



MEETING No. 582

REGIONAL COUNCIL

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Barbara Messina, Alhambra

Thursday, September 1, 2016
12:15 p.m. – 2:00 p.m.

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

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Regional Council

Members – September 2016

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80. Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69
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82. Hon. Mary “Maxine” Resvaloso	<i>Torres-Martinez Desert Cahuilla Indians</i>	Tribal Government Representative
83. Mr. Randall Lewis	<i>Lewis Group of Companies</i>	Business Representative
84. Hon. Eric Garcetti	<i>Los Angeles</i>	(Member at Large)

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REGIONAL COUNCIL AGENDA SEPTEMBER 1, 2016

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

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Michele Martinez, 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

PRESENTATION ITEM

Page No.

- | | | |
|--|-------------------|----------|
| 1. <u>Regional Earthquake Preparedness</u>
<i>(Dr. Lucy Jones, Seismologist and Founder of the Dr. Lucy Jones Center)</i> | Attachment | 1 |
|--|-------------------|----------|

EXECUTIVE DIRECTOR'S REPORT

(Hasan Ikhata, Executive, Director)

- California Housing Summit – October 11, 2016, The L.A. Hotel

PRESIDENT'S REPORT

- C40's Mobility Management Network (Europe Study Tour Delegation) – Recap
- FirstNet Subcommittee – Upcoming Tour of the LA-RICS, September 21, 2016
- New Members
- Committee Appointments
- Strategic Plan Subcommittee

REGIONAL COUNCIL AGENDA SEPTEMBER 1, 2016

PRESIDENT’S REPORT - continued

Page No.

- President’s Priorities – Strategic Plan; Housing; Economy and Regional Equity; Water; Goods Movement; and Earthquake Initiative
- Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program – Update
- Business Update
- Air Resources Board (ARB) – Update

ACTION/DISCUSSION ITEMS

- | | | |
|---|-------------------|-----------|
| 2. <u>Transportation Conformity Determination for 2017 Federal Transportation Improvement Program (FTIP)</u>
<i>(Huasha Liu, Director, Land Use and Environmental Planning)</i> | Attachment | 3 |
| <p>Recommended Action: Approve the transportation conformity determination for the 2017 Federal Transportation Improvement Program (FTIP); and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.</p> | | |
| 3. <u>Adoption of 2017 Federal Transportation Improvement Program (FTIP)</u>
<i>(Naresh Amatya, Director, Transportation Planning)</i> | Attachment | 41 |
| <p>Recommended Action: Adopt Resolution No. 16-582-2 approving the FTIP.</p> | | |
| 4. <u>Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program SCAG Region Applications</u>
<i>(Hasan Ikhata, Executive Director)</i> | Attachment | 86 |
| <p>Recommended Action: That SCAG recommends and strongly urges the Strategic Growth Council (SGC) to fully fund all the sixteen (16) AHSC full grant applications in the SCAG region.</p> | | |

REGIONAL COUNCIL AGENDA SEPTEMBER 1, 2016

CONSENT CALENDAR

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Approval Items

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| 5. <u>Minutes of the Regional Council Meeting, July 7, 2016</u> | Attachment | 90 |
| 6. <u>Proposed 2017 Meeting Schedule of the Regional Council and Policy Committees</u> | Attachment | 99 |
| 7. <u>SCAG Logo Re-Design and Branding</u> | Attachment | 100 |
| 8. <u>Release of the 2016 RTP/SCS Sub-jurisdictional Level Growth Forecast and Modeling Data</u> | Attachment | 106 |
| 9. <u>Resolution No. 16-582-1 Regarding Acceptance of Office of Traffic Safety Grant Funds to Support the Active Transportation Safety and Encouragement Campaign</u> | Attachment | 118 |
| 10. <u>Authorization to Accept Grant for the San Gabriel Valley Regional Active Transportation Planning Initiative and Approve Notice of Exemption for Project</u> | Attachment | 122 |
| 11. <u>SCAG Participation at the International Urban Transport Development Forum in Beijing, China hosted by Beijing Municipal Commission of Transport (BMCT)</u> | Attachment | 139 |
| 12. <u>Contract Amendment that exceeds \$75,000 as well as 30% of the contract's original value: Contract No. 13-023-C1, Regional Transportation Plan Implementation and Project Management Assistance Services</u> | Attachment | 141 |
| 13. <u>Contract Amendment that in aggregate exceeds 30% of the contract's original value: Contract No. 15-004-C1, to provide litigation support associated with the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR)</u> | Attachment | 192 |

REGIONAL COUNCIL AGENDA SEPTEMBER 1, 2016

Approval Items - continued

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| 14. <u>2016 Statement of Investment Policy</u> | Attachment | 199 |
| 15. <u>AB 1889 (Mullin) High-Speed Rail Authority: High-Speed Train Operation – SUPPORT</u> | Attachment | 207 |
| 16. <u>Approval of Additional Stipend Payments</u> | Attachment | 210 |
| 17. <u>SCAG Sponsorship</u> | Attachment | 211 |

Receive & File

- | | | |
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| 18. <u>ARB SB 375 Regional Greenhouse Gas (GHG) Emissions Reduction Target Update Process</u> | Attachment | 213 |
| 19. <u>Housing Summit – October 11, 2016</u> | Attachment | 216 |
| 20. <u>Purchase Orders \$5,000 but less than \$200,000; Contracts \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000</u> | Attachment | 223 |
| 21. <u>2016 Regional Council and Policy Committees Meeting Schedule</u> | Attachment | 233 |
| 22. <u>CFO Monthly Report</u> | Attachment | 234 |
| 23. <u>September State and Federal Legislative Update</u> | To be distributed at the meeting | |

COMMITTEE REPORTS

Executive/Administration Committee (EAC) Report

(Hon. Michele Martinez, Chair)

Transportation Committee (TC) Report

(Hon. Barbara Messina, Chair)

Community, Economic and Human Development (CEHD) Committee Report

(Hon. Bill Jahn, Chair)

Energy and Environment Committee (EEC)

(Hon. Carmen Ramirez, Chair)



REGIONAL COUNCIL AGENDA SEPTEMBER 1, 2016

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

Audit Committee Report
(Hon. Alan Wapner, Chair)

CLOSED SESSION ITEM

Pursuant to California Government Code Section 54956.9 (a)

- Conference with Legal Counsel regarding an existing litigation City of El Segundo v. SCAG (LASC Case No. BS162452)

FUTURE AGENDA ITEM/S

ADJOURNMENT

The next regular meeting of the Regional Council is scheduled for Thursday, September 29, 2016 (in lieu of the October 6 meeting) and will held at the SCAG Los Angeles Office.

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DATE: September 1, 2016
TO: Regional Council (RC)
FROM: Hasan Ikhata, Executive Director; (213) 236-1800; ikhata@scag.ca.gov
SUBJECT: Regional Earthquake Preparedness

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required

EXECUTIVE SUMMARY:

Dr. Lucy Jones, Founder of the Dr. Lucy Jones Center for Science and Society, will be working with SCAG to provide education about the earthquake risk and policy approaches to reduce the risk to local governments.

BACKGROUND:

Dr. Lucy Jones retired from federal service in 2016 after serving as a seismologist with the US Geological Survey (USGS) for 33 years. Most recently, she was the USGS Science Advisor for Risk Reduction, promoting the science that would better prepare the Nation for future natural hazards and the development of science products that would make the information more accessible to decision makers. Dr. Jones began her career researching approaches to earthquake prediction using earthquake clustering and went on to write over 100 published papers on statistical seismology and integrated disaster scenarios. Dr. Jones continues as a Visiting Research Associate at the Seismological Laboratory of Caltech a post she has held since 1984, and is developing programs to connect policy makers with scientists and support the use of science in community decision making through the Dr. Lucy Jones Center for Science and Society.

Dr. Lucy Jones is partnering with the Southern California Association of Governments (SCAG) to provide education about the earthquake risk and policy approaches to reduce the risk to local governments of Southern California. Drawing on Dr. Jones' experience helping Los Angeles create *Resilience by Design*, this partnership will help local jurisdictions understand what's at stake in their communities and how to bring the community together to support policies to reduce that risk. The program will begin with a series of seven (7) subregional seminars led by Dr. Jones for local leaders that will cover the earthquake risk and her analysis of what have been the most effective approaches to developing consensus on actions, especially on strengthening infrastructure and the built environment. The second phase will be two (2) all-day workshops for local leadership with Dr. Jones and a team from the Dr. Lucy Jones Center for Science and Society to develop unique policy approaches suited to various communities. To address the problems of vulnerable infrastructure and interdependence of lifelines including transportation, the third phase of this project will develop an action plan to address these vulnerabilities. Local government officials and utility operators will be brought together to understand the nature and extent of the risks, approaches that have worked in other regions, and develop a plan for southern California.

