIATED GOVERNMENTS	E-MAIL	SANBAG comment to 2013 FTIP Consistency Amendment #13-04: 1. SANBAG requests to change the lead agency of project 200048 from Rancho Cucamonga to SANBAG in our Amendment 4 submittal. Due to the anticipated approval of Amendment 4, SANBAG would like to submit as the project Lead Agency as we will being taking that role for the project's construction phase. 2. We also would like to correct the description on project 20061201. There is a typo near the end of the description that states I-12/I-215 IC instead of the I-15.	Thank you for your comment. The requested changes have been made, and appear in this final Amendment document.

Conclusion

This Amendment maintains the integrity of the transportation conformity findings of the adopted 2012-2035 RTP/SCS. This Amendment also remains compliant under SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets. Furthermore, the PEIR Addendum associated with this Amendment concludes that the proposed project changes would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Appropriate and adequate procedures have been followed in ensuring coordination of this Amendment, allowing all concerned parties, stakeholders, and the public ample opportunities to voice concern and provide input. In conclusion, this Amendment No. 1 to the 2012-2035 RTP/SCS complies with all applicable federal and state requirements, including the Transportation Conformity Rule.

Attachments: Public Comments

From: James Mejia [mailto:jmejia@sanbag.ca.gov]
Sent: Monday, April 15, 2013 12:25 PM
To: Rosemary Ayala
Cc: Carrie Schindler
Subject: SANBAG comment to 2013 FTIP Consistency Amendment #13-04

Hello Rosemary,

SANBAG comment to 2013 FTIP Consistency Amendment #13-04:

1. SANBAG requests to change the lead agency of project 200048 from Rancho Cucamonga to SANBAG in our Amendment 4 submittal. Due to the anticipated approval of Amendment 4, SANBAG would like to submit as the project Lead Agency as we will being taking that role for the project's construction phase.
2. We also would like to correct the description on project 20061201. There is a typo near the end of the description that states I-12/I-215 IC instead of the I-15.

Thank you

James Mejia
Transportation Programming Specialist
San Bernardino Associated Governments
1170 West 3rd Street, 2nd Floor
(909) 884-8276 x163

REPORT

AGENDA ITEM NO. 9

DATE: June 6, 2013

TO: Regional Council (RC)

FROM: Keith Millhouse, Chair, Transportation Committee (TC)

SUBJECT: Recommendations of the Goods Movement Subcommittee, the High Speed Rail and Transit Subcommittee, the Active Transportation Subcommittee, and the Transportation Finance Subcommittee

EXECUTVE DIRECTOR'S APPROVAL: Hasan Ikhrata

RECOMMENDED ACTIONS:
The TC recommends approval of the recommendations of the following Subcommittees:

1) Goods Movement Subcommittee: Approve the recommendations as preliminary, recognizing these are starting points subject to further input through an open process during the development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) over the next three (3) years which will culminate in adoption of the final plan in spring 2016.
2) High-Speed Rail and Transit Subcommittee: Approve the recommendations as preliminary, recognizing these are starting points subject to further input through an open process during the development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) over the next three years which will culminate in adoption of the final plan in spring 2016.
3) Active Transportation Subcommittee: Approve the recommendations (no additional language).
4) Transportation Finance Subcommittee: Approve the recommendations (no additional language).

EXECUTIVE SUMMARY:
At its April 5, 2012 meeting, the Regional Council (RC) approved the formation of six (6) subcommittees to follow up on implementing the 2012-2035 RTP/SCS and develop next steps for the development of the 2016-2040 RTP/SCS. The Goods Movement Subcommittee, High-Speed Rail and Transit Subcommittee, Active Transportation Subcommittee, and Transportation Finance Subcommittee (collectively referred to in this report as "Subcommittees") were formed which reported to the Transportation Committee (TC). In early 2013, each subcommittee approved a set of recommendations and took action to forward the recommendations to the TC for review and recommended approval by the RC. On April 4, 2013, the TC approved the Subcommittees' respective recommendations, in some cases with additional language denoting the preliminary nature of the recommendations and/or minor modifications. At the 2013 Regional Conference and General Assembly, these recommendations were reviewed at a joint meeting of the RC and the Policy Committees held on May 3, 2013 to provide an opportunity for further dialogue and additional stakeholder input. The Subcommittees' recommendations, as approved by the TC, are now brought forward to the RC for adoption.

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

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

BACKGROUND:
At its April 5, 2012 meeting, the RC approved the formation of six (6) subcommittees to follow up implementing of the 2012-2035 RTP/SCS and develop next steps for the development of the 2016-2040 RTP/SCS. The Regional Council approved the charter for each of the subcommittees. SCAG's Immediate Past President Glen Becerra appointed to each of the subcommittees both RC and Policy Committee members, representing the six (6) SCAG counties, as subcommittee members. Hon. Becerra also appointed representatives from the private sector (including non-profit organizations) and stakeholder groups as ex-officio members. The Goods Movement Subcommittee, High-Speed Rail and Transit Subcommittee, Active Transportation Subcommittee, and Transportation Finance Subcommittee reported to the TC.

The subcommittees began meeting in the fall of 2012 and held a total of six (6) meetings each. Presentations by SCAG staff, industry professionals, and other stakeholders provided background information and input on issues facing the region relevant to each subcommittee's area of focus to facilitate implementation of the 2012-2035 RTP/SCS and develop next steps on additional work and policy recommendations for the 2016-2040 RTP/SCS.

In early 2013, each of the six (6) subcommittees approved a set of recommendations and took action to forward the recommendations to its respective Policy Committee for review and recommended approval by the RC. On April 4, 2013, the TC approved the Subcommittees' recommendations, in some cases with additional language denoting the preliminary nature of the recommendations and/or with minor modifications. Specifically, with respect to the recommendations from the Goods Movement Subcommittee and the High Speed Rail Subcommittee, the TC approved the recommendations *as preliminary, recognizing these are starting points subject to further input through an open process during the development of the RTP/SCS over the next three (3) years which will culminate in adoption of the final plan in spring 2016* (the text in italics represents the additional language approved by TC). With respect to the recommendations from the Active Transportation Subcommittee and the Transportation Finance Subcommittee, the TC approved each of their recommendations without the additional language. In addition, on April 11, 2013, the recommendations were shared and discussed with the Technical Working Group (TWG). The TWG will provide technical input into the development of the 2016-2040 RTP/SCS.

At the May 3, 2013 Joint Policy Committee meeting, additional comments were provided by stakeholders. Thirteen (13) individuals representing a variety of organizations offered primarily positive comments on the Subcommittees' process and recommendations. Specific comments received are highlighted below:

1. Request that SCAG develop guidelines for determining project consistency with the SCS to facilitate CEQA streamlining.
   Response: SCAG staff will review further. Staff is reviewing the CEQA streamlining process for consistency findings with the SCS.

2. Request that SCAG use/develop robust data to track the implementation of the RTP/SCS.
   Response: SCAG is in the process of developing additional data/tools to monitor the growth and development of the region, among other objectives, and will also explore additional methods by which to track the implementation of the RTP/SCS.

3. Request that SCAG collaborate with the County Transportation Commissions on a MOU workplan for active transportation similar to the one with Metro.
   Response: This is a goal shared by SCAG. SCAG hopes to develop similar agreements with our other County Transportation Commissions.

There was a recognition that the Subcommittees' recommendations are intended to serve as a starting point in the development of the 2016-2040 RTP/SCS, and will be subject to further policy direction as additional discussions and analysis occur over the next several years. Described below, the Subcommittees' recommendations, as approved by the TC, are now brought forward to the RC for adoption.

Goods Movement Subcommittee Recommendations

1. **Facilitate implementation of MAP-21 freight provisions—including participation in national freight network designation, state freight plan and national freight plan development.**
   - Collaborate with regional, state and federal partners on implementation of MAP-21 freight provisions, including analyses and recommendations pertaining to the national freight network designation and development of both state and national freight plans.
   - Provide analytical support, share data of critical importance to Southern California's freight needs, and incorporate SCAG's Comprehensive Regional Goods Movement Plan and Implementation Strategy (2012-2035 RTP/SCS goods movement strategies) into the California Freight Mobility Plan.
   - Continue to promote SCAG's Comprehensive Regional Goods Movement Plan and Implementation Strategy—throughout California and nationally—to emphasize the importance of continued investment in Southern California's goods movement system.

   Next Steps to 2016-2040 RTP/SCS Development: Active staff participation in partnerships to implement MAP-21 freight provisions, including technical advisory committees and working groups, as appropriate. Staff also anticipates continued participation in national freight dialogues and forums.

2. **Facilitate implementation of freight initiatives identified in the 2012-2035 RTP/SCS—including monitoring of emerging supply chain trends to adapt key infrastructure strategies as needed.**
   - Collaborate with SANDAG and other regional partners on continuing analyses and understanding of international land border crossing freight distribution patterns.
   - Collaborate with regional partners to continue to evaluate domestic trade flows and local distribution activities—particularly as it relates to the East West Freight Corridor.
   - Collaborate with LA Metro, SANBAG, and other regional partners to pursue further feasibility work on the East West Freight Corridor, as identified in the 2012-2035 RTP/SCS.

   Next Steps to 2016-2040 RTP/SCS Development: Continue to meet and collaborate with industry stakeholders and other regional partners to monitor and refine as needed, the regional goods movement initiatives identified in the 2012-2035 RTP/SCS. Specifically, key next steps

for the EWFC include continued feasibility assessments and preliminary design work conducted jointly with regional partners.

3. **Continue to promote and seek on-going partnerships with regional partners to further advance deployment of near-zero and zero emission goods movement strategies.**
    - Continue to support and seek opportunities to demonstrate viable (viability includes emission reducing, cost-effective, and safe) near-zero and zero-emission goods movement technologies as identified in the 2012-2035 RTP/SCS—in collaboration with regional partners, including the South Coast Air Quality Management District.
    - Continue to engage with regional partners, including the Los Angeles County Zero-Emission Collaborative, to identify opportunities for further research, development, demonstration, and deployment of zero-emission technologies for the regional freight corridor.
    - Continue to support and seek funding opportunities for zero-emission goods movement initiatives, including California's Cap-and-Trade auction proceeds.

    Next Steps to 2016-2040 RTP/SCS Development: Actively participate in regional partnerships and continue to pursue environmental action plan steps identified in the 2012-2035 RTP/SCS.

High-Speed Rail and Transit Subcommittee Recommendations

Regional Rail Vision

- Develop and refine a coordinated regional rail vision element for inclusion in the 2016-2040 RTP/SCS update. The regional rail vision will build upon current and future statewide and regional efforts as follows.
- Continue coordination with the California High Speed Rail Authority and the county transportation commissions on California High Speed Rail planning efforts, including the Southern California Memorandum of Understanding projects to be funded by Prop. 1A funds, and the Authority's upcoming 2014 Business Plan update. Also continue participating in other high speed rail planning efforts including Xpress West and High Desert Corridor.
- Continue coordination with the Caltrans Division of Rail on the State Rail Plan to support the expansion, integration, connectivity, and coordination of rail services and policies to provide travelers with seamless and efficient regional and inter-regional passenger rail transportation. The Draft State Rail Plan was released on February 8, 2013 for public review and comments, and is expected to be finalized by May 2013.
- Continue to support the ongoing process to facilitate local control of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor Pacific Surfliner passenger rail service by the LOSSAN Corridor Rail Agency. The Agency is authorized to enter into an Interagency Transfer Agreement with the State as early as June 30, 2014.
- Build upon the freight rail analysis in SCAG's recently completed Comprehensive Regional Goods Movement Plan and Implementation Strategy to address existing and future passenger and freight rail capacity constraints and potential coordinated passenger and freight use.
- Identify and evaluate strategies and policies to optimize access to the regional rail system, coordinate inter-modal transfers, and maximize connectivity and ease of travel, including improving ground access to the region's airports.

Next Steps: Continue coordination with CTCs, Caltrans, and local jurisdictions on planning and programming of 2012-2035 RTP/SCS projects and strategies, as appropriate, and continue to provide regular updates to the Transportation Committee.

Transit Best Practices

- Identify, evaluate, and refine potential transit best practices and strategies for inclusion in the 2016-2040 RTP/SCS update. This effort will build upon the issues discussed by the HSR&T Subcommittee as follows.
- Support ongoing efforts to facilitate seamless travel on the region's transit system, including the development of smart fare media and coordinated fare policies.
- Continue to work with Metro to complete the First Mile/Last Mile Strategic Plan and incorporate recommended strategies into the RTP/SCS update as appropriate.
- Review and update the Regional Intelligent Transportation Systems (ITS) Architecture to ensure that it continues to support the development and implementation of real-time traveler information systems.
- Build upon current understanding and research to identify and evaluate cost-effective ways to improve transit service frequency and reliability, and improve fare policy and pricing strategies.
- Review the Safety and Security element of the RTP/SCS and revise as appropriate for the 2016-2040 RTP update to further address transit/rail emergency preparedness.
- Continue to work with the Regional Transit Technical Advisory Committee on developing and refining an annual transit and rail system performance report to provide a technical foundation for RTP/SCS performance analysis.

Next Steps: Identify potential research areas and resource needs for inclusion in a future Overall Work Program (OWP).

Finance Strategies

- The HSR&T Subcommittee held a joint meeting with the Transportation Finance Subcommittee to discuss financing options related to transit and high speed rail. The Transportation Finance Subcommittee will develop recommendations pertaining to multiple modes, including transit and high speed rail.

Next Steps: Pursue strategies and recommendations identified by the Transportation Finance Subcommittee.

Active Transportation Subcommittee Recommendations

1. **Develop a definition of active transportation which recognizes the varying types and needs of active transportation users**
    - Existing: Active Transportation refers to transportation such as walking or using a bicycle, tricycle, velomobile, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart, shopping car, or similar low-speed electrical devices. *(source: 2012-2035 RTP/SCS)*
    - Proposed: Active transportation refers to human powered transportation, and low speed electronic assist devices. Examples include but are not limited to bicycle, tricycle, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart.

Next Steps: Disseminate local definition throughout the organization, and its deliberative bodies. Pending further discussion and action by TC and Regional Council, include language in drafting the 2016-2040 RTP/SCS.

2. **Consider and refine the availability of data and information to evaluate the RTP/SCS and its alternatives relative to active transportation policy**
   - Provide the technical foundation for any potential improvements to performance measures and indicators by conducting research and identifying best methods for RTP/SCS alternatives evaluation and monitoring
   - Strengthen performance indicators to facilitate measuring the benefits of active transportation development
   - Expand our data collection efforts by working with counties, cities and stakeholders.