REPORT

The overall goal of this project is to protect the Southern California economy from the predictable disruption that will result from a large regional earthquake. Traditionally, policy has tended to focus on the life safety aspects of seismic safety leading to a great reduction in the loss of life in California earthquakes. However, Southern California is now facing the very real possibility that a great earthquake could permanently cripple the regional economy through disruption to lifelines and unusable buildings. The region needs a greater collaboration to fix the shared vulnerabilities to prepare for the inevitable future earthquakes.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2016-2017 Overall Work Program (WBS Number 095-4097.01: System-wide Emergency/Earthquake Preparedness Planning).

ATTACHMENT:

None

DATE: September 1, 2016

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

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

SUBJECT: Transportation Conformity Determination for 2017 Federal Transportation Improvement Program (FTIP)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR EEC:
Recommend that the Regional Council approve the transportation conformity determination for the 2017 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 the 2017 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:
As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing and maintaining the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP) in cooperation with the State (Caltrans), county transportation commissions (CTCs), and public transit operators. The FTIP is a multi-modal list of capital improvement projects to be implemented over a six (6) year period. The proposed Final 2017 FTIP contains approximately 2,000 projects and programmed at \$27.7 billion over a six-year period (FY 2016/17 – 2021/22). On July 7, 2016, the draft transportation conformity analyses for the 2017 FTIP were presented to the EEC and subsequently released as part of the Draft 2017 FTIP for a 30-day public review and comment period. All public comments received have been documented and responded to. SCAG staff has determined that the 2017 FTIP meets all federal transportation conformity requirements.

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

BACKGROUND:
SCAG is the designated Metropolitan Planning Organization under federal law and the multi-county designated transportation planning agency under state law for the six-county Southern California region. SCAG is responsible for developing the FTIP in cooperation with the State (Caltrans), the County



REPORT

Transportation Commissions (CTCs) and public transit operators. The 2017 FTIP includes nearly 2,000 projects and programs totaling over \$27 billion in fiscal years FY 2017/2018 through FY 2022/2023.

Under federal Metropolitan Planning Regulations and Transportation Conformity Regulations, the 2017 FTIP needs to pass five conformity tests: consistency with the plans and programs of the 2016-2040 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement.

Staff has performed the required transportation conformity analyses demonstrating conformity for the 2017 FTIP. The draft conformity analyses were presented to the EEC as an information item on July 7, 2016 and were released by the Transportation Committee as part of the Draft 2017 FTIP for a 30-day public review and comment period on the same day. Two (2) public hearings were held on July 14 and 21, 2016 respectively as part of the public review process. The public review and comment period concluded on August 8, 2016. A total of 14 comments have been received, of which only one is specific to the conformity analysis. The conformity specific comment only requires clarifications and minor corrections. All comments have been responded to and addressed as appropriate in the proposed final 2017 FTIP documents. For a summary of the comments received and SCAG response, please refer to Attachment 2.

The conformity analyses, details of the transportation programs and projects in the Final 2017 FTIP, and responses to comments are contained in the Final 2017 FTIP documents. Attachment 1 is the Executive Summary of the Final 2017 FTIP. The Transportation Committee will consider at its meeting today whether to recommend that the Regional Council adopt resolutions to approve the 2017 FTIP.

Upon adoption by the Regional Council, the transportation conformity determination for the 2017 FTIP will be submitted to the FHWA/FTA for approval.

FISCAL IMPACT:

Work associated with this item is included the current FY16-17 Overall Work Program (025.SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENTS:

1. Final 2017 Federal Transportation Improvement Program (FTIP) Executive Summary Volume I of III.
2. Final 2017 Federal Transportation Improvement Program (FTIP) Technical Appendix Volume II of III, Section VII SCAG's Response to Comments

PROPOSED FINAL 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

EXECUTIVE SUMMARY VOLUME I OF III

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VISION

An international and regional planning forum trusted for its leadership and inclusiveness in developing plans and policies for a sustainable Southern California.

MISSION

Under the guidance of the Regional Council and in collaboration with our partners, our mission is to facilitate a forum to develop and foster the realization of regional plans that improve the quality of life for Southern Californians.

Funding: The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration in accordance with the provisions under the Metropolitan Planning Program as set forth in Section 104(f) of Title 23 of the U.S. Code. Additional financial assistance was provided by the California State Department of Transportation.

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Ventura County Glen T. Becerra, City of Simi Valley • Keith F. Millhouse, City of Moorpark • Carl E. Morehouse, City of Ventura • Linda Parks, County of Ventura • Carmen Ramirez, City of Oxnard

Please note: There are current vacancies on the Regional Council which include representatives for Imperial County Transportation Commission (ICTC), Los Angeles County Metropolitan Transportation Authority (LACMTA), and the air districts.

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EXECUTIVE SUMMARY

INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a federally mandated four year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The SCAG 2017 FTIP is a comprehensive listing of such transportation projects proposed over fiscal years (FY) 2016/17 – 2021/22 for the region, with the last two years 2020/21 – 2021/22 provided for informational purposes. As the Metropolitan Planning Organization (MPO) for the six county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement the region's overall strategy for providing mobility and improving both the efficiency and safety of the transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, signal synchronization, intersection improvements, freeway ramps and non-motorized (includes active transportation) projects.

The FTIP is developed through a bottom-up process by which the six County Transportation Commissions (CTCs) work with their local agencies and public transportation operators, as well as the general public, to develop their county Transportation Improvement Programs (TIPs) for inclusion into the FTIP. The 2017 FTIP has been developed in partnership with the CTCs and Caltrans districts 7, 8, 11, 12 and headquarters.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source. The projects in this 2017 FTIP are consistent with SCAG's approved 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The FTIP is developed to incrementally implement the programs and projects in the RTP.

THE SCAG REGION



PROGRAM SUMMARY

The 2017 FTIP includes approximately 2000 projects and the programming of \$27.7 billion over the next six years. By comparison, the total programming for the 2015 FTIP was \$31.8 billion. The reduction in programming funds in the 2017 FTIP compared to the 2015 FTIP is due to a number of reasons. The steady loss of gas tax revenue due to the drop in gasoline consumption as well as the drop in prices over the past two years created the largest reduction of STIP funds since the current state transportation funding structure was adopted 20 years ago. The reduction in gas tax revenues also lowered the amount of the State Highway Operations and Protection Program (SHOPP) and the Highway Users Tax Account (HUTA) available to the cities and counties. In addition, programs nearing completion such as Proposition 1B (Prop 1B), a \$19.9 billion general obligation bond program for specified purposes approved by voters in 2006, has already committed \$18.3 billion and has a balance of only \$1.6 billion available statewide for programming. The reductions in these funds plus the completion and acceleration of some large scale projects have also added to the decrease in programming. The 2017 FTIP shows that \$6.4 billion in previously programmed funds have been implemented (see listing of "Completed Projects" in Project Listing Volume III – Part A of the 2017 FTIP). In addition, the 2017 FTIP reflects \$12.8 billion in secured funding (see listing of "100% Prior Years" in Project Listing Volume III – Part A of the 2017 FTIP).

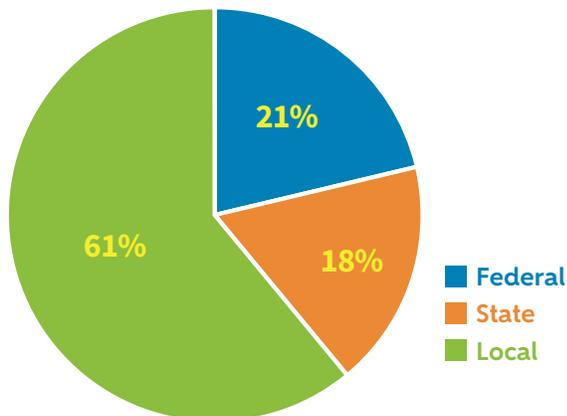
The following charts and tables demonstrate how these funds are distributed based on funding source, program and county.

Figure 1 is a summary of fund sources categorized as federal, state and local sources. Figure 1 and its accompanying pie chart illustrate that 21 percent of the total is from federal funds, 18 percent is from state funds and 61 percent is from local funds.

FIGURE 1 SUMMARY OF 2017 FTIP BY FUNDING SOURCE (in 000's)

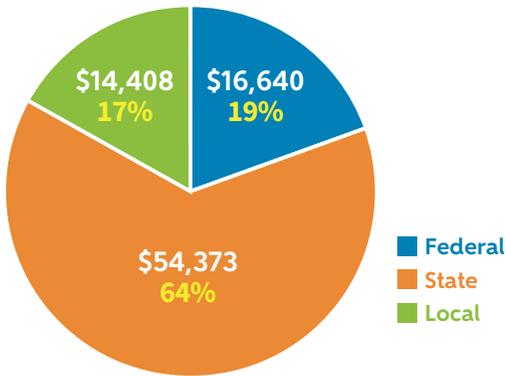
	FEDERAL	STATE	LOCAL	TOTAL
2016/17	\$1,843,969	\$2,015,459	\$4,008,601	\$7,868,029
2017/18	\$1,297,261	\$1,353,451	\$4,071,787	\$6,722,499
2018/19	\$1,235,286	\$264,781	\$4,561,018	\$6,061,085
2019/20	\$698,264	\$230,705	\$2,061,341	\$2,990,310
2020/21	\$463,884	\$1,018,528	\$1,386,000	\$2,868,412
2021/22	\$348,122	\$23,932	\$789,145	\$1,161,199
TOTAL	\$5,886,786	\$4,906,856	\$16,877,892	\$27,671,534
% of TOTAL	21%	18%	61%	100%

SUMMARY OF 2017 FTIP BY FUNDING SOURCE

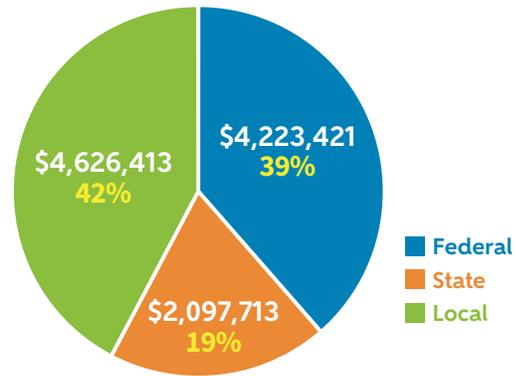


The six pie charts below summarize the funds programmed in the 2017 FTIP for each county in the SCAG region by federal, state and local fund sources.

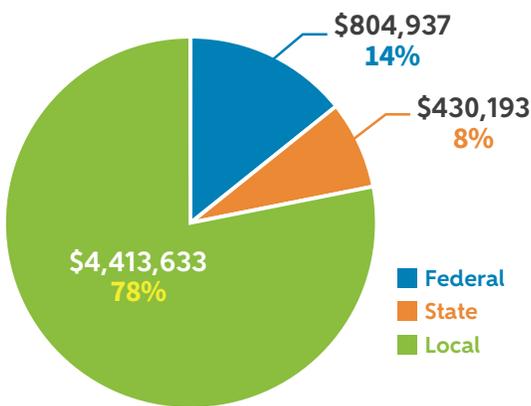
IMPERIAL COUNTY: \$85,421 (in \$000's)



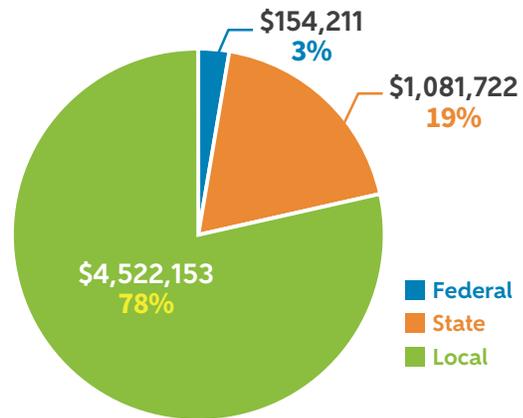
LOS ANGELES COUNTY: \$10,947,547 (in \$000's)



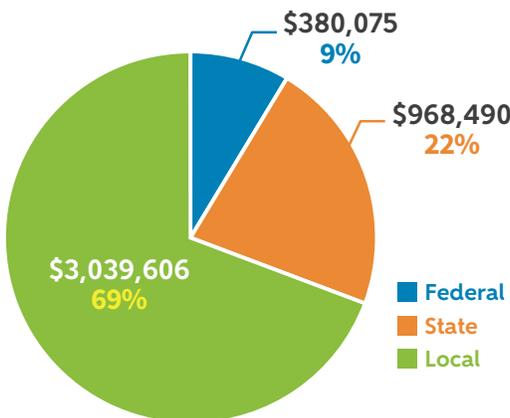
ORANGE COUNTY: \$5,648,763 (in \$000's)



RIVERSIDE COUNTY: \$5,758,086 (in \$000's)



SAN BERNARDINO COUNTY: \$4,388,171 (in \$000's)



VENTURA COUNTY: \$706,312 (in \$000's)

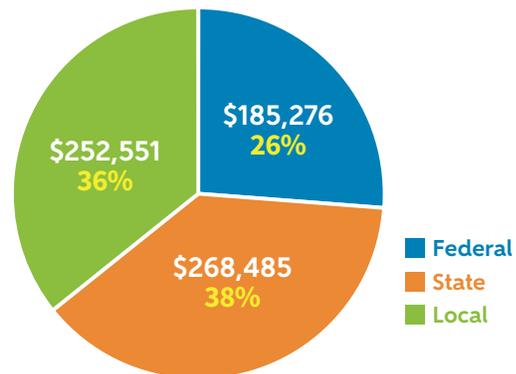
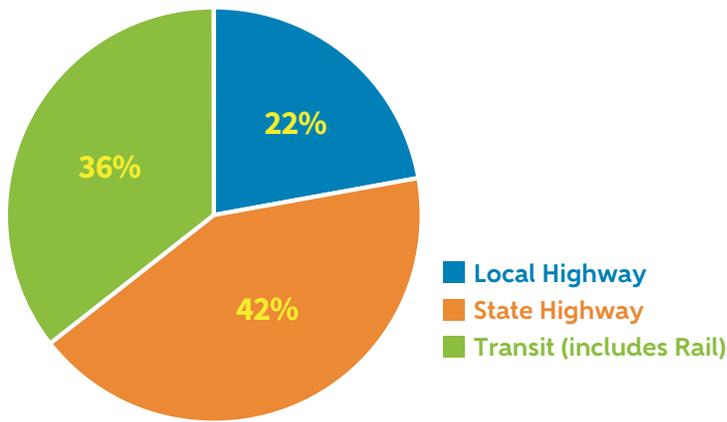


Figure 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Figure 2 and its accompanying pie chart illustrate that 42 percent of the total \$27.7 billion in the 2017 FTIP is programmed in the State Highway Program, 22 percent in the Local Highway Program and 36 percent in the Transit (including rail) Program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2017 FTIP).

FIGURE 2 SUMMARY OF 2017 FTIP BY PROGRAM (in 000's)

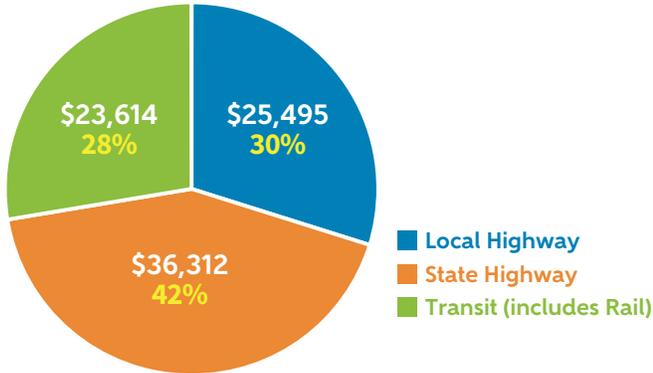
	LOCAL HIGHWAY	STATE HIGHWAY	TRANSIT (INCLUDES RAIL)	TOTAL
2016/17	\$1,860,879	\$3,125,022	\$2,882,128	\$7,868,029
2017/18	\$1,327,529	\$3,375,816	\$2,019,154	\$6,722,499
2018/19	\$1,069,208	\$2,674,184	\$2,317,693	\$6,061,085
2019/20	\$490,254	\$1,193,829	\$1,306,227	\$2,990,310
2020/21	\$1,179,223	\$984,464	\$704,725	\$2,868,412
2021/22	\$202,157	\$342,847	\$616,195	\$1,161,199
TOTAL	\$6,129,250	\$11,696,162	\$9,846,122	\$27,671,534
% of TOTAL	22%	42%	36%	100%

SUMMARY OF 2017 FTIP BY PROGRAM

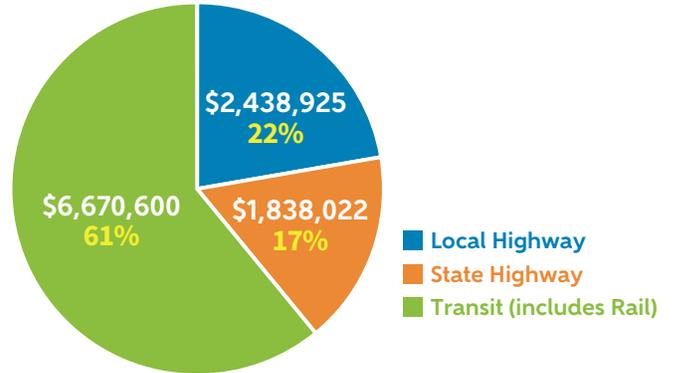


The six pie charts below summarize the funds programmed in the 2017 FTIP for each county in the SCAG region for state Highway, Local Highway, and Transit (including Rail) programs.