   Next Steps to 2016 RTP/SCS Development: Identify and assist local agencies that are adopting Active Transportation plans and programs. Train local planners through SCAG Programs.

3. **Develop, with partner agencies, a methodology for selecting and prioritizing regionally supported active transportation projects**
   - Continue to work with local jurisdictions in coordinating and integrating active transportation data and plans
   - Support the development of cost effectiveness data and methodology to determine which projects may have the greatest benefit/cost
   - Work with partners and stakeholders in Public Health, Land-Use Planning, Environmental Quality and Habitat Conservation to further enhance active transportation options.

   Next Steps: Continue to work with partners to develop methodologies that may determine active transportation demand (e.g. walkscore/bikescore) and benefits of projects.

4. **Seek opportunities to promote and support transportation investments with an active transportation component**
   - Support regulatory framework that considers active transportation an integral part of all transportation planning and development
   - Support regulatory framework that considers active transportation an integral part of land-use planning and development
   - Support and promote the consideration and accommodation of active transportation users, particularly in underserved communities, in all transportation projects, where applicable
   - Support goals and principles of Complete Streets recognizing context of local land uses
   - Support and seek opportunities to promote and implement safety in active transportation
   - Continue to support research, and/or development of best practices to justify investment in active transportation
   - Support and seek opportunities to increase active transportation funding (including, but not limited to Safe Routes to School, Cap and Trade, River Parkway Grants, legislative strategies and other public and private grant opportunities
   - Seek opportunities to streamline environmental review of active transportation projects.

Next Steps to 2016 RTP/SCS Development: Develop cost effective investments and strategies that promote active transportation as part of 2016 RTP/SCS development process, subject to further stakeholder input and technical review, and work with transportation finance division to quantify costs and identify funding.

Transportation Finance Subcommittee Recommendations

1. **Continue to investigate cost-efficiency measures for transportation investments**
   - Continue to highlight analysis of system preservation and full life-cycle costs for major transportation initiatives in the 2012-2035 RTP/SCS
   - Track results of economic benefits analysis of expedited project delivery
   - Support and seek opportunities to promote expedited project delivery
   - Support and promote public-private partnership (P3) opportunities for viable transportation initiatives throughout the region
     - Continue to analyze P3 opportunities for viable transportation initiatives identified in the 2012-2035 RTP/SCS and assess opportunities to expand current legislative enabling provisions

   Next Steps to 2016-2040 RTP/SCS Development: Develop framework for a regional asset management system to better gauge system preservation and state of good repair needs as a part of the 2016-2040 RTP/SCS financial plan development process, consistent with SCAG's FY2013 Overall Work Program (OWP).

2. **Continue to monitor and analyze emerging transportation funding options for multimodal investments**
   - Collaborate with regional partners to pursue opportunities for cap-and-trade auction proceeds to support transportation investments, including freight technology advancement demonstration projects
   - Track potential measures to augment and stabilize state and federal transportation revenues, including adjustments to fuel excise taxes, sales taxes on transportation fuels, and vehicle registration fees

   Next Steps to 2016-2040 RTP/SCS Development: Develop a white paper analyzing a comprehensive set of multimodal funding options—including near-term options to supplement strategies already adopted for the 2012-2035 RTP/SCS—for consideration as part of the 2016-2040 RTP/SCS financial plan development process.

3. **Promote and seek on-going partnerships with regional partners, business leaders, and other stakeholders to further SCAG's 2012-2035 RTP/SCS financial plan strategies**
   - Continue to finalize concept of operations plan for a regional network of express lanes
   - Engage regional partners, including transportation agencies, in research, development, and demonstration efforts for a mileage-based user fee system
   - Support and promote a dedicated funding source for goods movement, including implementation of MAP-21 freight provisions

Next Steps to 2016-2040 RTP/SCS Development: Staff participation in partnerships and continue to pursue foundational efforts for new revenue strategies.

4. **Continue to investigate and recommend strategies to mitigate cost to taxpayers (including mitigation measures that are not strictly transportation related) over the course of subsequent RTP cycles**

Moving Forward

Following approval by the RC, staff will carry out the "Next Steps" outlined in the recommendations, and utilize the recommendations as a starting point in the development of the 2016-2040 RTP/SCS. During the course of the next few years, staff will also return to the Policy Committees and RC to seek further policy direction as additional discussion and analysis occur.

FISCAL IMPACT:
Funds related to the work of the Subcommittees are included in the FY 2012-2013 budget.

ATTACHMENT:
None

NO. 549
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE MEETING
MAY 2, 2013

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

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held its meeting at the JW Marriott Desert Springs Resort & Spa, 74855 Country Club Drive, Palm Desert, CA 92260. There was a quorum.

Members Present

Hon. Glen Becerra, President	*Simi Valley*	District 46
Hon. Greg Pettis, 1st Vice-President	*Cathedral City*	District 2
Hon. Carl Morehouse, 2nd Vice President	*Ventura*	District 47
Hon. Pam O'Connor, Immediate Past President	*Santa Monica*	District 41
Hon. Michael D. Antonovich		Los Angeles County
Hon. Linda Parks		Ventura County
Hon. Gary Ovitt		San Bernardino County
Hon. Jack Terrazas		Imperial County
Hon. Alan Wapner	*Ontario*	SANBAG
Hon. Jerry Amante	*Tustin*	OCTA
Hon. Jeff Stone		Riverside County
Hon. Keith Millhouse	*Moorpark*	VCTC
Hon. Bob Botts	*Banning*	RCTC
Hon. Cheryl Viegas-Walker	*El Centro*	District 1
Hon. Jim Hyatt	*Calimesa*	District 3
Hon. Jeff DeGrandpre	*Eastvale*	District 4
Hon. Ronald Roberts	*Temecula*	District 5
Hon. Jon Harrison	*Redlands*	District 6
Hon. Larry McCallon	*Highland*	District 7
Hon. Deborah Robertson	*Rialto*	District 8
Hon. Ed Graham	*Chino Hills*	District 10
Hon. Bill Jahn	*Big Bear Lake*	District 11
Hon. Mike Munzing	*Aliso Viejo*	District 12
Hon. Kathryn McCullough	*Lake Forest*	District 13
Hon. Steven Choi	*Irvine*	District 14
Hon. Leslie Daigle	*Newport Beach*	District 15
Hon. Michele Martinez	*Santa Ana*	District 16
Hon. John Nielsen	*Tustin*	District 17
Hon. Leroy Mills	*Cypress*	District 18
Hon. Art Brown	*Buena Park*	District 21
Hon. Brett Murdock	*Brea*	District 22
Hon. Bruce Barrows	*Cerritos*	District 23
Hon. Gene Daniels	*Paramount*	District 24

Members Present - continued

Hon. Jim Morton	*Lynwood*	District 26
Hon. Frank Gurulé	*Cudahy*	District 27
Hon. Dan Medina	*Gardena*	District 28
Hon. Steven Neal	*Long Beach*	District 29
Hon. James Johnson	*Long Beach*	District 30
Hon. Roy Francis	*La Habra Heights*	District 31
Hon. Margaret Clark	*Rosemead*	District 32
Hon. Gene Murabito	*Glendora*	District 33
Hon. Barbara Messina	*Alhambra*	District 34
Hon. Margaret E. Finlay	*Duarte*	District 35
Hon. Donald Voss	*La Cañada/Flintridge*	District 36
Hon. Carol Herrera	*Diamond Bar*	District 37
Hon. Paula Lantz	*Pomona*	District 38
Hon. James Gazeley	*Lomita*	District 39
Hon. Judy Mitchell	*Rolling Hills Estates*	District 40
Hon. Frank Quintero	*Glendale*	District 42
Hon. Steven Hofbauer	*Palmdale*	District 43
Hon. Carmen Ramirez	*Oxnard*	District 45
Hon. Ed P. Reyes	*Los Angeles*	District 48
Hon. Karen Spiegel	*Corona*	District 63
Hon. Matthew Harper	*Huntington Beach*	District 64
Hon. Ryan McEachron	*Victorville*	District 65
Hon. Lupe Ramos Watson	*Indio*	District 66
Hon. Marsha McLean	*Santa Clarita*	District 67
Hon. Lisa Bartlett	*Dana Point*	TCA
Hon. Shawn Nelson		Orange County

Members Not Present

Hon. Paul Eaton	*Montclair*	District 9
Hon. Kris Murray	*Anaheim*	District 19
Hon. Andy Quach	*Westminster*	District 20
Hon. Mark Rutherford	*Westlake Village*	District 44
Hon. Paul Krekorian	*Los Angeles*	District 49
Hon. Dennis Zine	*Los Angeles*	District 50
Hon. Tom LaBonge	*Los Angeles*	District 51
Hon. Paul Koretz	*Los Angeles*	District 52
Hon. Tony Cárdenas	*Los Angeles*	District 53
Hon. Richard Alarcón	*Los Angeles*	District 54
Hon. Bernard Parks	*Los Angeles*	District 55
Hon. Jan Perry	*Los Angeles*	District 56
Hon. Herb Wesson, Jr.	*Los Angeles*	District 57
Hon. Bill Rosendahl	*Los Angeles*	District 58
Hon. Mitchell Englander	*Los Angeles*	District 59
Hon. Eric Garcetti	*Los Angeles*	District 60
Hon. José Huizar	*Los Angeles*	District 61
Hon. Joe Buscaino	*Los Angeles*	District 62
Hon. Antonio Villaraigosa	*Los Angeles*	(At-Large)

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Glen Becerra called the meeting to order at approximately 10:30 a.m. and verified there was a quorum. Former Mayor Ron Loveridge, City of Riverside, 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

Hasan Ikhrata, Executive Director, noted that the Executive Director's Monthly Report has been e-mailed to the Regional Councilmembers and that hard-copies are also available.

PRESIDENT'S REPORT

President Glen Becerra welcomed new members to the Regional Council:

Hon. Marsha McLean, Santa Clarita, District 67
Hon. Carmen Ramirez, Oxnard, District 45

COMMITTEE REPORTS/ACTION ITEMS

Executive/Administration Committee (EAC)

There was no oral report provided.

Community, Economic and Human Development (CEHD) Committee Report

There was no oral report provided.

Transportation Committee (TC) Report

There was no oral report provided.

Energy and Environment Committee (EEC)

There was no oral report provided.

Legislative/Communications and Membership Committee (LCMC)

President Glen Becerra reported that Senate President Pro Tem Darrell Steinberg's Senate Bill 731 (SB 731) passed the Senate Environmental Quality Committee. The Bill calls for modernization of the California Environmental Quality Act (CEQA). Although SB 731 passed, President Becerra stated that the current bill will need language clarification and is a work in progress.

CONSENT CALENDAR

1. Minutes of the April 4, 2013 Meeting

A motion was made (Viegas-Walker) to approve the Minutes of the April 4, 2013 meeting. Motion was SECONDED (McCallon) and approved by a MAJORITY VOTE with two (2) ABSTENTIONS (Brown, McEachron).

ACTION ITEM

2. Final Adoption of the Fiscal Year (FY) 2013/14 Comprehensive Budget

A motion was made (Pettis) to adopt the Final FY 2013/14 Comprehensive Budget and corresponding Resolution No. 13-549-1 and authorize submittal of the Overall Work Program (OWP) to the Federal Highway Administration (FHWA); Federal Transit Administration (FTA); and California Department of Transportation (Caltrans). Motion was SECONDED (O'Connor) and approved UNANIMOUSLY.

Receive & File

3. 2013 Regional Council and Policy Committees Meeting Schedule

FUTURE AGENDA ITEM(S)
None

ANNOUNCEMENTS

ADJOURNMENT

There being no further business, the Regional Council meeting adjourned at approximately 10:52 a.m.

Lillian Harris-Neal, Clerk of the Board

REPORT

AGENDA ITEM NO. 11

DATE: June 6, 2013

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

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

SUBJECT: Contracts $200,000 or Greater: Contract No. 13-037-C1, Information Technology Technical Project Resources

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve Contract No. 13-037-C1, with various vendors, in an amount not-to-exceed $940,000, to provide project-based technical resources.

EXECUTIVE SUMMARY:
SCAG's Information Technology (IT) Division retains a small core of IT staff and utilizes IT vendors for technical implementations for defined scopes of work. This allows SCAG to use internal staff where they are most needed and provides the flexibility to increase or decrease IT resources to control costs and workloads. Staff desires to use a State of California Master Service Agreement (MSA) that was competitively procured for the specific purpose of allowing local entities to obtain IT resources from qualified, pre-approved vendors. Using the shared MSA reduces the administrative cost of separate SCAG procurements for such resources. The MSA offers a wide range of specialized skills using statewide discounted rates. For the budgeted FY14 IT work plan, staff seeks approval to enter into multiple contracts under this MSA up to a combined maximum of $940,000. Project resources will be used during FY 2013-2014 for development and enhancement of planning and administrative systems. The MSA requires staff to compete each of the projects among at least 3 of the 120 approved vendors on the MSA.

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 contract $200,000 or greater:

Consultant/Contract #	Contract Purpose	Contract Amount
Various Vendors (13-037-C1)	The vendors shall provide technical project resources to complete defined scopes of work for the approved FY14 IT work plan.	$940,000

FISCAL IMPACT:
Funding is available in the FY 2013/14 budget.

ATTACHMENT:
Consultant Contract No. 13-037-C1

CONSULTANT CONTRACT 13-037-C1

Recommended Consultant: Various (explained below)

Background & Scope of Work: SCAG's Information Technology (IT) Division requires project-based technical resources to implement the IT work plan in support of SCAG's mission. For FY 2013-2014 IT project requirements, staff seeks approval to enter into multiple contracts with vendors approved by the State of California for this purpose.

SCAG retains a small core of IT staff for SCAG-specific functions that require knowledge of SCAG internal processes. IT service vendors that do not require specific knowledge of internal functions are utilized to implement technology on a project-by-project basis. Using contracted resources gives SCAG the ability to quickly increase or decrease skilled IT resources. This controls costs and utilizes SCAG's staff where they are most needed and increases SCAG's ability to improve technology and services.

To meet dynamic resource needs, staff desires to use a State of California Master Service Agreement (MSA) that was competitively procured and established for this specific purpose, i.e. to obtain IT resources from qualified, pre-approved vendors. As the IT workload varies from year to year, staff requests the Regional Council's approval on an annual basis. For FY 2013-2014, staff seeks authorization to enter into IT contracts up to a combined maximum of $940,000.