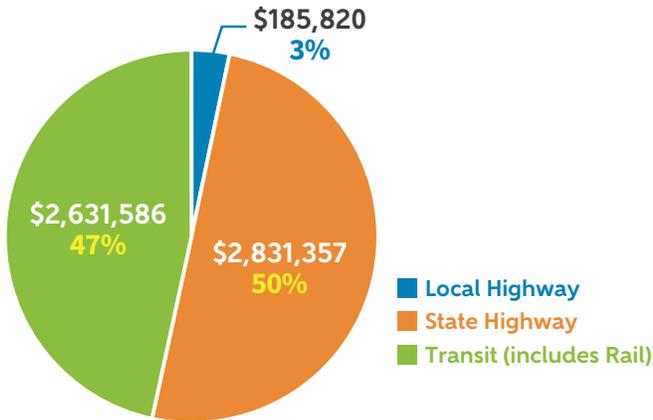
IMPERIAL COUNTY: \$85,421 (in \$000's)



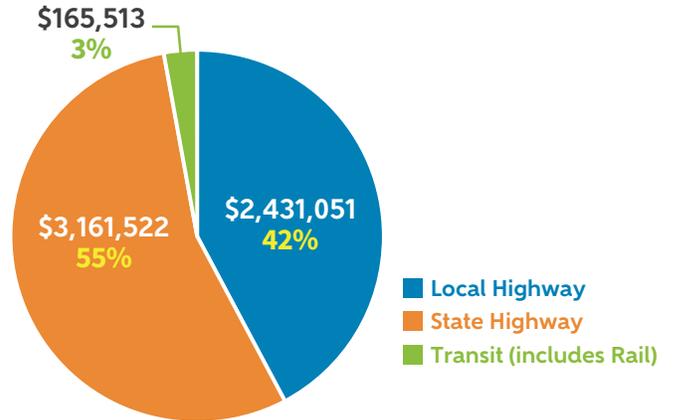
LOS ANGELES COUNTY: \$10,947,547 (in \$000's)



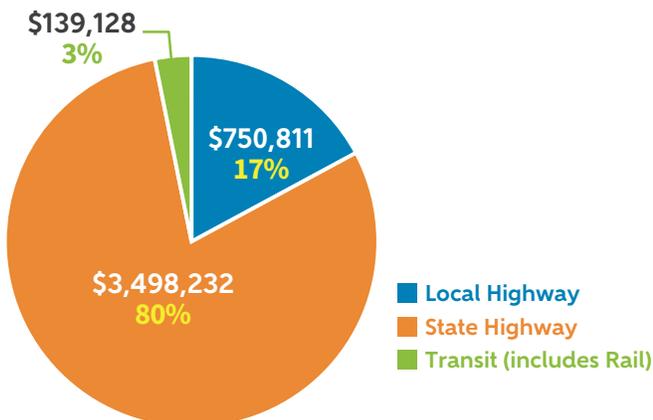
ORANGE COUNTY: \$5,648,763 (in \$000's)



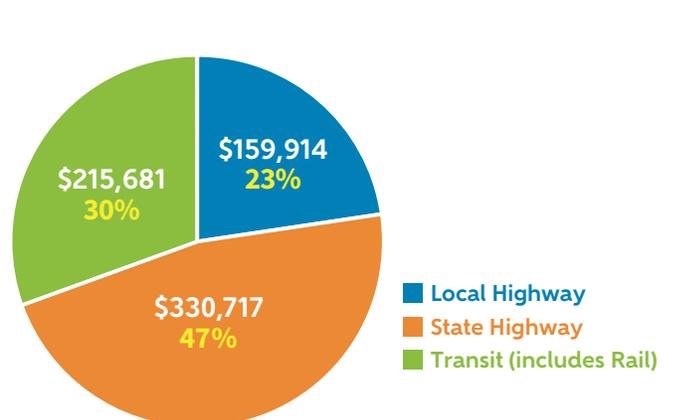
RIVERSIDE COUNTY: \$5,758,086 (in \$000's)



SAN BERNARDINO COUNTY: \$4,388,171 (in \$000's)



VENTURA COUNTY: \$706,312 (in \$000's)



ENVIRONMENTAL JUSTICE

The Final 2016 RTP/SCS, approved by the SCAG Regional Council on April 7, 2016 (and certified by FHWA/FTA with regard to transportation conformity on June 1, 2016), included a comprehensive environmental justice analysis. The 2017 FTIP is consistent with the policies, programs and projects included in the 2016 RTP/SCS, and as such the environmental justice analysis included as part of the 2016 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2017 FTIP.

A key component of the 2016 RTP/SCS development process was to further implement SCAG's Public Participation Plan, which involved outreach to achieve meaningful public engagement with minority and low-income populations, and included seeking input from our environmental justice stakeholders. As part of the environmental justice analysis for the 2016 RTP/SCS, SCAG identified several performance measures to analyze existing social and environmental equity in the region and to address the impacts of the 2016 RTP/SCS on various environmental justice population groups. These performance measures included impacts related to tax burdens, share of transportation system usage, jobs-housing imbalance or mismatch, potential gentrification and displacement, air quality, health, noise and rail related impacts. For additional information regarding these and other environment justice performance measures and the detailed environmental justice analysis, please see

http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_EnvironmentalJustice.pdf

Additionally, SCAG updated its Public Participation Plan, adopted on April 3, 2014, which addresses Title VI Requirements and Guidelines for Federal Transit Administration Recipients (FTA Circular 4702.1B; Effective October 1, 2012), including enhanced strategies for engaging minority and limited English proficient populations in SCAG's transportation planning and programming processes, as well as Environmental Justice Policy Guidance for Federal Transit Administration Recipients (FTA Circular 4703.1; Effective August 15, 2012).

INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

As stated earlier in this document, the 2017 FTIP complies with applicable federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP) (for more information on SCAG's PPP please visit http://scag.ca.gov/Documents/PPP2014_Adopted-FINAL.pdf). In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a forum for interagency consultation.

SCAG, in cooperation with the CTCs, TCWG and other local, state and federal partners, completed the update to the 2017 FTIP Guidelines. Development of these guidelines is the first step in drafting the 2017 FTIP. These guidelines serve as the manual for CTCs to develop their county Transportation Improvement Program (TIP) and submit their TIPs through SCAG's FTIP database. SCAG received comments from stakeholders and revised the document as necessary. The Final Guidelines for the 2017 FTIP were approved by the SCAG Regional Council on October 8, 2015. For additional information on the 2017 FTIP Guidelines, please visit <http://ftip.scag.ca.gov/Documents/Final2017FTIPGuidelines.pdf>

On July 8, 2016, the Draft 2017 FTIP is scheduled for release for a 30-day public review period. During the public review period, two public hearings will be held on the Draft 2017 FTIP on July 14th and 21st, 2016, at SCAG's Los Angeles office with video-conferencing available from SCAG's regional offices, located in Imperial, Orange, Riverside, San Bernardino and Ventura counties and three additional video conference sites in City of Palmdale, Coachella Valley Association of Governments (CVAG) and South Bay Cities Council of Governments (SBCCOG). These public hearings will be noticed in numerous newspapers throughout the region. The notices will be published in English, Spanish, Korean, Chinese and Vietnamese languages (copies of these notices will be included in Section V of the Final Technical Appendix). The 2017 FTIP is posted on the SCAG website and distributed to libraries throughout the region.

ECONOMIC IMPACTS OF 2017 FTIP PROGRAM EXPENDITURES

THE FTIP'S INVESTMENT PLAN IN TERMS OF ECONOMIC GROWTH AND JOB CREATION

The FTIP program budget includes spending on a mix of transportation projects — state highway, local highway and transit — that are planned in six Southern California counties over a six-year time period beginning in FY 2016/2017 and ending in FY 2021/2022. Economic and job impacts were calculated using REMI, a regional impact model that estimates economic and employment gains arising from transportation and infrastructure investments.

FTIP expenditures are categorized by function into three broad industries: Construction, transit operations and architectural and engineering services. Highway operations and maintenance expenditures are included with construction given their similarity. Due to differences in economic impacts arising from different kinds of transportation spending, FTIP transportation project expenditure data is sorted by category, such as construction services, operations and maintenance for transit operations and architectural and engineering services. Right-of-way acquisition costs are excluded since these represent a transfer of assets and are generally considered to have no economic impact. Each category of spending was modeled separately and their impacts summed. Employment estimates are measured on a job-count basis for employment gains and are reported on an annual basis, i.e., the number of jobs generated in each year respectively.

Over the six-year period, the FTIP program will generate an annual average of greater than 82,000 jobs in the six-county SCAG region. The total employment impact of the 2017 FTIP transportation program is shown in Figure 3. The aggregate job totals do not reflect the sum of the six individual counties due to rounding and various SCAG region-wide FTIP projects which are allocated and captured at the regional, rather than county, level.

FIGURE 3 JOBS CREATED ANNUALLY BY 2017 FTIP INVESTMENTS (REMI ANALYSIS)

	2016–2017	2017–2018	2018–2019	2019–2020	2020–2021	2021–2022	AVERAGE
SCAG REGION	141,043	121,654	109,762	54,735	48,419	17,359	82,162
LOS ANGELES COUNTY	70,839	44,404	40,010	17,405	15,801	10,296	33,126
ORANGE COUNTY	23,607	17,634	28,644	16,966	7,638	1,561	16,008
SAN BERNARDINO COUNTY	15,585	20,513	22,601	4,740	10,531	1,120	12,515
RIVERSIDE COUNTY	24,203	35,110	16,287	14,548	13,114	3,441	17,784
VENTURA COUNTY	5,170	2,353	2,055	869	1,170	928	2,091
IMPERIAL COUNTY	378	767	159	218	197	50	295

In addition, the rest of the state of California will benefit from spillover impacts of an additional 3,200 jobs per year on average, and an additional 7,600 jobs per year on average will accrue to other states throughout the U.S.

These impacts are primarily related to the construction and maintenance-related benefits of the 2017 FTIP, or the economic and job creation impacts of the direct investment in transportation infrastructure. In addition, there are longer-term economic impacts because of the relative efficiency of the regional transportation system. SCAG's 2016 RTP/SCS included an analysis of economic impacts arising from efficiency gains in terms of worker and business economic productivity and goods movement that will beneficially impact Southern California, the state and the nation

in terms of economic development, competitive advantage, and overall economic competitiveness in the global economy. Projects that reduce congestion may help firms produce at lower cost, or allow those firms to reach larger markets or hire more capable employees. An economy with a well-functioning transportation system can be a more attractive place for firms to do business, enhancing the economic competitiveness of the SCAG region.

Over time, these “transportation network efficiency” benefits become all the more important to regions such as Southern California in terms of economic growth and competitiveness, attraction and retention of employers and creation of good-paying jobs. The economic work done on the 2016 RTP/SCS estimated job gains from the network efficiency benefits of fully implementing the RTP to be 351,000 jobs per year on average. Transportation modeling of the 2017 FTIP shows overall increased network efficiency on the order of approximately 7 percent, suggesting increased network efficiency benefits over and above the 351,000 jobs associated with the 2016 RTP/SCS.

PROGRAM PERFORMANCE OF 2017 FTIP

The 2016 RTP/SCS sets forth a vision to advance Southern California’s mobility, economy and sustainability for the next several decades. To help realize this vision, the RTP/SCS includes specific regional goals and policies. To measure the extent to which the RTP/SCS achieves these goals and policies and to help guide the identification of preferred strategies and alternatives, SCAG used a set of multi-modal performance measures (see the 2016 RTP/SCS Performance Measures technical appendix at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_PerformanceMeasures.pdf).

MAP-21, the Moving Ahead for Progress in the 21st Century Act, was signed into law on July 6, 2012, and placed new federal requirements on MPOs such as SCAG to establish and use a performance-based approach to transportation decision making and development of transportation plans. The Fixing America’s Surface Transportation (FAST) Act, was signed into law on December 4, 2015, and carries forward the performance-based planning requirements in MAP-21. Although SCAG has been using performance measures in its metropolitan planning for many years, MAP-21 calls for the establishment of performance targets that address the performance measures specifically called out in the legislation:

- Pavement condition on the Interstate System and National Highway System (NHS)
- Performance of the Interstate System and NHS
- Bridge condition on the NHS
- Fatalities and serious injuries on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System
- Transit safety
- Transit asset management/state of good repair

Further, MAP-21 requires that the FTIP include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving these performance targets, thereby linking investment priorities to those targets. The US Department of Transportation (USDOT) published the Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning on May 27, 2016. At this point, the rulemaking on specific performance measures has not yet been developed for specific performance targets. Additionally, the Final Rule states that the state, MPOs and Public Transit Operators are required to establish targets in the key national performance areas to document expectations for future performance. This work and consultation between the state, MPO’s and Public Transit Operators is ongoing and has not been completed. Therefore, the performance discussion in the 2017 FTIP focuses on key measures from the adopted 2016 RTP/SCS. Once performance targets have been established, the 2017 FTIP will be revised as appropriate.

PROGRAMMING INVESTMENTS

The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of the 2016 RTP/SCS. The 2017 FTIP funding breakdown in Figure 4 shows the region's transportation priorities, with an emphasis on operations and maintenance of the transportation system.

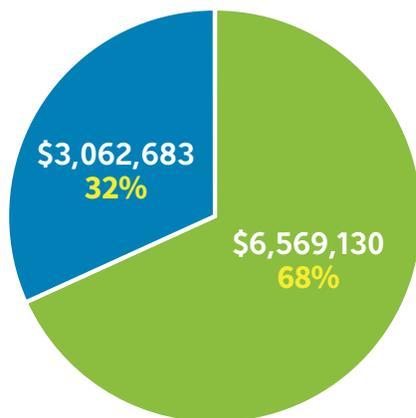
FIGURE 4 2017 FTIP AMOUNT PROGRAMMED (in Millions)

Transit Improvements	\$6,569
Transit Operations and Maintenance	\$3,063
Highway Improvements	\$13,596
Highway Operations and Maintenance	\$3,602
Intelligent Transportation Systems and Transportation Demand Management*	\$529
Other	\$313

* Includes a portion of active transportation funds (see below).

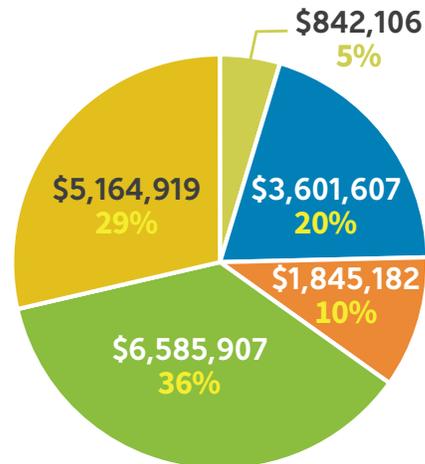
2017 FTIP INVESTMENT CATEGORIES

TRANSIT INVESTMENT: \$9,681,813 (in \$000's)



- Transit Operations and Maintenance
- Transit Improvement

HIGHWAY INVESTMENT: \$18,039,721 (in \$000's)



- Highway Operations and Maintenance
- HOV Lanes
- Capacity Enhancing Improvements
- Other Highway Improvements
- ITS, TDM, Non-Motorized, and Other

The region’s commitment to active transportation is also growing, with investments consistent with those developed for the 2016 RTP/SCS, which nearly doubles active transportation investments compared to the previous RTP/SCS.

Figure 5 shows an estimated \$1 billion that will fund over 360 active transportation projects included in the 2017 FTIP. The region is increasing its investments in active transportation projects and still more is being done. While the FTIP includes all federally funded projects and projects needing federal action, active transportation projects that are 100% locally funded are not required to be programmed in the FTIP. Cycle 3 of Active Transportation Program (ATP) grants has not yet been approved and will be programmed at a later time.