The approved FY 2013-2014 IT work plan includes critical enhancements to:

- The Federal Transportation Improvement Program (FTIP) databases used by the County Transportation Commissions (CTCs);
- Geographic Information System (GIS) geodatabases provided to SCAG members and used in analytical work;
- Planning databases, including Inter Governmental Review (IGR), Compass Blueprint, and others;
- Administrative systems, such as electronic content management, agenda management and paperless workflows;
- Financial system upgrades in part required by funding sources; and
- Temporary resources as required for technical support for SCAG events.

Staff seeks approval to enter into these contracts using approved State of California vendors up to the total requested for all scopes of work.

Project's Benefits & Key Deliverables: Using IT resources on a contract-by-contract basis gives SCAG the flexibility to acquire specialized skills to meet varying demands and workloads. This increases SCAG's effectiveness in deploying new technology, broadens the qualified resource pool, shortens project delivery time, and in many cases, reduces the overall cost of projects. The work of each contracting firm is tied to a specific scope, including agreed deliverables and rates, estimated hours, and schedules.

The State's competitively procured MSA allows SCAG and other local entities to leverage the buying power of the State while avoiding duplication of effort and thereby reducing the cost of procurements. Benefits include the availability of a large number of qualified vendors for a wide range of technical skills, discounted hourly rates, and favorable contract terms.

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** **$940,000**
To be awarded to eligible vendors specified under State of California's MSA 57175 for various scopes of work related to IT projects.

Contract Period: Notice-to-Proceed to June 30, 2014

Project Number: 810-0120.03, 811-1163.01 through .99, and 045-0142.01 through .99
Funding sources: Consolidated Planning Grant – FHWA and FTA and Indirect

Basis for Selection: 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 – MSA's. The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially "piggybacking" on the agreement.) Staff intends to use the State of California's MSA 57175 to procure the required assistance. To gain even greater cost reductions, unlike most MSA, this MSA would require staff to compete each of the projects among at least 3 of the 120 approved vendors on the MSA. This approach will enable staff to obtain the vendor that is the best technical fit for each project.

This Page Intentionally Left Blank

REPORT

AGENDA ITEM NO. 12

DATE: June 6, 2013

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

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

SUBJECT: Contracts $200,000 or Greater: Contract No. 13-039-C1 and C2, 2012 Base Year Model Development and Validation in support of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve Contract No. 13-039-C1, with Parsons Brinckerhoff, Inc. in an amount not-to-exceed $650,091, and approve Contract No. 13-039-C2, with Caliper Corporation in an amount not-to-exceed $317,054 for a total amount not-to-exceed $967,145. Both consultants shall enhance the functionality of SCAG's Travel Demand Model (TDM).

EXECUTIVE SUMMARY:
The purpose of this transportation modeling project is to develop and validate the 2012 base year model for the analysis of various transportation policies for the SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective a: Develop and maintain planning models that support regional planning, Objective b: Research and develop state of the art planning models to address current and emerging planning issues including climate change, land use and transportation interactions, micro-level transportation behaviors and, Objective c: Maintain a leadership role in the modeling and planning data/GIS communities.

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

Consultant/Contract #	Contract Purpose	Contract Amount
Parsons Brinckerhoff, Inc. (13-039-C1)	Both consultants shall enhance the functionality of SCAG's Travel Demand Model to assist staff with more accurately forecasting the travel in the region.	$650,091
Caliper Corporation (13-039-C2)		$317,054

FISCAL IMPACT:
Funding is available in the FY 2013-2014 budget.

ATTACHMENT:
Consultant Contract Nos. 13-039-C1 and 13-039-C2

CONSULTANT CONTRACT 13-039-C1

Recommended Consultant: Parsons Brinckerhoff, Inc.

Background & Scope of Work: SCAG uses its Travel Demand Model (TDM) to help forecast the impact that the various modes of travel have on the region's transportation systems. Such modeling efforts, as part of SCAG's long-range planning, are mandated under federal law and the state's regional planning guidelines. The purpose of the project is to create a model for 2012 Base Year, and for the analysis of various transportation policies, including the impact that the various modes of travel have on air quality and land use. The information will be critical for SCAG's 2016 RTP/SCS.

The three (3) required work tasks include: model software enhancement; software optimization; and model calibration and peer review.

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

- Providing a comprehensive travel demand model that is capable of analyzing various transportation improvements and policies for SCAG's plans and programs in support of the 2016 RTP/SCS;
- Providing transportation model software that can streamline model operations and minimize model running time;
- Providing SCAG staff technical assistance, as well as providing software and programming support;
- Training SCAG staff on model estimation and software operations to enhance staff's technical and analytical skills; and
- Delivering model software and model documentation.

Strategic Plan: This item supports SCAG's Strategic Plan Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective a: Develop and maintain planning models that support regional planning, Objective b: Research and develop state of the art planning models to address current and emerging planning issues including climate change, land use and transportation interactions, micro-level transportation behaviors and, Objective c: Maintain a leadership role in the modeling and planning data/GIS communities.

Contract Amount: **Total not-to-exceed** **$650,091**
Parsons Brinckerhoff, Inc. (Tasks 1 & 3 only)

Note: Parsons Brinckerhoff, Inc. originally proposed $750,683 for Tasks 1 and 3; and $938,437 for all three tasks. However, staff negotiated the price down to $650,091 without reducing the scope of work for Tasks 1 and 3.

Contract Period: Notice-to-proceed through December 31, 2014

Project Number: 070.SCG00565.02 $335,000
070.SCG00130.10 $150,000
Funding sources: Consolidated Planning Grant – FHWA and FTA

Request-for-Proposal (RFP): SCAG staff notified 1,672 firms of the release of RFP 13-039. Staff also advertised the RFP in the American Planning Association's website, the Urban

Transportation Monitor, the Planning Institute; and posted it on SCAG's bid management system. A total of 55 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

Parsons Brinckerhoff, Inc. (no subconsultants, Tasks 1, 2 & 3**)**	**$938,437**
Caliper Corp. (2 subconsultants, Task 2**)**	**$323,054**
Dr. James E. Marca & Dr. Craig R. Rindt (no subconsultants, Task 2)	$316,981

Selection Process: SCAG solicited consultants to provide the following services with the understanding that SCAG could award the various tasks to separate consultants based on the consultant's expertise and experience:

- Task 1 - Model Estimation, Enhancement, and Expert Support;
- Task 2 - Model Integration, Software Optimization, and Operation Support; and
- Task 3 - Project Management, Model Calibration, Validation, Testing, and Peer Review.

The PRC evaluated each proposal received in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked proposers. The third proposer was non-responsive to the RFP requirements.

The PRC consisted of the following individuals:

Chaushie Chu, Deputy Executive Officer, LA Metro
Hsi-Hwa Hu, Transportation Modeler IV, SCAG
Jonathan Osborn, Research Program Specialist, Caltrans District 7
Mike Ainsworth, Modeling Program Manager, SCAG

Basis for Selection: The PRC determined that SCAG could capitalize on the extensive experience and qualifications of Parsons Brinckerhoff, Inc. and Caliper Corporation and obtain a better work product by splitting the contract award between the two (2) firms. Accordingly, the PRC split the contact award between the two (2) firms because it was in SCAG's best interest to do so. The PRC determined that Parsons Brinckerhoff's experience and qualifications were best suited for RFP Task 1, Model Estimation, Enhancement, and Expert Support; and RFP Task 3, Project Management, Model Calibration, Validation, Testing, and Peer Review; and that Caliper's experience and qualifications were best suited for RFP Task 2, Model Integration, Software Optimization, and Operation Support (see separate June EAC/RC staff report for Caliper Corporation).

The PRC recommended that Parson Brinckerhoff, Inc. complete Tasks 1 & 3 because they demonstrated the best:

- Technical approach and understanding of these work tasks;
- Knowledge and understanding of SCAG's models and data and an understanding of SCAG's technical processes; and
- Understanding of State and Federal regulations regarding modeling.

CONSULTANT CONTRACT 13-039-C2

Recommended Consultant: Caliper Corporation

Background & Scope of Work: SCAG uses its Travel Demand Model (TDM) to help forecast the impact that the various modes of travel have on the region's transportation systems. Such modeling efforts, as part of SCAG's long-range planning, are mandated under federal law and the state's regional planning guidelines. The purpose of the project is to create a model for 2012 Base Year, and for the analysis of various transportation policies, including the impact that the various modes of travel have on air quality and land use. The information will be critical for SCAG's 2016 RTP/SCS.

The three (3) required work tasks include: model software enhancement; software optimization; and model calibration and peer review.

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

- Providing a comprehensive travel demand model that is capable of analyzing various transportation improvements and policies for SCAG's plans and programs in support of the 2016 RTP/SCS;
- Providing transportation model software that can streamline model operations and minimize model running time;
- Providing SCAG staff technical assistance, as well as providing software and programming support;
- Training SCAG staff on model estimation and software operations to enhance staff's technical and analytical skills; and
- Delivering model software and model documentation.

Strategic Plan: This item supports SCAG's Strategic Plan Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective a: Develop and maintain planning models that support regional planning, Objective b: Research and develop state of the art planning models to address current and emerging planning issues including climate change, land use and transportation interactions, micro-level transportation behaviors and, Objective c: Maintain a leadership role in the modeling and planning data/GIS communities.

Contract Amount: **Total not-to-exceed** **$317,054**
Caliper Corporation (Task 2 only)

Note: Caliper originally proposed $323,054 for Task 2 only. However, staff negotiated the price down to $317,054 without reducing the scope of work for Task 2.

Contract Period: Notice-to-proceed through December 31, 2014

Project Number: 070.SCG00565.02 $335,000
070.SCG00130.10 $150,000
Funding sources: Consolidated Planning Grant – FHWA and FTA

Request-for-Proposal (RFP):

SCAG staff notified 1,672 firms of the release of RFP 13-039. Staff also advertised the RFP in the American Planning Association's website, the Urban Transportation Monitor, the Planning Institute; and posted it on SCAG's bid management system. A total of 55 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

Parsons Brinckerhoff, Inc. (no subconsultants, Tasks 1, 2 & 3**)**	**$938,437**
Caliper Corp. (2 subconsultants, Task 2**)**	**$323,054**
Dr. James E. Marca & Dr. Craig R. Rindt (no subconsultants, Task 2)	$316,981

Selection Process:

SCAG solicited consultants to provide the following services with the understanding that SCAG could award the various tasks to separate consultants based on the consultant's expertise and experience:

- Task 1 - Model Estimation, Enhancement, and Expert Support;
- Task 2 - Model Integration, Software Optimization, and Operation Support; and
- Task 3 - Project Management, Model Calibration, Validation, Testing, and Peer Review.

The PRC evaluated each proposal received in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked proposers. The third proposer was non-responsive to the RFP requirements.

The PRC consisted of the following individuals:
Chaushie Chu, Deputy Executive Officer, LA Metro
Hsi-Hwa Hu, Transportation Modeler IV, SCAG
Jonathan Osborn, Research Program Specialist, Caltrans District 7
Mike Ainsworth, Modeling Program Manager, SCAG

Basis for Selection:

The PRC determined that SCAG could capitalize on the extensive experience and qualifications of Parsons Brinckerhoff, Inc. and Caliper Corporation and obtain a better work product by splitting the contract award between the two (2) firms. Accordingly, the PRC split the contact award between the two (2) firms because it was in SCAG's best interest to do so. The PRC determined that Parsons Brinckerhoff's experience and qualifications were best suited for RFP Task 1, Model Estimation, Enhancement, and Expert Support; and RFP Task 3, Project Management, Model Calibration, Validation, Testing, and Peer Review (see separate June EAC/RC staff report for Parsons Brinckerhoff, Inc.); and that Caliper's experience and qualifications were best suited for RFP Task 2, Model Integration, Software Optimization, and Operation Support.

The PRC recommended that Caliper Corporation complete Task 2 because they demonstrated the best:

- Technical approach and understanding of the proposed work for Tasks 2;
- Specialization in transportation model software engineering and development;
- Track record of work experience related to software development and model integration related to activity-based models; and
- Understanding of SCAG's model components that will be integrated into SCAG's Activity-based Model.

This Page Intentionally Left Blank

REPORT

AGENDA ITEM NO. 13

DATE: June 6, 2013

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) $5,000 but less than $200,000

Vendor	PO Purpose	PO Amount
South Bay Cities COG	Memorandum of Understanding #M002-13	$68,000
Omnitrans	Memorandum of Understanding #M0012-13	$48,000
Western Riverside COG (WRCOG)	Memorandum of Understanding #M001-13	$45,830
Daily Journal Corporation	Printing of Public Notices	$25,226
James Jacob	Employment Sector Data and Analysis (13-040)	$20,000
County of Riverside	Household Employment Data Purchase (for modeling analysis)	$20,000
CompuCom Systems, Inc.	Adobe Acrobat License Renewal	$10,866
USC School of Pub Policy	Executive Education Program	$10,000
U.S. Postal Service	Postage for the Mailing Machine	$10,000
County of Ventura	Information Technology Research Services	$7,749
DI Technology Group Inc.	Computer Hardware and Peripherals	$7,236
Urban Land Institute	Urban Marketplace Sponsorship	$5,000

SCAG executed the following Contracts $25,000 but less than $200,000

Consultant/Contract #	Contract's Purpose	Contract Amount
N/A		

SCAG executed the Amendment $5,000 but less than $75,000

Consultant/Contract #	Amendment's Purpose	Amendment Amount
1. LSA Associates, Inc. 12-029-C1	The purpose of the amendment is to provide additional funding to enable the consultant to perform additional public outreach and allow for more public review of various draft report documents.	$41,218
2. Metropia, Inc. 12-044-C1	The purpose of the amendment is to provide additional funding to enable the consultant to analyze the impact of congestion pricing on managed lanes, such as High Occupancy Toll (HOT) lanes, which is an important component to the next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).	$14,500

FISCAL IMPACT:
Funding is available in the FY 2012-2013 budget.

ATTACHMENT:
Contract and Amendment Summaries

CONTRACT 12-029-C1 AMENDMENT 4

Consultant: LSA Associates, Inc.

Background & Scope of Work: On June 7, 2012, SCAG awarded Contract No. 12-029-C1 to LSA Associates, Inc. (LSA) to analyze and identify potential strategies (engineering, education and enforcement) and to promote improved safety along Pacific Coast Highway (PCH) for all modes of travel. This study is known as the PCH Safety Study.