FIGURE 5 ACTIVE TRANSPORTATION INVESTMENT (in Millions)

ATP PROJECT TYPE	SCAG REGION 2017 FTIP FY2016–17–FY2021–22*	PERCENTAGE OF ATP INVESTMENT IN 2017 FTIP	SCAG REGION 2015 FTIP FY2014–15–FY2019–20**	PERCENTAGE OF ATP INVESTMENT IN 2015 FTIP
Bicycle and Pedestrian Infrastructure	\$481.9	47%	\$259.0	48%
Dedicated Bicycle Infrastructure	\$153.9	15%	\$78.0	14%
Dedicated Pedestrian Infrastructure	\$154.6	15%	\$85.0	19%
First Mile/Last Mile Strategies	\$51.4	5%	\$41.2	8%
Bicycle Detection & Traffic Signals	\$14.7	1%	\$2.2	<1%
ATP as Part of Larger Project (est. average 5% of total cost)	\$179.0	17%	\$55.2	11%
TOTAL AMOUNTS	\$1,035.5		\$520.6	

* Excludes ATP Projects for Cycle 3 | ** Excludes ATP Estimates

The fruits of these investments are reflected in mobility and environmental benefits. By 2020, the FTIP is projected to help the region to achieve a reduction of over 870,000 hours per day in travel time. This would result in a reduction of 110 tons per day of nitrogen oxide, a pollutant which is emitted from cars, trucks and buses, among other sources. This would also result in an 8 percent per capita reduction in regional greenhouse gas emissions.

IN 2020, THE 2017 FTIP WILL HELP ACHIEVE



870,000 HRS/DAY
in reduced travel time for all automobile trips



110 TONS/DAY
reduction of nitrogen oxides from 2016 level, improving air quality



8% PER CAPITA REDUCTION
in regional GHG emissions, meeting target set by the California Air Resources Board

TRANSPORTATION CONFORMITY

The FTIP must satisfy the following criteria requirements to be in compliance: It must be consistent with the 2016 RTP/SCS; it must meet regional emissions tests; it must meet timely implementation of TCMs; it must go through inter-agency consultation and public involvement; and it must be financially constrained.

CONFORMITY DETERMINATIONS FOR THE DRAFT 2017 FTIP

The 2017 FTIP meets all federal transportation conformity requirements and meets the five tests required under the U.S. DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2017 FTIP under the required federal tests.

CONSISTENCY WITH 2016 RTP/SCS TEST

FINDING: SCAG's 2017 FTIP (project listing) is consistent with the 2016 RTP/SCS (policies, programs and projects).

REGIONAL EMISSIONS TESTS

These findings are based on the regional emissions test analyses shown in Tables 21 – 48 in Section II of the Technical Appendix.

FINDING: The regional emissions analyses for the 2017 FTIP is an update to the regional emissions analyses for the 2016 RTP/SCS.

FINDING: The 2017 FTIP regional emissions analysis for PM_{2.5} and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the South Coast Air Basin (SCAB).

FINDING: The 2017 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 Luiseño 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: The 2017 FTIP regional emissions for NO₂ meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the SCAB.

FINDING: The 2017 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment and planning horizon years in SCAB.

FINDING: The 2017 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: The 2017 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: The 2017 FTIP regional emissions analysis for PM_{2.5} and its precursors (2006 and 2012 NAAQS) 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 TCM TEST

FINDING: The TCM project categories listed in the 1994/1997/2003/2007/2012 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

FINDING: The TCM strategies listed in the 1994 (as amended in 1995) Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

INTER-AGENCY CONSULTATION AND PUBLIC INVOLVEMENT TEST

FINDING: The 2017 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP) (for more information on SCAG's PPP, please visit http://scag.ca.gov/Documents/PPP2014_Adopted-FINAL.pdf). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

The 2017 FTIP was discussed with the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state and local air quality and transportation agencies, on multiple occasions (September 22, 2015; October 27, 2015; November 17, 2015; January 26, 2016; February 23, 2016; March 22, 2016; April 26, 2016; May 24, 2016; and June 28, 2016). The conformity analysis for the 2017 FTIP is scheduled for a 30-day public review on July 8, 2016 and two public hearings are scheduled to be held on July 14 and July 21, 2016, at SCAG's Los Angeles office with video-conferencing available from the county regional offices. The 2017 FTIP will be posted on the SCAG website, noticed in numerous newspapers and distributed to libraries throughout the region. All comments on the 2017 FTIP will be documented and responded to as appropriate.

FINANCIAL CONSTRAINT TEST

FINDING: The 2017 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e) and is consistent with the Financial Plan contained in the 2016 RTP/SCS. SCAG's 2017 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state and federal sources available to meet the region's programming totals.

PROPOSED FINAL
2017 FEDERAL
TRANSPORTATION
IMPROVEMENT
PROGRAM

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Section VII

SCAG's Response to

Comments

SECTION VII

SCAG'S RESPONSE TO COMMENTS

Table of Contents

Matrix of 2017 FTIP Comments with responses

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Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 17-1	July 8, 2016	Sophie Steeno	Steen Design Studio Inc.	Very comprehensive Update, thank you for sharing. We look forward to improvements all over and particularly in San Bernardino County.	Comment Noted	August 10, 2016
FTIP 17-2	July 10, 2016	Dennis Bell	Private Citizen	Greetings, the online draft of this is bullshit. It jumps from page to page so it's unreadable. and the internet computers at the public library i use aren't set-up to send e-mails through the archaic outlook 2007.	SCAG has made every effort to make the document accessible and readable. SCAG staff reached out to Mr. Bell to offer how to access the document step by step. Mr. Bell's response is under comment #17-3.	July 11, 2016
FTIP 17-3	July 11, 2016	Dennis Bell	Private Citizen	Thank you.	Comment noted.	N/A
FTIP 17-4	July 12, 2016	Caroline Smith	Private Citizen	As a long time public transit user, buses are becoming more spooky and dangerous. The new light rail are slow, noisy, eyesore and effective. I hope SCAG do not convert our region to a Chicago style streets, with full of these ugly light rail, that can receive graffiti's easily. In 1965 at the LA international expo, was a new type of suspended light rail from a that was very beautiful. SCAG should research these type of Smart light rails. Thank you for these opportunity, and I hope you make a Smart decision.	The FTIP is developed through a "bottom-up" approach; projects are submitted by the County Transportation Commissions (CTCs) as part of their county TIP. The RTP/SCS identifies the long range transit improvements planned for the region, including for bus and rail.	August 10, 2016
FTIP 17-5	July 14, 2016	Tressy Capps	Toll Free IE	Caroline Smith Suggested that the public hearings ought to be held in a different month other than July as many people travel during that month.	Comment noted. The FTIP Public Hearings were scheduled to adhere to State Department of Transportation's deadline for	July 14, 2016 (Public Hearing)

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 17-6	July 21, 2016	Grace Alvarez	Riverside County Transportation Commission	<p>RCTC appreciates the hard work SCAG does on behalf of the Riverside County, in particular the huge undertaking to review process and secure approvals for the 2017 Federal Transportation Improvement Program (FTIP). The FTIP is an important programming document that implements the long-range Regional Transportation Plan / Sustainable Communities Strategy in compliance with federal requirements. Most importantly, it facilitates the utilization of state and federal funds to leverage local funds to implement important local and state highway improvements as well as providing funding for Active Transportation, transit and rail improvements and services in the region.</p> <p>The Riverside County portion of the FTIP was developed in cooperation with Caltrans, local agencies, and transit operators.</p> <p>As with most growing regions, Riverside County strives to improve transportation by providing alternatives to driving by implementing multimodal improvements and programs that reduce congestion and improve air quality. The 2017 FTIP includes 267 projects in Riverside County totaling a \$5.7 billion investment in the next six years.</p> <p>We are excited to see the final stages of the 2017 FTIP approval and look forward to continuing to implement the planned improvements and moving our region forward.</p>	<p>statewide FTIP submittals (deadline is September 30, 2016)</p> <p>Comment Noted</p>	<p>July 21, 2016 (Public Hearing)</p>
FTIP 17-7	July 21, 2016	Ben Ku	Orange County Transportation Authority	<p>Good Afternoon,</p> <p>My name is Ben Ku and I'm the Principal Transportation Funding Analyst here at the Orange County Transportation Authority.</p> <p>The projects programmed in 2017 FTIP are critical to the movement of people and goods throughout Orange County and would provide significant air quality benefits. Therefore it is crucial that the 2017 FTIP be approved in a timely manner.</p>	<p>Comment Noted</p>	<p>July 21, 2016 (Public Hearing)</p>

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 17-8	July 21, 2016	Peter DeHaan	Ventura County Transportation Commission	<p>I'd like to thank Maria Lopez and her FTIP staff at the Southern California Association of Governments on their excellent work putting together the 2017 FTIP.</p> <p>We realize it's a very difficult and intensive process and we'd like to especially thank Pablo Gutierrez for his dedication, patience, and guidance. OCTA appreciates SCAG's efforts and looks forward to continuing our partnership regarding the FTIP.</p>	Comment Noted	July 21, 2016 (Public Hearing)
FTIP 17-9	July 21, 2016	Andrea Zureick	San Bernardino Associated Governments	<p>Ms. Andrea Zureick endorsed the comments of previous speakers regarding the importance of the 2017 FTIP and appreciation for SCAG's staff's effort on the document which contains 2,000 projects.</p>	Comment Noted	July 21, 2016 (Public Hearing)
FTIP 17-10	July 28, 2016	Abhijit J. Bagde, P.E. Senior Transportation Engineer Division of Transportation Programming	Caltrans	<p>Hello Maria,</p> <p>Thank you very much for providing us an opportunity to review SCAG's Draft 2017 FTIP. My compliments to you and your staff for preparing an excellent document.</p> <p>Please include response to the comments below when submitting final 2017 FTIP to Caltrans.</p> <p>Let me know of any questions. Thank you.</p> <p>General comments:</p> <ol style="list-style-type: none"> 1. Expedited Project Selection Procedures (EPS), Technical Appendix, Volume II of III, Section iv, Attachment E: 	<p>Technical Appendix Volume II of III, Section IV Attachment E has been updated per suggested language.</p>	July 28, 2016

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt								
				<p>Below are suggested edits:</p> <ul style="list-style-type: none"> Move Highway Maintenance (HM) Program from Caltrans Local Assistance managed programs, and combine it with SHOPP in the paragraph above. <p>Financial Summary:</p> <table border="1"> <tr> <td>2016/17</td> <td>2017/18</td> <td>2018/19</td> <td>2019/20</td> </tr> <tr> <td>13,031k</td> <td>168,763k</td> <td>156,997k</td> <td>152,000k</td> </tr> </table> <ol style="list-style-type: none"> STIP: 2016 STIP (IIP and RIP) financial information for the SCAG region is shown below. Please process an amendment to align the 2017 FTIP with the CTC adopted 2016 STIP. The FTIP amendment must be submitted to Caltrans by September 30, 2016. Also include any revenue/programming from the 2014 STIP (for the projects that received CTC allocation or time extension) under “STIP Prior” in the financial summary. SHOPP: Please process an amendment to align the 2017 FTIP with the 2016 SHOPP. The FTIP amendment must be submitted to Caltrans by September 30, 2016. Highway Maintenance (HM) Program: Include funding information for FY 2016/17 per link below through the first amendment to the 2017 FTIP. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various/pgms/hwy_mtc/hwy_mtc_program.htm Highway Bridge Program (HBP): 	2016/17	2017/18	2018/19	2019/20	13,031k	168,763k	156,997k	152,000k	<p>2016 STIP funding will be updated in Amendment #17-01.</p> <p>2016 SHOPP funding will be updated in Amendment #17-01.</p> <p>Highway Maintenance (HM) Program will be updated in Amendment #17-01.</p> <p>Highway Bridge Program (HBP) will be updated in Amendment #17-01.</p>	
2016/17	2017/18	2018/19	2019/20											
13,031k	168,763k	156,997k	152,000k											

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Revenue/Programming is not consistent with the approved funding posted at the link below http://dot.ca.gov/ha/LocalPrograms/hbrr99/list-updated.html</p> <p>5. CMAQ: Revenue for FY 2016/17 is not consistent with the approved funding posted at the link below. Please clarify if the revenue includes any borrowed funds from other regions. If yes, then include footnote in the financial summary.</p> <p>6. Include funding for the State Minor Program in the first amendment to the 2017 FTIP. See link below for information. http://www.dot.ca.gov/hq/transprog/federal/feclfiles/various/pgms/minor/minor_pgm.htm</p> <p>7. Federal Transit Administration: 5310 Program funding is awarded by CTC on an annual basis. Explain the basis of revenue/programming for the 4-year cycle of the 2017 FTIP.</p> <p>Project Listings:</p> <ol style="list-style-type: none"> 1. SHOPP Projects: Update programming for consistency with the 2016 SHOPP through Amendment No. 1. The FTIP amendment must be submitted to Caltrans by September 30, 2016. 2. LA0G872: 2016 SHOPP includes \$32,970,000 for the construction phase as shown below that are not 	<p>Footnote included in Financial Agreement summary to reflect exchange between SANBAG and SACOG dated September 3, 2014.</p> <p>State Minor Program will be updated in Amendment #17-01.</p> <p>Imperial County Transportation Commission (ICTC) – 5310 funds from FY-13/14 added to project description in Amendment #17-01</p> <p>– Los Angeles County Metropolitan Transportation Authority (LACMTA) is sub-recipient and can program funds in 2017 FTIP – Ventura County Transportation Commission (VCTC) is sub-recipient and can program funds in 2017 FTIP</p> <p>Project will be updated in Amendment #17-01.</p>	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>programmed.</p> <p>3. LA0D451: STIP-RIP funding in the amount of \$55.6M has been deleted from the 2016 STIP. Please adjust the programming.</p> <p>4. LALS09: Include funding information under “State Minor Program” instead of “SHOPP” in the financial summary.</p> <p>5. ORA130060: This project has been deleted from the 2016 STIP as shown below.</p> <p>6. RIV031215: Per 2016 STIP, change fund type “Local Funds” instead of “STIP-AC” for \$33,402,000 as shown below.</p> <p>7. RIV071267: Change the fund type from “CMAQ-AC” to “CMAQ”.</p> <p>8. RIV131202: Include construction phase cost in total project cost (PTC) in the project description.</p> <p>9. SBD 20159902: Per 2016 STIP, RIP funding of \$39,745,000 is programmed in FY 2020/21.</p> <p>10. SBD 34770: Realign IIP funding as shown below.</p> <p>11. ORA020501: HBP funding programmed in FY 2016/17 is not consistent with the approved funding posted at the link</p>	<p>Project will be updated in Amendment #17-01.</p>	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>below. Please update programming through Amendment No. 1.</p> <p>http://dot.ca.gov/hq/LocalPrograms/hbrr99/2016/March/LumpSumProgramLists/2016_03_29_Dist12_OrangeCountyTransporLumpSumItem.pdf</p> <p>12. SBDLS08: HBP funding programmed in FYs 2016/17, 2017/18 and 2019/20 is not consistent with the approved funding posted at the link below. Please update programming through Amendment No. 1.</p> <p>http://dot.ca.gov/hq/LocalPrograms/hbrr99/2016/March/LumpSumProgramLists/2016_03_29_Dist08_SanBernardinoAssocialLumpSumItem.pdf</p> <p>13. VENLS07: HBP funding programmed is not consistent with the approved funding posted at the link below. Please update programming through Amendment No. 1.</p> <p>http://dot.ca.gov/hq/LocalPrograms/hbrr99/2016/March/LumpSumProgramLists/2016_03_29_Dist07_VenturaCountyTransporLumpSumItem.pdf</p> <p>14. LA0F075: Update STIP funding per 2016 STIP shown below.</p> <p>15. LA0D198: Change fund type from Surface Trans Prog – RIP” to “RIP – STIP AC”.</p>	<p>Project will be updated in Amendment #17-01.</p>	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 17-11	August 8, 2016	Pete Sluis	Private Citizen - San Dimas	<p>***,updated***8/8/2016 ***FINAL***</p> <p>Project ID - LA0G1092</p> <p>"Lone Hill Avenue to Control Point (CP) White Double Track. With the proposed 3.9 mile project segment, an existing siding will be lengthened to provide 8.1 miles of continuous double track between Lone Hill Ave and CP Central."</p> <p>I am very strongly opposed to this project and would ask that it be eliminated from the Federal Transportation Improvement Program.</p> <p>This double tracking is in a San Dimas residential neighborhood which currently is under much duress from Metrolink operations which run from roughly 4:30 AM until past Midnight and on which Metrolink has never performed an Environmental Impact Study nor taken any mitigating noise, vibration or safety measures. Our residents now endure noise and vibration levels greatly exceeding FRA levels considered extreme, and this unacceptable condition will continue even after BSNF locomotives are removed, though that will be a needed improvement. This was once a very infrequently used freight line generally consisting of a few freight cars running at a very slow speed converted by Metrolink into what is now a mostly commuter rail line running 40 speeding trains daily past our neighborhood homes, blaring horns and shaking houses with the deadliest commuter rail service in America, often with nearly empty trains.</p> <p>An estimated 375 people attended a recent Metrolink community event in San Dimas a few days after Memorial Day in response to the current intolerable conditions and this will just make it worse. When this was mentioned by Metrolink at that community horn meeting an audible negative reaction was heard. Since then nothing further has been directly communicated to San Dimas residents about this and this obscure project inclusion doesn't even refer to San Dimas nor is it something that a resident would routinely be aware of. Having this short extension of a current double track into a residential neighborhood would appear to have little or no real benefit at a large cost with many drawbacks. Obviously this would place the tracks closer to residents in this narrow corridor and increase unacceptable noise levels and vibrations experienced at a residence. The idling train would be the source of more pollution and its passengers would invade the privacy of peoples backyards, windows and personal space</p>	<p>The FTIP like the RTP/SCS is based on a "bottom-up approach". The CTCs are the lead agencies that are in charge of prioritizing projects within their respective counties. As such, SCAG cannot unilaterally delete or change projects that are contained in the FTIP.</p> <p>The project is in the beginning stage and is programmed as a planning study project. SCAG staff reached out to Los Angeles County Transportation Authority (LA Metro) and received the following response:</p> <p><i>"Thank you for your comments on the Lone Hill to White Double Track Project, as part of the public comment on the draft SCAG FTIP for 2017. This proposed project would add 3.9 miles of a new second main line track along corridor in the cities of San Dimas and La Verne, between Lone Hill Ave. and White Ave. There are two existing main line tracks east of Control Point (CP) White.</i></p> <p><i>This is an important project for regional mobility that would benefit many stakeholders. The project includes safety improvements for passengers and communities. The safety improvements made to the crossings will make the crossings qualify for Quiet Zones, should the cities decide to pursue them. This will eliminate the most prohibitive barrier to cities establishing quiet</i></p>	August 8, 2016