The purpose of the amendment is to provide additional funding to enable LSA to perform additional public outreach and allow for more public review of various draft report documents. The amendment will also extend the contract end date from June 30, 2013 to December 31, 2013 to allow LSA sufficient time to perform the additional work.

Project's Benefits & Key Deliverables: The project's key benefit and deliverable is a study that includes strategies to improve public safety through better transportation planning along the PCH.

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.

Amendment Amount:

Amendment 4	$41,218
Amendment 3 (administrative - no change to contract's value)	$0
Amendment 2 (administrative - no change to contract's value)	$0
Amendment 1	$12,300
Original contract value	$279,890
Total contract value is not-to-exceed	**$**333,408

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

Contract Period: June 7, 2012 through December 31, 2013

Project Number: 13-145.SCG02026.01 $41,218
Funding sources: Consolidated Planning Grant – 5304 State and Local Cash Match

Basis for the Amendment: The City of Malibu requested additional public outreach and time to allow local residents and stakeholders to review and comment on the study's various report conclusions and recommendations. The study will serve as the foundation for the City's Long Range Transportation Plan and the City desires to obtain input from as many stakeholders as possible to help create a comprehensive Plan. In the absence of the amendment, the study's results would be less significant and useful to the City.

CONTRACT 12-044-C1 AMENDMENT 2

Consultant: Metropia, Inc.

Background & Scope of Work: On September 11, 2012, SCAG awarded Contract No. 12-044-C1 to Metropia, Inc. to assist SCAG staff in developing a better understanding of and technical skills to analyze and perform Dynamic Traffic Assignment (DTA), a new modeling technique.

The purpose of the amendment is to provide additional funding to enable Metropia to perform additional analysis under Task 3. Specifically, Metropia shall analyze the impact of congestion pricing on managed lanes, such as High Occupancy Toll (HOT) lanes, which is an important component to the next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In addition, Metropia will provide training to SCAG staff in using the DTA model on congestion pricing analysis.

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

- Enhancing SCAG staff's knowledge and analytical skill on congestion pricing;
- Enhancing SCAG staff's technical skill on dynamic traffic assignment; and
- Improving SCAG's transportation models.

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

Amendment Amount:

Amendment 2	$14,500
Amendment 1 (administrative - no change to contract's value)	$0
Original contract value	$49,795
Total contract value is not-to-exceed	**$64,295**

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

Contract Period: September 11, 2012 through February 28, 2014

Project Number: 070.SCG00565.02 $14,500
Funding sources: Consolidated Planning Grant – FHWA and FTA

Basis for the Amendment: Metropia, Inc. is currently conducting the technical study under the contract and has gained tremendous experience and familiarity with the required tasks. Metropia has delivered a technical report and conducted the first training regarding the theory of DTA.

The amendment supports the overall RTP/SCS goals for the implementation of the congestion pricing program. The Amendment will substantially enhance staff's overall understanding and technical skills for analyzing and estimating the impact of congestion pricing, specifically the impact of High Occupancy Toll (HOT) managed lanes on traffic condition. Without the amendment, SCAG staff will not be able to conduct as detailed an analysis of congestion pricing on HOT lanes for the next RTP/SCS.

REPORT

AGENDA ITEM NO. 14

DATE: June 6, 2013

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

Sharon A. Neely

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

SUBJECT: AB 574 (Lowenthal): California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: sustainable communities strategies.

RECOMMENDATION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
AB 574 is the result of the Transportation Coalition for Livable Communities efforts to ensure equitable portion of cap-and-trade auction revenues be allocated to the transportation sector. At its October 2012 meeting, the Regional Council voted to support the Coalition's principles and in January 2013, the Regional Council adopted state legislative priorities to support cap-and-trade legislation consistent with these principles. AB 574 was amended to included language consistent with the Coalitions principles and SCAG issued a support letter (attached) on April 17. AB 574 was held in Appropriations Committee Suspense File and did not pass out of house of origin by the legislative deadline (May 24, 2013).

BACKGROUND:
This memorandum reports to the Regional Council (RC) the activities SCAG has undertaken pursuant to actions of the RC in October 2012 directing the agency to support the principles for allocation of cap-and-trade auction revenues by the statewide stakeholder coalition group forming the Transportation Coalition for Livable Communities; and the RC's subsequent action in January 2013 adopting state legislative priorities to support cap-and-trade legislation consistent with these principles.

AB 574 is the result of the coalition's efforts, of which SCAG has been a full participant, to introduce and ultimately enact legislation that will ensure that cap-and-trade revenue allocations are consistent with the adopted principles and that the flow of funds to the transportation sector will be commensurate with its impact in creating greenhouse (GHG) emissions. The bill, which was introduced on February 20, 2013 as a bill to specify procedures for relinquishment by the California Transportation Commission of portions of the state highway system to local jurisdictions my mutual consent, was amended on April 15, 2013, after extensive negotiated agreement and development among the 16 members of the Transportation Coalition and the author. The bill was subsequently heard and passed the Assembly Transportation Committee (12-4) on April 22, 2013, and the Assembly Natural Resources Committee (6-3) on April 29, 2013. The bill was sent to Suspense File on May 15, 2013, but is scheduled to be heard in the Assembly Appropriations Committee on May 24, 2013. Copies of SCAG's and the coalition's support letter is attached to this report; SCAG's lobbyist appeared with other coalition members in support of the bill at the policy committee hearings. A full list of on-record support and opposition to the bill is listed below in this report.

According to the California Air Resources Board (ARB), a total reduction of 80 million metric tons (MMT), or 16 percent compared to business as usual, is necessary to achieve the 2020 limit mandated

by AB 32, California's comprehensive climate law enacted in 2006. Approximately 78 percent of the reductions will be achieved through identified direct regulations. ARB proposes to achieve the balance of reductions necessary to meet the 2020 limit (approximately 18 MMT) through a cap-and-trade program that covers an estimated 600 entities. The first two quarterly auctions of allowances in the cap-and-trade program were held in November 2012 and February 2013. The next auction (the last of the current fiscal year) is scheduled for May 16, 2013.

The 2012-13 Budget Act (AB 1464) authorized Department of Finance (DOF) to allocate at least $500 million from cap-and-trade auction revenue, and make commensurate reductions to the General Fund expenditure authority, to support the regulatory purposes of AB 32. AB 1464 specifically prohibits the use of auction funds for the purpose of developing a high-speed rail system for at least two years. AB 1532 (Speaker Pérez) establishes a long-term spending strategy for moneys in the Fund, including procedures for deposit and expenditure of cap-and-trade auction revenues pursuant to an investment plan. AB 1532 specifically authorizes funding for strategic planning and development of sustainable infrastructure projects, including, but not limited to, transportation and housing.

Pursuant to AB 1532, DOF and ARB are developing a three-year investment plan for the auction proceeds. The investment plan will identify the state's GHG emission reduction goals and priority programs for investment of proceeds to support achievement of those goals. The Governor's proposed 2013-14 Budget includes a brief discussion of Administration priorities for investment, emphasizing investments in the transportation and energy sectors from which large reductions in GHG emissions are possible. In addition, areas to be examined during the planning process include sustainable agriculture practices (including the development of bioenergy), forest management and urban forestry, and the diversion of organic waste to bioenergy and composting.

In February 2013, ARB released an investment plan "concept paper" and held public workshops to solicit public input. A draft investment plan has been considered by ARB on April 25, 2013, and DOF will submit the final plan to the Legislature in May 2013. Funding will be appropriated to state agencies by the Legislature and Governor through the annual Budget Act, consistent with the plan.

Summary of provisions

AB 574 would create the Sustainable Communities Infrastructure Program to fund sustainable communities' strategies (SCSs) and equivalent GHG reducing strategies using cap-and-trade auction revenues. Specifically, this bill:

- Makes legislative findings and declarations regarding the transportation sector being the largest source of GHG emissions in California and the need to fund integrated transportation and public infrastructure investments with changes in land use if the state is going to meet its GHG emission reduction goals.

- Directs the appropriation of funds from the GHG Reduction Fund for projects that do all of the following:

    - Provide cost-effective and feasible reductions in GHG emissions;
    - Combine transportation investments with local land use modifications and other local policy changes to provide GHG emissions reductions and, where feasible, to achieve other public benefits;

- Implement either an approved SCS or APS within existing urbanized or developed areas in regions with an MPO. For regions that do not have an MPO, projects must reduce GHG emissions consistent with the regional transportation plan or other regional plan;
- Meet specified criteria that govern the newly created Sustainable Communities Infrastructure Program; and,
- Comply with existing requirements to benefit economically disadvantaged communities.

- Provides that projects are to be selected through a competitive process based on cost-effective GHG emissions reductions using criteria established by ARB.

- Directs the California Transportation Commission (CTC), in consultation with the ARB, to designate a regional granting authority to administer the Sustainable Communities Infrastructure Program within each region.

- Requires that the regional granting authority to be the same agency responsible for preparing the regional transportation plan.

- Provides that money in the Sustainable Communities Infrastructure Program should be allocated to regional granting authorities on a per capita basis.

- Vests the Business and Transportation Agency, in consultation with CTC and the High-Speed Rail Authority, with responsibility for allocating moneys for interregional investments.

- Directs ARB, in consultation with CTC and the Strategic Growth Council (SGC), to establish criteria for the development and implementation of regional grant programs that do the following:

    - Require projects to be selected through a competitive public process based on GHG emissions reductions;
    - Provide criteria for evaluating long-term GHG impacts;
    - Establish methods for evaluating, monitoring, and verifying project effectiveness, as prescribed;
    - Encourage flexibility, collaboration, and innovation at the local level to address local transportation and community needs;
    - Provide for the development and implementation of projects that integrate infrastructure investment with land use to achieve the maximum GHG emissions reductions;
    - Provide for public participation in the review of proposed projects;
    - Provide for consultation and coordination with air pollution control and air quality management districts.

- Directs ARB, in consultation with SGC and MPOs, to establish standards for integrated modeling systems and measurement methods to ensure consistency in evaluating the potential effectiveness of projects and verifying actual benefits realized when projects are completed.

- Requires ARB annually to review the program's implementation and revise the program as needed.

- Directs ARB, in consultation with CTC and SGC, to establish standards for the use of program funds to ensure compliance with prescribed criteria.

- Delineates the following eligible uses of program funds:

  - Transportation network and demand management, including, but not limited to, trip-reduction programs, congestion pricing, and roadway modifications, such as roundabouts;
  - Public transportation, including operations, maintenance, and capital costs;
  - Road and bridge maintenance; operations and retrofits for complete streets, bike, and pedestrian safety enhancements; safe routes to schools; and urban greening;
  - Clean transportation fueling infrastructure and support;
  - Multimodal network connectivity to reduce travel distances and improve access to parks, schools, jobs, housing, and markets for rural and urban communities, including neighborhood scale planning;
  - Development and adoption of local plans and land use policies that help to implement regional plans;
  - Community infrastructure, including public works and municipal improvements necessary to support transit-oriented development, affordable housing, infill in existing urbanized areas, and small walkable communities in rural neighborhoods;
  - Multiuse facilities and accommodations for bicyclists, pedestrians, and neighborhood electric vehicles;
  - Interregional rail modernization and related community infrastructure; and,
  - Administrative costs and development and use of evaluation, monitoring, and verification systems.

- Authorizes ARB, in consultation with CTC, to identify additional eligible uses of the funds that provide GHG emission reductions.

Summary Conclusion

The largest source of GHG emissions in California is the transportation sector, and implementation of the California Global Warming Solutions Act of 2006 depends on achieving significant emission reductions from this sector. A key method to reduce transportation emissions is the development of sustainable communities strategies and other regional plans that encourage more compact development and invest in alternatives to the automobile, thereby reducing the total amount of driving necessary to meet mobility needs.

However, local governments tasked with implementing sustainable communities strategies, and other GHG-reducing regional plans, lack funds for the infrastructure necessary to accommodate patterns of growth consistent with the state's climate goals. Integrating transportation and public infrastructure investments with changes in land use will provide significantly greater GHG emission reductions than single purpose investment strategies, and contribute to making communities more livable. AB 574 is a comprehensively conceived piece of legislation to achieve this by giving appropriate state entities authority to establish criteria and guidelines necessary to develop, monitor, assess, and evaluate the different kinds of emissions reducing projects for which cap-and-trade monies may fund, while retaining local flexibility to administer a regional, competitive grant program to allocate the resources consistent with the state's guidance.

As a fiscal bill that has passed policy committees of the first house, AB 574 was heard in the Assembly Appropriations Committee on May 15, 2013, and was placed on Suspense File. The bill was held in the Assembly Appropriations Committee Suspense File at its hearing on May 24, 2013 and did not pass out of the house of origin by the legislative deadline (May 24, 2013).

May Revise Update

On May 14, 2013, Governor Brown released the "May Revise" budget which provides a more current budget estimate from both the revenue and revenue standpoints on the current (FY 12-13) state budget as well as the next (FY 13-14) state budget than was proposed in January of this year. The May Revise also includes Administration expenditure requests for the FY 13-14 budget, and this May Revise requests that cap-and-trade revenues from emissions allowance auction proceeds in FY 12-13 are added in the amount of $500 million to provide a one-time loan from the Greenhouse Gas (GHG) Reduction Fund to the General Fund.

The Administration asserts that the loan is appropriate because the agencies that are developing the plan and programs that will use cap-and-trade revenues to reduce GHG emissions (principally the California Air Resources Board and the Department of Finance) need further time to design and develop their programs to ensure that when the programs receive funds they will further the purposes of AB 32 and maximize long term GHG reductions. In addition, it will provide the California Air Resources Board time to complete the statutorily required update of the AB 32 Scoping Plan due at the end of 2013, which can help inform better investment decisions.

The Administration proposal specifies that the loan is short-term and the monies will be repaid with interest and appropriated in FY 2014–15. AB 574 is not contingent on an appropriation in FY 2013–14, thus the loan of funds this year would not affect revenue allocations under AB 574 should it pass. It is assumed that proceeds from the sale of allowances from 2014-15 forward will be available in the budget year to support the investment plan.

Registered Support/Opposition

Support

California Alliance for Jobs
California Association of Councils of Governments
California Center for Sustainable Energy
California State Association of Counties
California Transit Association
California Transportation Commission
Capitol Corridor Joint Powers Authority
City of San Luis Obispo
Cobblestone Placemaking
County of Del Norte
County of Napa
Environmental Defense Fund
Foothill Transit
Glendale City Employees Association
League of California Cities

Livermore Amador Valley Transit Authority
Marin County Board of Supervisors
Metropolitan Transportation Commission
Monterey-Salinas Transit
Natural Resources Defense Council
Organization of SMUD Employees
Peninsula Corridor Joint Powers Board
Riverside Transit Agency
Sacramento Area Council of Governments
Sacramento Metropolitan Air Quality Management District
San Bernardino Public Employees Association
San Diego Association of Governments
San Luis Obispo County Employees Association
San Mateo County Transit District
San Mateo County Transportation Authority
Santa Clara County Board of Supervisors
Santa Clara Valley Transportation Authority
Santa Rosa City Employees Association
Self-Help Counties Coalition
Sonoma County Transportation Authority
Southern California Association of Governments
The Met Sacramento High School
Transportation Coalition for Livable Communities
Urban Counties Caucus
Victor Valley Transit Authority

Opposition

California Chamber of Commerce
California League of Food Processors
California Manufacturers and Technology Association
California Taxpayers Association
Western States of Petroleum Association

ATTACHMENTS:
1. AB 574 Bill Text
2. SCAG AB 574 Support Letter
3. Coalition AB 574 Support Letter
4. Coalition AB 574 Support Letter – Assembly Budget Subcommittee

AMENDED IN ASSEMBLY APRIL 15, 2013

CALIFORNIA LEGISLATURE—2013–14 REGULAR SESSION

ASSEMBLY BILL No. 574

Introduced by Assembly Member Lowenthal

February 20, 2013

An act to ~~amend Section 73 of the Streets and Highways Code, relating to highways~~ *add Part 9 (commencing with Section 38800) to Division 25.5 of the Health and Safety Code, relating to greenhouse gases*.

LEGISLATIVE COUNSEL'S DIGEST

AB 574, as amended, Lowenthal. ~~State highways: relinquishment.~~ *California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: sustainable communities strategies.*

The California Global Warming Solutions Act of 2006, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.

Existing law requires designated regional transportation planning agencies to perform certain transportation planning activities, including

the development of a regional transportation plan. Certain of these agencies are designated by federal law as metropolitan planning organizations. Existing law requires a metropolitan planning organization to adopt a sustainable communities strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets established by the state board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region.

This bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish standards for the use of moneys allocated from the Greenhouse Gas Reduction Fund for sustainable communities projects, as specified. The bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish the criteria for the development and implementation of regional grant programs, as specified. The bill would require the California Transportation Commission, in consultation with the state board, to designate the regional granting authority within each region of the state to administer the allocated moneys for regional grant programs, as specified.

~~Existing law gives the Department of Transportation full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law also provides for the commission to relinquish state highway segments to local agencies that have been deleted from the state highway system by legislative enactment, and in certain other cases.~~

~~This bill would generally authorize the California Transportation Commission to relinquish any portion of a state highway or related facility within a county or city to that county or city, subject to an agreement between the department and the local agency, without requiring a legislative enactment deleting the state highway segment from the state highway system. The bill would also require the department to expeditiously consider and respond to each request it receives from a city or county relative to an agreement relating to the proposed relinquishment of a state highway segment within the jurisdiction of the entity making the request, and would require the department, from time to time, to recommend to the Legislature any revisions to the statutory descriptions of state highway routes occasioned~~

~~by relinquishments approved by the commission. The bill would make other related changes.~~

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

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

SECTION 1. (a) The Legislature finds and declares all of the following:

(1) The largest source of greenhouse gas emissions in the state is the transportation sector and implementation of the California Global Warming Solutions Act of 2006 depends on achieving significant emissions reductions from that sector.

(2) A key method to reduce transportation emissions is the development of sustainable communities strategies and other regional plans that encourage more compact development and investment in alternatives to the automobile, thereby reducing the total amount of driving necessary to meet mobility needs.

(3) Local governments tasked with implementing sustainable community strategies, and other greenhouse gas emissions reducing regional plans, lack the funds for the infrastructure necessary to accommodate patterns of growth consistent with the state's climate goals.

(4) Integrating transportation and public infrastructure investments with changes in land use provide significantly greater greenhouse gas emissions reductions than single purpose investment strategies and contribute to making communities more livable.

(5) Without changed land use patterns and improved transportation investments, the state will not be able to achieve the goals of the California Global Warming Solutions Act of 2006.

(b) It is the intent of the Legislature that revenues from market-based compliance mechanisms related to motor vehicle fuels should be allocated to projects, programs, and policies that reduce greenhouse gas emissions from the transportation sector.

SEC. 2. Part 9 (commencing with Section 38800) is added to Division 25.5 of the Health and Safety Code, to read:

PART 9. SUSTAINABLE COMMUNITIES INFRASTRUCTURE PROGRAM

38800. Moneys appropriated from the Greenhouse Gas Reduction Fund pursuant to Chapter 4.1 (commencing with Section 39710) of Part 2 of Division 26 for investments in sustainable communities strategies required pursuant to Section 65080 of the Government Code and for related purposes as provided in this part, shall be allocated in accordance with this part.

38801. Appropriated moneys shall be allocated for projects that do all of the following:

(a) Provide cost-effective and feasible reductions in greenhouse gas emissions.

(b) Combine transportation investments with local land use modifications and other local policy changes to provide greenhouse gas emissions reductions and, where feasible, to achieve other public benefits, such as improvements in any of the following:

(1) Air quality.

(2) Public health.

(3) Resource protection.

(4) Environmental justice.

(5) Affordable housing supply.

(6) Protection of agricultural land.

(7) Public safety.

(8) Water quality and supply.

(9) Economic development and job creation.

(c) Implement either an approved sustainable communities strategy or alternative planning strategy, pursuant to Section 65080 of the Government Code, within existing urbanized or developed areas in regions with a metropolitan planning organization. For regions that do not have a metropolitan planning organization, projects shall reduce greenhouse gas emissions consistent with the regional transportation plan or other regional plan.

(d) Meet the requirements of Section 38804 or 38805.

(e) Are selected through a competitive process based on cost-effective greenhouse gas emissions reductions using criteria for evaluating long-term greenhouse gas emissions benefits established by the state board.

(f) Comply with the requirements to benefit economically disadvantaged communities, pursuant to Chapter 4.1 (commencing with Section 39710) of Part 2 of Division 26.

38802. (a) The California Transportation Commission, in consultation with the state board, shall designate the regional granting authority within each region of the state to administer moneys allocated pursuant to subdivision (b). The regional granting authority shall be the agency responsible for the development of the regional transportation plan pursuant to Section 65080 of the Government Code. Two or more entities responsible for the development of a regional transportation plan pursuant to Section 65080 of the Government Code may create a multiregional granting authority.

(b) Moneys that are allocated for regional grant programs shall be allocated to the regional granting authority in each region on a per capita basis by the Controller using the latest information from the Demographic Research Unit of the Department of Finance.

(c) Moneys that are allocated to interregional investments shall be administered by the Business and Transportation Agency, in consultation with the California Transportation Commission and the High-Speed Rail Authority for rail modernization that has both regional and interregional benefits and for other statewide transportation priorities that achieve greenhouse gas emissions reductions.

38803. (a) The state board, in consultation with the California Transportation Commission and the Strategic Growth Council, shall establish the criteria for the development and implementation of regional grant programs that do all of the following:

(1) Require that projects be selected within each region by the regional granting authority through a competitive public process based on greenhouse gas emissions reductions.

(2) Provide criteria for evaluating long-term greenhouse gases impacts.

(3) Establish the methods for evaluating, monitoring, and verifying project effectiveness, including those related to travel demand reduction, system efficiency, safety improvements, demographic characteristics, and integrated land use and transportation strategies.

(4) Encourage flexibility, collaboration, and innovation at the local level to develop cost-effective projects and to address local and regional transportation and community needs.

(5) Provide for the development and implementation of projects that integrate infrastructure investment with land use or local code changes to achieve the maximum greenhouse gas emissions reductions.

(6) Provide for public participation in the review of proposed projects. Regional granting authorities shall, at a minimum, conduct a 30-day public review and comment process consistent with the public participation requirements of Section 134(i)(6)(A) of Title 23 of the United States Code.

(7) Provide for consultation and coordination with air pollution control and air quality management districts.

(b) The state board, in consultation with the Strategic Growth Council and metropolitan planning organizations, shall establish standards for integrated modeling systems and measurement methods to ensure consistency in evaluating the potential effectiveness of projects and verifying actual benefits of projects after completion.

(c) The state board shall review the implementation of this section on an annual basis and may revise the criteria for project selection, evaluation, monitoring, and verification as needed to improve program performance.

38804. The state board, in consultation with the California Transportation Commission and the Strategic Growth Council, shall establish standards for the use of moneys for projects to ensure compliance with this division. Eligible uses of the moneys shall include any of the following:

(a) Transportation network and demand management, including, but not limited to, trip-reduction programs, congestion pricing, and roadway modifications, such as roundabouts.

(b) Public transportation, including operations, maintenance, and capital costs.

(c) Road and bridge maintenance; operations and retrofits for complete streets, bike, and pedestrian safety enhancements; safe routes to schools; and urban greening.

(d) Clean transportation fueling infrastructure and support.

(e) Multimodal network connectivity to reduce travel distances and improve access to parks, schools, jobs, housing, and markets

for rural and urban communities, including neighborhood scale planning.

(f) Development and adoption of local plans and land use policies that help to implement regional plans.

(g) Community infrastructure, including public works and municipal improvements necessary to support transit-oriented development, affordable housing, infill in existing urbanized areas, and small walkable communities in rural neighborhoods.

(h) Multiuse facilities and accommodations for bicyclists, pedestrians, and neighborhood electric vehicles.

(i) Interregional rail modernization and related community infrastructure.

(j) Administrative costs and development and use of evaluation, monitoring, and verification systems.

38805. The state board in consultation with the California Transportation Commission may identify additional eligible uses of funds that provide greenhouse gas emissions reductions consistent with the requirements of this part.

38806. It is the intent of the Legislature that moneys shall be appropriated for this part only in a manner consistent with the requirements of this division, Chapter 4.1 (commencing with Section 39710) of Part 2 of Division 26, and Article 9.7 (commencing with Section 16428.8) of Chapter 2 of Part 2 of Division 4 of Title 2 of the Government Code.

38807. Implementation of this part, including development of standards and guidelines by the state board and the provision of financial assistance to eligible recipients, is contingent upon appropriation of funds for these purposes by the Legislature.

~~SECTION 1. Section 73 of the Streets and Highways Code is amended to read:~~

~~73. (a) The commission shall relinquish to any county or city any portion of any state highway within the county or city that has been deleted from the state highway system by legislative enactment, and the relinquishment shall become effective upon the first day of the next calendar or fiscal year, whichever first occurs after the effective date of the legislative enactment.~~

~~(b) (1) Whenever the department and any county or city concerned have entered into an agreement providing therefor, the commission may relinquish, to that county or city, any portion of any state highway within the jurisdiction of that county or city, if~~

~~the commission determines that the relinquishment is in the best interests of the state. The commission may likewise relinquish any frontage or service road or outer highway, within the county or city, which has a right-of-way of at least 40 feet in width and which has been constructed as a part of a state highway project, but does not constitute a part of the main traveled roadway thereof. The commission may likewise relinquish any portion of any state highway in a county or city that has been superseded by relocation. The commission may likewise relinquish any nonmotorized transportation facility, as defined in Section 887, constructed as part of a state highway project within a city or county to that city or county. The relinquishment of a state highway or related facility pursuant to this subdivision may occur notwithstanding anything in Chapter 2 (commencing with Section 230) to the contrary.~~

~~(2) With respect to frontage or service roads or outer highways or nonmotorized transportation facilities, the relinquishment may occur with the agreement of the applicable city or county or with the adoption of a resolution consenting thereto by the applicable city or county.~~

~~(3) An agreement entered into pursuant to this subdivision shall require the city or county to maintain signs directing motorists to the continuation of a state highway route, if applicable, and may contain other conditions to ensure the continuity of traffic flow.~~

~~(4) The relinquished portion of a former state highway route is no longer a state highway as of the effective date of the relinquishment, and is not eligible for adoption as a state highway under Section 81.~~

~~(c) Relinquishment shall be by resolution. A certified copy of the resolution shall be filed with the board of supervisors or the city clerk, as the case may be. A certified copy of the resolution shall also be recorded in the office of the recorder of the county where the land is located and, upon its recordation, all right, title, and interest of the state in and to that portion of any state highway or related facility shall vest in the county or city, as the case may be, and that highway or portion thereof shall thereupon constitute a county road or city street, or other related facility, as the case may be.~~

~~(d) The vesting of all right, title, and interest of the state in and to portions of any state highways or related facilities heretofore~~

~~relinquished by the commission, in the county or city to which it was relinquished, is hereby confirmed.~~

~~(e) (1) Prior to relinquishing any portion of a state highway or related facility to a county or a city, except where the department and the county or city have entered into an agreement providing therefor, or as otherwise provided in paragraph (2) of subdivision (b), the department shall give 90 days' notice in writing of intention to relinquish to the board of supervisors, or the city council, as the case may be. Where the resolution of relinquishment contains a recital as to the giving of the notice, adoption of the resolution of relinquishment shall be conclusive evidence that the notice has been given.~~

~~(2) Within the 90-day period, the board of supervisors or the city council may protest in writing to the commission stating the reasons therefor, including, but not limited to, objections that the highway is not in a state of good repair, or is not needed for public use and should be vacated by the commission. If the commission does not comply with the requests of the protesting body, it may proceed with the relinquishment only after a public hearing given to the protesting body on 10 days' written notice.~~

~~(f) The commission shall not relinquish to any county or city any portion of any state highway that has been superseded by relocation until the department has placed the highway, as defined in Section 23, in a state of good repair. This requirement shall not obligate the department for widening, new construction, or major reconstruction, except as the commission may direct. A state of good repair requires maintenance, as defined in Section 27, including litter removal, weed control, and tree and shrub trimming to the time of relinquishment.~~

~~(g) The department shall expeditiously consider and respond to each request it receives from a city or county relative to an agreement relating to the proposed relinquishment of a state highway or related facility within the jurisdiction of the entity making the request.~~

~~(h) The department, from time to time, shall recommend to the Legislature any revisions to the descriptions of state highway routes in Chapter 2 (commencing with Section 230) occasioned by relinquishments approved by the commission pursuant to this section.~~

This Page Intentionally Left Blank

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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

Officers
President
Glen Becerra, Simi Valley

First Vice President
Greg Pettis, Cathedral City

Second Vice President
Carl Morehouse, San Buenaventura

Immediate Past President
Pam O'Connor, Santa Monica

Executive/Administration Committee Chair
Glen Becerra, Simi Valley

Policy Committee Chairs
Community, Economic and Human Development
Paula Lantz, Pomona

Energy & Environment
Cheryl Viegas-Walker, El Centro

Transportation
Keith Millhouse, Ventura County Transportation Commission

April 17, 2013

Honorable Bonnie Lowenthal, Chair
Assembly Committee on Transportation
Legislative Office Building
1020 N Street, Room 112
Sacramento, California 95814

RE: Assembly Bill 574 (Lowenthal): Greenhouse Gas Reduction Fund: Sustainable Communities Strategies - SUPPORT

Dear Chair Lowenthal:

On behalf of the Regional Council, the 84 member governing board of the Southern California Association of Governments (SCAG), I write to support AB 574 scheduled for hearing before the Assembly Transportation Committee on April 22, 2013.

SCAG is the largest Metropolitan Planning Organization (MPO) in the nation, serving over 18 million residents of Southern California. SCAG has been a member of the statewide coalition of transportation, local government, environment, and business group stakeholders since its early formation, working to achieve the consensus based plan for investment of our Cap & Trade revenues for transportation. The Regional Council adopted the coalition's principles for allocation of cap-and-trade revenues, now embodied in AB 574, in October 2012; and in January 2013 adopted as a top legislative priority the passage of state legislation to achieve these purposes.

AB 574 does this by setting forth a framework whereby the California Air Resources Board, California Transportation Commission and Strategic Growth Council work collaboratively to establish statewide guidelines and criteria for allocating cap-and-trade revenues to local projects consistent with purposes that would implement either the approved Sustainable Communities Strategies (SCS) throughout the state or, in areas where there is not an adopted SCS, the Regional Transportation Plan (RTP).

This bill recognizes that achieving the kinds of emissions reductions mandated by AB 32 can only be realized by investing cap-and-trade revenues in the transportation sector – the single largest sector source emitter in the state - commensurate with its responsibility in creating these emissions. The bill properly tasks appropriate state entities with establishing the criteria and guidelines necessary to develop, monitor, assess, and evaluate the different kinds of emissions reducing projects for which cap-and-trade monies may fund, while retaining local flexibility to administer a regional, competitive grant program to allocate the resources consistent with the state's guidance.

For the foregoing reasons, SCAG supports AB 574 and respectfully urges its favorable consideration and passage from this distinguished committee.

Sincerely,

Hasan Ikhrata
Executive Director

Cc: Members, Assembly Committee on Transportation

The Regional Council is comprised of 84 elected officials representing 191 cities, six counties, six County Transportation Commissions and a Tribal Government representative within Southern California.

2012.05.07

This Page Intentionally Left Blank

TRANSPORTATION COALITION for LIVABLE COMMUNITIES

April 18, 2013

The Honorable Bonnie Lowenthal
Chair, Assembly Transportation Committee
California State Capitol Room 3152
Sacramento, California 95814

RE: AB 574 (Lowenthal) – SUPPORT

Dear Assemblymember Lowenthal,

The Transportation Coalition for Livable Communities is writing in support of AB 574, which establishes the Sustainable Communities Infrastructure Program. This bill establishes a program to allocate a portion of cap and trade revenues to help local governments to implement sustainable communities strategies, mandated by SB 375, and other regional transportation plans required by law. Key reasons for our support:

Each region gets its fair share of funding.

AB 574 provides for a per capita distribution of funds allocated for sustainable communities. SB 375 imposed requirements on regions to reduce per capita greenhouse gas (GHG) emissions. This bill provides funding on a similar basis to assist in implementation of those requirements.

It provides for local flexibility and innovation in meeting state GHG goals.

By focusing on outcomes—GHG reduction—rather than methods as most single purpose grant programs do, it allows local governments to find the right combination of strategies to reduce GHG emissions, meet local transportation needs and provide the co-benefits—air quality, public health, economic development, affordable housing, etc.—that best meet local needs.

It will result in the most greenhouse gas emission reductions.

By using competitive grants at the regional level based on cost effective GHG emission reductions, it will achieve the greatest emission benefits per dollar and provides the most cost effective way to meet state goals.

It promotes an integrated approach to land use planning and transportation investments.

This is consistent with SB 375 and necessary to implement on the ground changes to meet regional GHG reduction goals. The GHG benefits of transit, bike and pedestrian facilities, and other transportation investments are multiplied significantly when combined with land use changes that support those investments.

Transportation is the largest source of greenhouse gas emissions and reducing emissions from that source has been recognized in the Governor's Budget and the Draft Investment Plan as a key priority. AB 574 provides an effective way to accomplish this objective while meeting the transportation needs of local governments, and providing a method to create more livable communities.

Sincerely,

California Transit Association • California Alliance for Jobs • Natural Resources Defense Council • California State Association of Counties • League of California Cities • California Association of Councils of Governments • Sacramento Area Council of Governments • Southern California Association of Governments • Metropolitan Transportation Commission • San Diego Association of Governments • Sacramento Metropolitan Air Quality Management District • Transportation California • Environmental Defense Fund • California Center for Sustainable Energy

This Page Intentionally Left Blank

The Honorable Richard Bloom
Chair, Assembly Budget Subcommittee No. 3
on Resources and Transportation
State Capitol
P.O. Box 942849
Sacramento, California 94249

The Transportation Coalition for Livable Communities (Coalition) supports investing cap and trade allowance revenues derived from motor vehicle fuels in projects that reduce emissions from the transportation section. Our coalition has submitted a proposal, referenced in the Investment Plan, which allocates a portion of cap and trade revenues to help local governments implement SB 375 and other regional transportation plans required by law. The basic structure of our proposal is included AB 574 (Lowenthal) and has been approved by the Assembly Transportation Committee and the Natural Resources Committee.

While the Governor's May Revise proposes to delay cap and trade investments, we believe that California can begin reducing greenhouse gas emissions, and achieving important co-benefits, both environmental and economic, by a thoughtful use of these funds. The Transportation Coalition for Livable Communities has submitted a framework for investing in transportation and other infrastructure throughout the state in a way that achieves the maximum greenhouse gas emission reductions and can be implemented right away.

Key reasons why we support this framework:

- **Nexus & Program Integrity.** Fuel allowance revenues will be the most "visible" cap and trade element to consumers because of the effect on gas pump prices. Drawing a direct connection between the cost and the benefit of transportation investment creates a broad constituency for the cap and trade—before and after the year 2020.
- **Every Community Benefits.** A competitive process encourages an investment plan that allows every community to plan and compete for state dollars. This not only fosters innovation, it yields the broad-scale transformative change that must occur to meet the GHG reductions goals for 2020, 2035, and especially 2050.
- **Empowers SB 375 (Steinberg).** SB 375 empowered the regional Metropolitan Planning Organizations (MPOs) to develop plans that would meet GHG reduction targets. Investing allowances in this way accelerates their implementation.
- **Fair Distribution.** Our proposal provides for a regional distribution of funds based on population. This tracks exactly with SB 375, which requires regions to reduce per capita greenhouse gas (GHG) emissions.
- **Transportation-Land Use Integration Maximizes Result.** The GHG reductions of transportation investments are multiplied when combined with integrated land use changes. The competitive investment process leverages land use performance consistent with SB 375 and necessary to get the necessary statewide GHG reductions.
- **Cost Effective.** It will result in the most greenhouse gas emission reductions. By using competitive grants at the regional level based on cost effective GHG emission reductions, it will achieve the greatest emission benefits per dollar and provides the most cost effective way to meet state goals.
- **Accountability; State Goals, Criteria, & Oversight.** The regions are best positioned to understand the needs of the local transportation system. But the state should set the overarching criteria and have a strong oversight role to assure that the investments are timely and consistent with state goals.

Transportation is the largest source of greenhouse gas emissions and reducing emissions from that source has been recognized in the Governor's Budget and the Draft Investment Plan as a key priority. Our coalition proposal provides an effective way to accomplish this objective while meeting the transportation needs of local governments, and providing a method to create more livable communities.

Sincerely,

California Transit Association • California Alliance for Jobs • Natural Resources Defense Council • California State Association of Counties • League of California Cities • Self-Help Counties Coalition • California Association of Councils of Governments • Sacramento Area Council of Governments • Southern California Association of Governments • Metropolitan Transportation Commission • San Diego Association of Governments • Sacramento Metropolitan Air Quality Management District • San Joaquin Valley Regional Policy Council • Transportation California • Environmental Defense Fund • California Center for Sustainable Energy • American Planning Association - California Chapter • American Lung Association in California

This Page Intentionally Left Blank

REPORT

AGENDA ITEM NO. 16

DATE: June 6, 2013

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.

LINE OF CREDIT:
SCAG recently completed negotiations with Bank of the West to renew its line of credit. An amendment has been executed which provides SCAG with a line of credit totaling $6.5 million, which is an increase of $1.5 million over the previous capacity of $5 million. The new term will be in effect for one year (1) and will provide SCAG additional financial flexibility in dealing with any potential cash flow difficulties. No such difficulties are expected at this time.

INTERNAL AUDIT:
SCAG's internal auditor identified a potential improvement to our system in handling incoming paper checks. As checks are received in Finance, they are run through a remote deposit machine in the department. To eliminate the handling of paper checks by staff, SCAG has a lockbox, which is a post office box to which vendors will send their checks. Bank of the West will receive and process the checks and make electronic images available for SCAG's our records.

AUDITS:
The Audit Committee was briefed on the completion of all action items related to the IT audit and the Risk Management Audit. The Committee requested further information on SCAG's system of internal controls, especially in the area of fraud prevention. Staff will present a report on this issue at the May 14, 2013 Audit Committee meeting.

BUDGET & GRANTS (B&G):
On April 9, 2013 the Annual MPO meeting was held with our federal and state partners. FY 2012/13 accomplishments and FY 2013/14 goals and priorities were presented and discussed. SCAG was commended for continued progress in producing a well-written Overall Work Program (OWP) that is focused on high priority projects and addresses the FY 2013/14 planning emphasis areas (PEAs) established by the US Department of Transportation (USDOT).

Based on comments received by FHWA/FTA at the Annual MPO meeting, as well as comments received by Caltrans, staff made minor workscope revisions to the FY 2013/14 OWP. The Final OWP was approved by the Regional Council on May 2, 2013 and submitted to Caltrans, FHWA and FTA for review and approval on May 6, 2013.

B&G staff submitted 14 grant applications to the California Department of Transportation (Caltrans) for the FY 2013/14 Transportation Planning Grant Program. If all grants submitted were to be awarded, the combined grant program will authorize SCAG to receive $ 2,688,132 of funding that will be passed through to the Sub-Recipients.

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.

CONTRACTS:
In April 2013, the Contracts Department issued one (1) Request for Proposal (RFP); awarded six (6) contracts; issued one (1) contract amendment; and 73 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 105 consultant contracts. Staff continues to implement the FY 2012/13 workload of approximately five (5) new contracts.

Contracts staff continued to negotiate better pricing and reduced costs for services. During the month of April 2013, over $280,979 in budget savings was realized, thus bringing the current fiscal year cumulative budget savings total to approximately $380,688.

ATTACHMENT:
April 2013 CFO Monthly Status Report

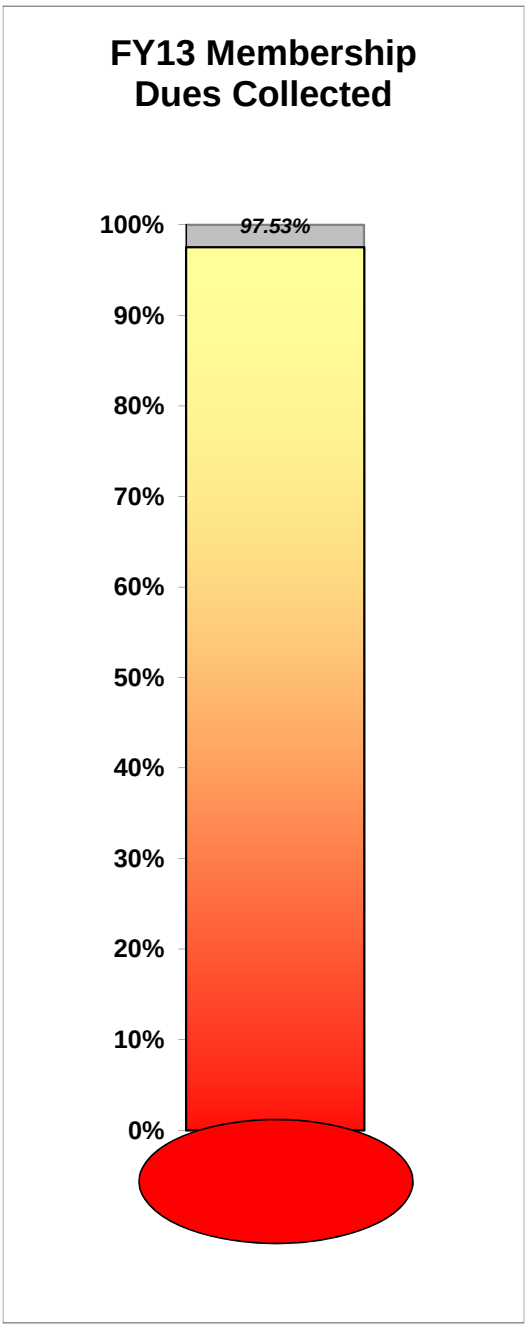
SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Office of the Chief Financial Officer

Monthly Status Report

APRIL 2013

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS



OVERVIEW

As of May 13, 2013, there are 186 paid members, 1 whose dues have been deferred and 1 membership pending.

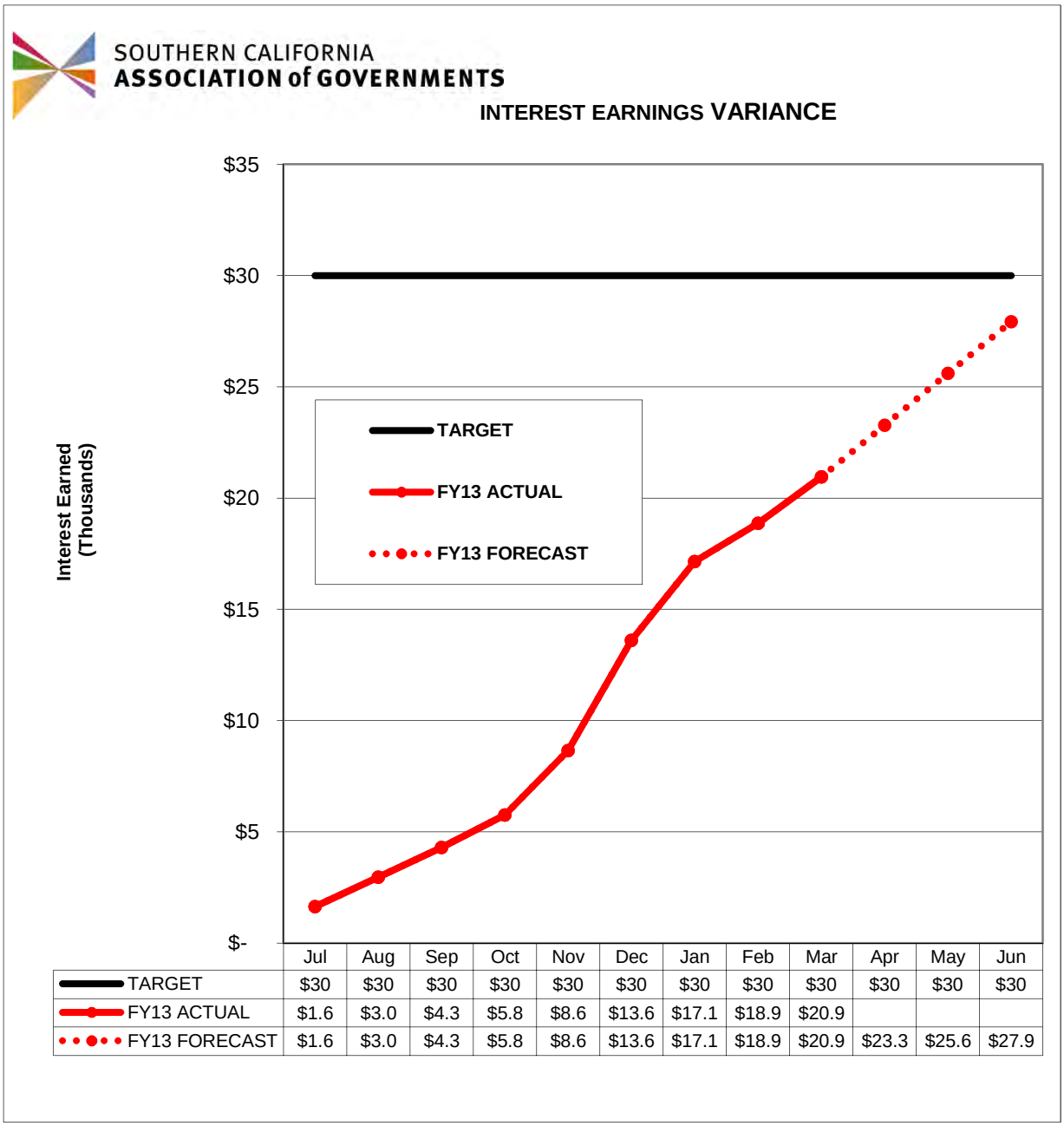
There are 3 cities in the SCAG region who are still being recruited for membership.

SUMMARY

FY13 Membership Dues	$1,822,884.00
Total Collected	$1,777,826.00
Percentage Collected	97.53%

Office of the CFO

Interest Earnings Variance



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
TARGET	$30	$30	$30	$30	$30	$30	$30	$30	$30	$30	$30	$30
FY13 ACTUAL	$1.6	$3.0	$4.3	$5.8	$8.6	$13.6	$17.1	$18.9	$20.9			
FY13 FORECAST	$1.6	$3.0	$4.3	$5.8	$8.6	$13.6	$17.1	$18.9	$20.9	$23.3	$25.6	$27.9

OVERVIEW

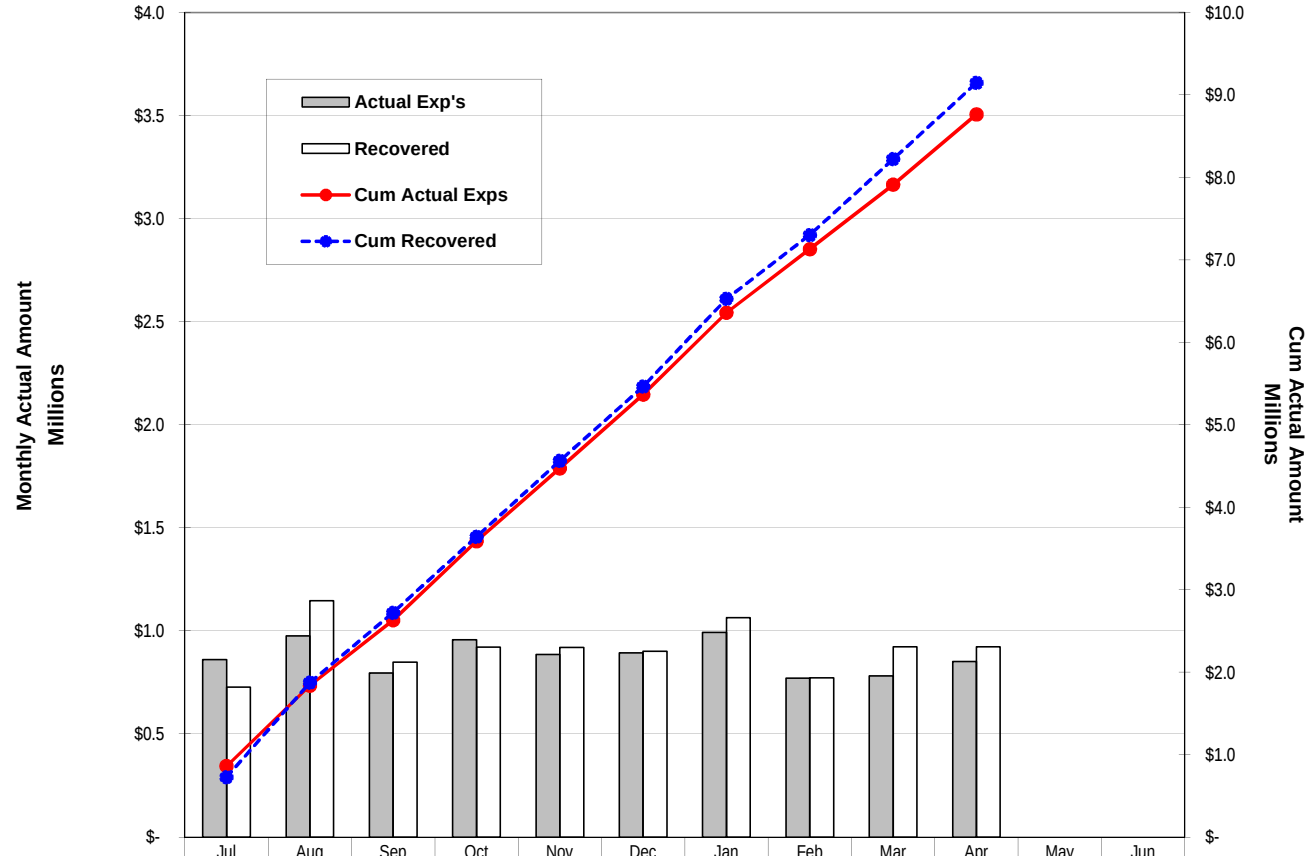
Actual interest income is plotted against the target amount. The amount earned through March was $20,945. The LA County Pool earned 0.66% in March.

SUMMARY

The amount projected for FY13 is $27,927 which is $2,073 less than the revised target.

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

FY13 INDIRECT COST & RECOVERY



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Actual Exp's	$860	$976	$795	$956	$885	$894	$993	$770	$782	$851		$-
Recovered	$727	$1,146	$848	$922	$920	$900	$1,064	$773	$923	$923		$-
Cum Actual Exps	$860	$1,836	$2,631	$3,587	$4,472	$5,366	$6,359	$7,129	$7,912	$8,763		
Cum Recovered	$727	$1,873	$2,721	$3,642	$4,563	$5,463	$6,527	$7,300	$8,223	$9,146		

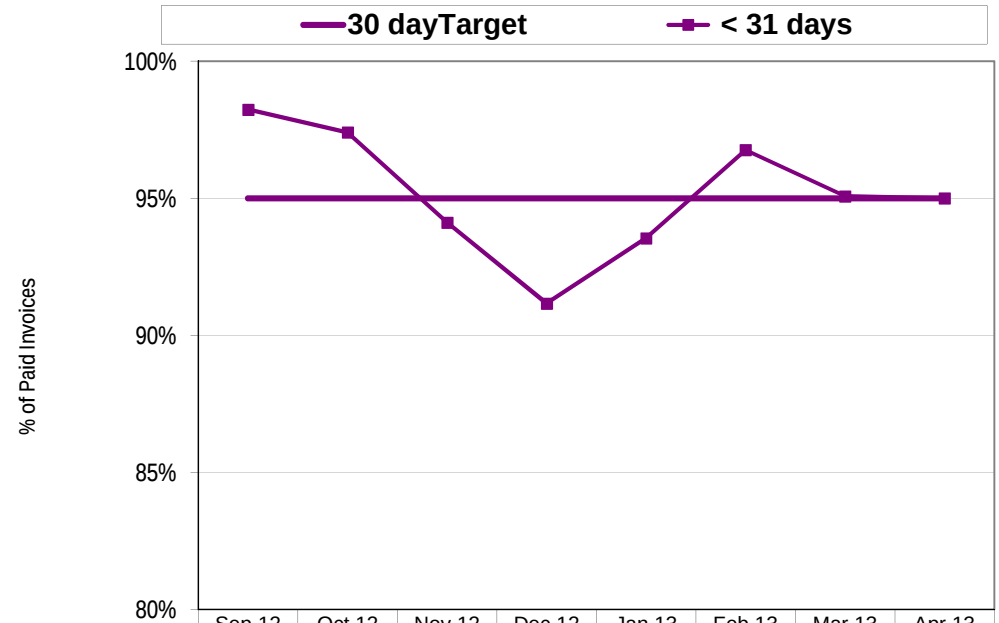
Last edited on: 5/13/2013

Office of the CFO

Invoice Aging

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

INVOICE AGING



	Sep 12	Oct 12	Nov 12	Dec 12	Jan 13	Feb 13	Mar 13	Apr 13
30 dayTarget	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
< 31 days	0.9823789	0.9740634	0.9411765	0.9116466	0.9354839	0.9676259	0.9507246	0.95

OVERVIEW

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

SUMMARY

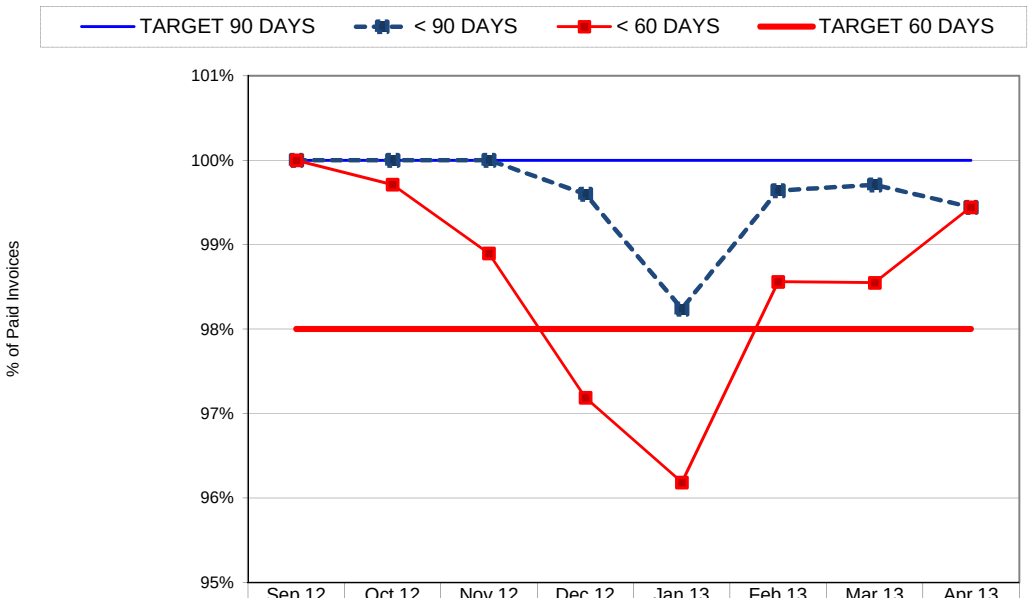
95.00% of April 2013's payments were made within 30 days of invoice receipt.

At month-end, 42 invoices remained unpaid less than 30 days.

Actual

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

INVOICE AGING



	Sep 12	Oct 12	Nov 12	Dec 12	Jan 13	Feb 13	Mar 13	Apr 13
TARGET 90 DAYS	1	1	1	1	1	1	1	1
< 90 DAYS	1	1	1	0.9959839	0.9824047	0.9964029	0.9971014	0.9944444
< 60 DAYS	1	0.9971182	0.9889706	0.9718876	0.9618768	0.9856115	0.9855072	0.9944444
TARGET 60 DAYS	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98

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 partially met during this period.

99.44% of April 2013's payments were within 60 days of invoice receipt and 99.44% within 90 days. Invoices unpaid 30-60 days totaled 12; 60-90 days: 10; >90 days: 15.

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Office of the CFO

Consolidated Balance Sheet

		3/31/2013	4/30/2013	Incr (decr) to equity	COMMENTS
1					
2	Cash at Bank of the West	$ 2,543,395	$ 290,395		
3	LA County Investment Pool	$ 3,113,319	$ 3,200,095		
4	Cash & Investments	$ 5,656,714	$ 3,490,490	$ (2,166,224)	AR went up
5					
6	Accounts Receivable	$ 5,168,553	$ 7,198,973	$ 2,030,420	Additional FHWA billings
7					
8	Fixed Assets - Net Book Value	$ 471,229	$ 469,045	$ (2,184)	Immaterial difference
9					
10	Total Assets	$ 11,296,496	$ 11,158,507	$ (137,989)	
11					
12	Accounts Payable	$ (180,119)	$ (52,460)	$ 127,659	Invoice backlog further reduced
13					
14	Employee-related Liabilities	$ (245,822)	$ (350,762)	$ (104,940)	April has more accrued payroll than March.
15					
16	Other Current Assets	$ (49,692)	$ (206,346)	$ (156,653)	IC over-recovery increased $72K, suspense $88K
17					
18	Deferred Revenue	$ (336,570)	$ (336,570)	$ -	No change
19					
20	Total Liabilities and Deferred Revenue	$ (812,203)	$ (946,138)	$ (133,935)	
21					
22	**Fund Balance**	**$ 10,484,293**	**$ 10,212,370**	**$ (271,923)**	
23				-	
24	**WORKING CAPITAL**				
25		**3/31/2013**	**4/30/2013**	**Incr (decr) to working capital**	
26	Cash	$ 5,656,714	$ 3,490,490	$ (2,166,224)	
27	Accounts Receivable	$ 5,168,553	$ 7,198,973	$ 2,030,420	
28	Accounts Payable	$ (180,119)	$ (52,460)	$ 127,659	
29	Employee-related Liabilities	$ (245,822)	$ (350,762)	$ (104,940)	
30	**Working Capital**	**$ 10,399,326**	**$ 10,286,241**	**$ (113,086)**	

Office of the CFO

Fiscal Year-To-Date Expenditure Report Through April 30, 2013

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

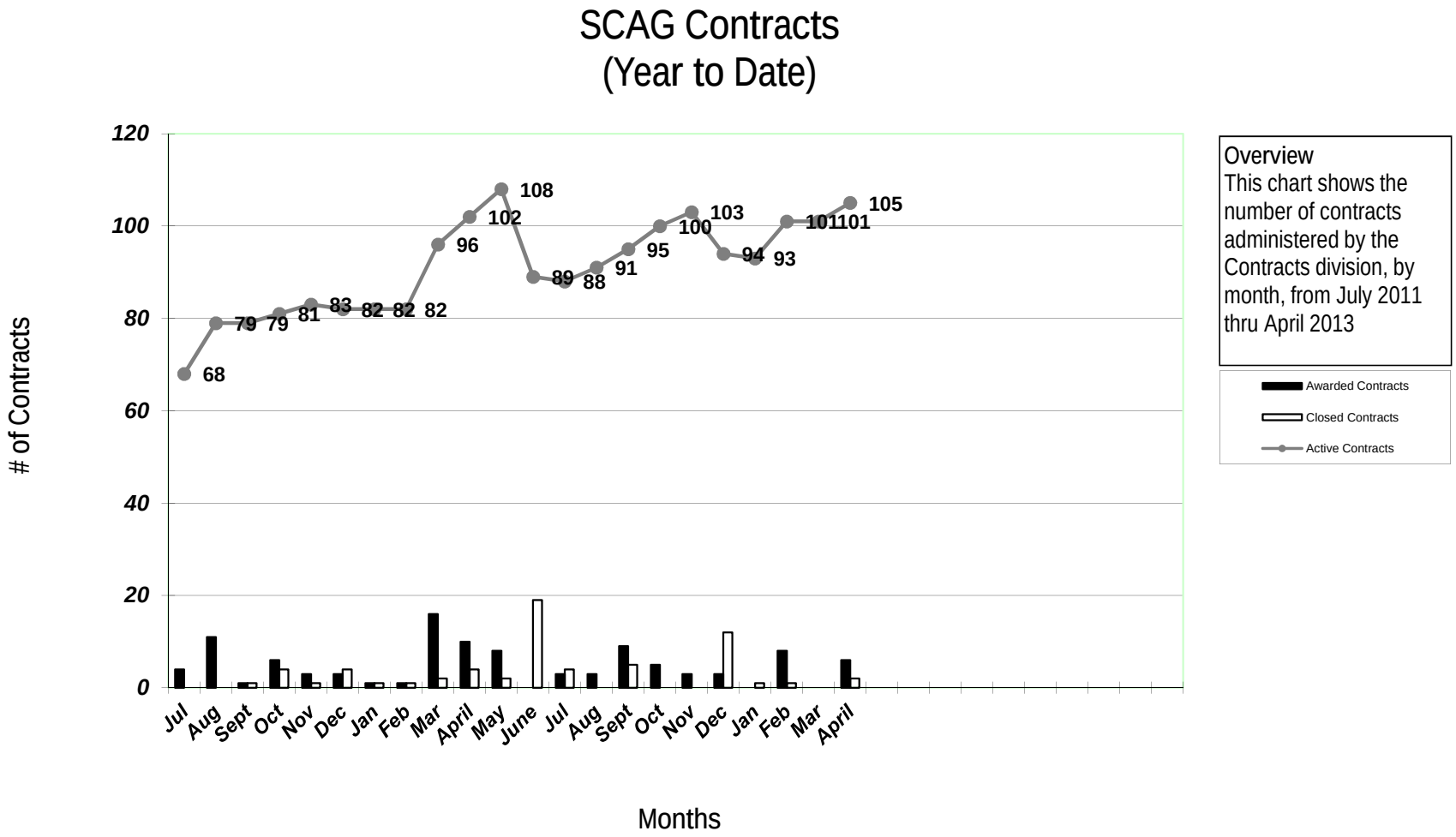
COMPREHENSIVE BUDGET

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1		Staff & Allocated Fringe Benefits	412,794	449,379	232,231		217,148	51.7%
2	51001	Allocated Indirect Costs	405,201	438,256	226,750		211,506	51.7%
3	54300	SCAG Consultants	336,000	293,268	58,543	167,453	67,272	20.0%
4	54340	Legal costs	100,000	220,000	65,587	143,022	11,391	29.8%
5	54350	Professional Services	15,000	9,691	2,974		6,717	30.7%
6	55441	Payroll, bank fees	7,500	17,500	16,778		722	95.9%
7	55460	Materials & Equpment < $5K	-	1,188	613		575	51.6%
8	55600	SCAG Memberships	93,000	126,682	126,682		0	100.0%
9	55620	Res/Materials Subscriptions	3,330	2,643	150	445	2,048	5.7%
10	55730	Capital Outlay	665,382	688,965	-		688,965	0.0%
11	55830	Conference - Registration	-	920	920		0	100.0%
12	55910	RC/Committee Meetings	8,237	13,647	13,647	0	0	100.0%
13	55914	RC General Assembly	330,000	300,000	168,477		131,523	56.2%
14	55916	Economic Summit		30,000	29,960		40	99.9%
15	55920	Other Meeting Expense	51,400	58,844	58,844	0	0	100.0%
16	55930	Miscellaneous other	206,140	35,255	32,652	129	2,474	92.6%
17	55940	Stipend - RC Meetings	175,000	175,000	152,330	0	22,670	87.0%
18	55972	Rapid Pay Fees	975	975	-		975	0.0%
19	56100	Printing	6,000	8,181	8,181	0	0	100.0%
20	58100	Travel - outside SCAG region	25,000	19,657	19,657	0	0	100.0%
21	58101	Travel - local	17,100	20,345	20,345	0	0	100.0%
22	58110	Mileage - local	15,000	6,439	4,842	0	1,597	75.2%
23	58150	Staff Lodging Expense	3,400	7,258	7,258		0	100.0%
24	58800	RC Sponsorships	69,650	71,350	71,350		0	100.0%
25		**Total General Fund**	**2,946,109**	**2,995,443**	**1,318,771**	**311,048**	**1,365,624**	**44.0%**
26					-			
27		Staff & Fringe Benefits	12,566,821	12,589,261	9,149,919		3,439,342	72.7%
28	51001	Allocated Indirect Costs	12,335,615	12,357,642	8,918,883		3,438,759	72.2%
29	54300	SCAG Consultants	14,634,378	17,631,421	5,984,432	7,289,326	4,357,663	33.9%
30	54350	Professional Services	550,000	648,185	144,646	39,074	464,465	22.3%
31	55210	Software Support	90,000	114,716	114,716	0	0	100.0%
32	55220	Hardware Support	100,000	50,000	25,328	4,255	20,417	50.7%
33	55280	Third Party Contribution	2,834,820	3,102,915	-		3,102,915	0.0%
34	55620	Resource Materials - subscrib	450,000	504,704	107,553	156	396,995	21.3%
35	55810	Public Notices	8,000	8,000	-		8,000	0.0%
36	55830	Conference - Registration	13,000	13,000	2,460		10,540	18.9%
37	55920	Other Meeting Expense	20,000	4,403	4,403		0	100.0%
38	55930	Miscellaneous - other	-	125,415	47,447	35,822	42,145	37.8%
39	56100	Printing	18,500	17,500	8,888		8,612	50.8%
40	58100	Travel	110,350	124,305	51,971		72,334	41.8%
41		**Total OWP**	**43,731,484**	**47,291,467**	**24,560,645**	**7,368,633**	**15,362,188**	**51.9%**
42					-			
43		**Comprehensive Budget**	**46,677,593**	**50,286,910**	**25,879,416**	**7,679,681**	**16,727,812**	**51.5%**

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

INDIRECT COST EXPENDITURES

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	Regular Staff	4,277,611	4,380,426	2,941,341		1,439,085	67.1%
2	50013	Regular OT	-	3,139	3,139		0	100.0%
3	50014	Interns, Temps, Annuit	-	8,470	8,470		0	100.0%
4	51000	Allocated Fringe Benefits	2,924,747	2,998,949	2,166,796		832,153	72.3%
5	54300	SCAG Consultants	351,671	274,879	53,748	135,328	85,802	19.6%
6	54340	Legal	275,000	275,000	11,008	71,606	192,387	4.0%
7	54350	Prof Svcs	766,338	988,905	832,181	156,725	0	84.2%
8	55210	Software Support	419,603	510,603	404,839	80,629	25,135	79.3%
9	55220	Hardware Supp	129,030	140,758	117,887	22,871	0	83.8%
10	55230	Computer Maintenance		500	500		0	100.1%
11	55240	Repair & Maint Non-IT	19,684	26,960	13,278	13,683	0	49.2%
12	55400	Office Rent 818 Offices	1,536,000	1,528,000	1,229,648	298,352	0	80.5%
13	55410	Office Rent Satellite	222,000	221,121	141,994	37,141	41,987	64.2%
14	55420	Equip Leases	115,000	163,735	94,609	69,126	0	57.8%
15	55430	Equip Repairs & Maint	45,244	42,840	7,920	5,453	29,467	18.5%
16	55440	Insurance	175,299	175,299	146,402		28,897	83.5%
17	55441	Payroll / Bank Fees	15,000	15,000	4,470		10,530	29.8%
18	55460	Mater & Equip < $5,000	180,000	136,751	24,651	12,066	100,034	18.0%
19	55510	Office Supplies	141,200	142,250	71,460	69,794	996	50.2%
20	55520	Graphic Supplies	50,000	48,466	3,047	723	44,697	6.3%
21	55530	Telephone	165,500	165,500	143,511	21,989	0	86.7%
22	55540	Postage	20,000	20,000	13		19,987	0.1%
23	55550	Delivery Services	8,900	10,500	6,352	4,148	0	60.5%
24	55600	SCAG Memberships	60,000	96	96		0	100.0%
25	55610	Prof Memberships	7,610	7,514	740	75	6,699	9.8%
26	55620	Res Mats/Subscrip	57,855	57,855	25,788	6,049	26,018	44.6%
27	55700	Deprec - Furn & Fixt	45,137	45,137	-		45,137	0.0%
28	55710	Deprec - Computer Equipment	77,723	77,723	-		77,723	0.0%
29	55720	Amortiz - Leasehold Improvement	7,402	7,402	-		7,402	0.0%
30	55800	Recruitment Notices	7,000	7,000	4,362		2,638	62.3%
31	55801	Recruitment - other	30,000	30,000	17,611	1,871	10,518	58.7%
32	55810	Public Notices	5,000	5,000	-		5,000	0.0%
33	55820	Training	160,000	152,803	114,724	38,078	0	75.1%
34	55830	Conference/workshops	29,850	29,283	654		28,629	2.2%
35	55920	Other Mtg Exp	51,200	60,290	11,454		48,836	19.0%
36	55930	Miscellaneous - other	13,526	36,237	25,868	10,369	0	71.4%
37	55950	Temp Help	58,500	53,416	25,756	27,660	0	48.2%
38	56100	Printing	91,500	90,000	35,924	7,947	46,129	39.9%
39	58100	Travel - Outside	102,614	97,227	31,569		65,658	32.5%
40	58101	Travel - Local	9,186	12,606	5,644		6,962	44.8%
41	58110	Mileage - Local	38,404	36,551	30,950		5,601	84.7%
42	58150	Staff lodging Expense	5,334	3,017	127		2,890	4.2%
43	58200	Travel - registration	3,000	210	210		0	
44	58450	Fleet Vehicle	8,200	9,600	3,900	5,700	0	40.6%
45		**Total Indirect Cost**	**12,706,868**	**13,097,018**	**8,762,641**	**1,097,381**	**3,236,996**	**66.9%**



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Summary

The chart shows that the Contract Division is managing 105 active consultant contracts. Twenty-six of these contracts are fixed price, 37 are Cost Plus Fixed Fee contracts, and the remaining 42 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Division anticipates issuing approximately five (5) contracts during the rest of FY 2012/13. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

Office of the CFO

Staffing Report as of May 1, 2013

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

GROUPS	Authorized Positions	Filled Positions	Vacant Positions
Executive	7	4	3
Legal	3	2	1
Strategy, Policy & Public Affairs	22	19	3
Administration	48	42	6
Planning & Programs	67	63	4
Total	**147**	**130**	**17**

OTHER POSITIONS

GROUPS	Limited Term Positions	Temp Positions	Agency Temps
Executive	1	0	0
Legal	0	0	0
Strategy, Policy & Public Affairs	0	3	0
Administration	2	0	0
Planning & Programs	1	9	0
Total	**4**	**12**	**0**

AGENDA ITEM NO. 17

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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

Officers
President
Glen Becerra, Simi Valley

First Vice President
Greg Pettis, Cathedral City

Second Vice President
Carl Morehouse, San Buenaventura

Immediate Past President
Pam O'Connor, Santa Monica

Executive/Administration Committee Chair
Glen Becerra, Simi Valley

Policy Committee Chairs
Community, Economic and Human Development
Paula Lantz, Pomona

Energy & Environment
Cheryl Viegas-Walker, El Centro

Transportation
Keith Millhouse, Ventura County Transportation Commission

Regional Council
Executive/Administration Committee
And
Policy Committees
2013 MEETING SCHEDULE*
Meetings are held on the 1st Thursday of each month

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

January 3, 2013

February 7, 2013

March 7, 2013

April 4, 2013

May 2-3, 2013 General Assembly

June 6, 2013

July - DARK

August 1, 2013

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

October 3, 2013

November 7, 2013

December 5, 2013

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

The Regional Council is comprised of 84 elected officials representing 191 cities, six counties, six County Transportation Commissions and a Tribal Government representative within Southern California.

2012.05.07