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>while it towers above waiting to return to the single track. The trains Metrolink utilizes were never meant to be deployed in quiet and peaceful residential neighborhoods and this would even make the current situation more unbearable. Our mayor recently wrote the FRA regarding train horn impacts and he stated approximately 18% of San Dimas residents reside within 1000 feet of the rail corridor and have been living with the nuisance of train horns for years. That equates to 6,000 San Dimas residents, many of whom would now be further compromised. I would estimate up to 1,000 residents have line of sight contact with this line or directly abut, some as near as 5 yards separated at times by just chain link or wrought iron fences.</p> <p>In the event of a train derailment, which has occurred on Metrolink, just not yet in a residential neighborhood, having residences even closer would pose a greater safety hazard, risking resident’s lives. Another safety hazard is created when the trains are occupying both tracks which creates a very dangerous situation. This happened just this year in Corona when a young couple walking together waited for an eastbound train to pass and the 19 year old man was killed by a westbound train they hadn’t seen. Having a single track is obviously safer and preferable for communities and that condition should remain.</p> <p>As residents we are also concerned about physical health issues, mental health issues, sleep deprivation, devalued property values and a declining quality-of-life all attributable to Metrolink and this unnecessary double track project will make all those worse.</p> <p>While this project is listed at \$3 million, the San Gabriel Valley Subregion project list says the agency minimum cost to build just this short extension into a residential community is \$68 million (and probably much higher because that was quoted at 3.1 miles versus the 3.9 listed here) and will certainly be fought by both residents and taxpayers. Many, many miles of single track exist on this line and to choose a residential community which has suffered so much, for a short double track costing so much and with so many negatives, is just plain wrong. And after the Metrolink Northridge double track project was recently put on hold for similar reasons as expressed here, this should have been a non-starter.</p>	<p>zones.</p> <p><i>Additionally, the double-track will enable Metrolink to reduce delays to passengers and result in fewer emissions that result from idling. Both delays and idling occurs when trains have to wait for another train to pass.</i></p> <p><i>Double-tracking has various safety benefits. There is a reduced risk of head-on collisions which can occur on single track. Additionally, the will be safety measures such as additional crossing gates added at each crossing.</i></p> <p><i>Metro is beginning the environmental process which includes noise and vibration studies. It will also include several formal meetings with communities for them to express any concerns. As part of the process Metro will provide answers and, where possible, solutions for these concerns. Metro will begin its public outreach and coordination in late 2016 and is working to share some initial results with the public in early 2017.</i></p> <p><i>Metro is aware that there are residential homes within 1000 feet from the tracks and Metro will be happy to meet with you and the affected communities in person to discuss any issues and concerns for the Lone Hill to White project before the environmental document is released.</i></p> <p><i>The Metrolink San Bernardino line has the heaviest ridership in the</i></p>	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 17-12	August 8, 2016	Ben Cacatian, Air Quality Specialist Planning, Rules & Incentives Division	Ventura County Air Pollution Control District	<p>Finally it should also be noted that in my opinion reckless inaction with safety issues by Metrolink on this particular rail segment needs to be addressed and in an expedited manner. I would have Metrolink expedite and fund a complete EIS from the baseline that existed before they arrived, implement the extremely safe "quiet zones" to address safety and noise issues as well as any additional EIS issues, before any non-safety spending is done here. This very segment has had Metrolink collisions with a bus, a truck and pedestrian fatalities, including one just this week, on 8/3/2016. Turning a blind eye to safety, health, and quality-of-life issues for corridor residents who were here before Metrolink is inexcusable and safety measures should no longer be delayed or tied to other projects or new possible revenues.</p> <p>Pete Sluis San Dimas CA</p>	<p><i>Metrolink system, with approximately 11,000 boardings per weekday. SCRRA's agreement for the BNSF locomotive will end as early as November 2016 and the locomotives are currently being phased out which should help to significantly reduce noise impacts along the corridor.</i></p> <p><i>We are confident we can work together to address these concerns so that this project may move forward to benefit the many stakeholders in the region.</i></p> <p><i>We look forward to our continued conversation."</i></p>	
	August 8, 2016	Ben Cacatian, Air Quality Specialist Planning, Rules & Incentives Division	Ventura County Air Pollution Control District	<p>Hello, Pablo. I am submitting the following comments for the Draft 2017 FTIP:</p> <ol style="list-style-type: none"> 1) II-26 Latest ARB Motor Vehicle Emission Budgets using EMFAC2014 v1.0.7 are: Yr2018 ROG=6/tpd & NOx=8/tpd and Yr2020 ROG=5/tpd & NOx=7/tpd. No Motor Vehicle Emission Budgets are available for 2030 and 2040. 2) III-6 Applicable TCM projects Landuse Strategies and Transit Strategies are two separate and distinct TCM categories. This is shown separately in both the 1995 and 2007 VC AQMPs. 3) The 2016 RTP/SCS Table 81.1 showed the VEN110308 Thousand Oaks project as ongoing. It is not shown in section III of the 2017 FTIP. 4) The 2016 RTP/SCS Table 81.2 shows completed TCMs in the timely implementation report. 	<ol style="list-style-type: none"> 1) The latest budgets have not been approved by U.S. EPA. 2) The TCM categories have been revised to be consistent with those in 2007 VC AQMP. 3) VEN110308 was complete as noted in Final 2016 RTP/SCS Transportation Conformity Analysis Appendix Table 57. 4) Completed projects in previous FTIPs are not carried over to the current FTIP. The completed TCMs in the 2016 RTP/SCS are also the 	August 8, 2016

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 17-13	August 8, 2016	Joyce Dillard	Private Citizen	<p>Shouldn't these TCMs also be shown as complete in the 2017 FTIP? If not, where have they been documented in a previous FTIP as completed?</p> <p>5) Table III-5.2 of the 2017 FTIP shows Bernardino County in the heading.</p> <p>Thank you for giving us an opportunity to review and comment on the Draft 2017 FTIP. If you have any questions, please feel free to contact me.</p>	<p>completed TCMs in the 2015 FTIP Consistency Amendment #15-12.</p> <p>5) The typo has been corrected.</p>	
FTIP 17-13	August 8, 2016	Joyce Dillard	Private Citizen	<p>We question the use of funds for the following projects:</p> <p><u>PROJECT LIST A</u></p> <p>Project: LA0G1147 Agency: Paramount Description: Garfield Avenue Improvements from 70th Street to Howery Street – widen street 1 to 4 feet for 2 miles to accommodate a third lane in each direction requiring partial takes from 2 parcels, add medians, narrow existing medians, add second left turn lane in all directions at two intersections, Rosecrans Ave. and Alondra Blvd., resurface street, concrete intersections, traffic signal improvements, street lights, underground utilities, “green street” improvements, and stormwater and watershed BMPs.</p> <p><u>COMMENTS:</u></p> <p>This is related to the LA Regional Water Quality Control Board Los Angeles Region ORDER NO. R4-2012-0175 NPDES PERMIT NO. CAS004001 Municipal Separate Storm Sewer System MS4 permitting in relationship to green street improvements, stormwater and watershed BMPs. This is not a transportation project but a voluntary compliance to an Enhanced Watershed Management Plan and no transportation funding should be used. Caltrans responsibility is not identified. City of Long Beach is separate under Order No. R4-2014-0024.</p> <p><u>PROJECT LIST B</u></p>	<p>The FTIP has no legal authority over local land use or the implementation of local General Plan(s), including storm water matters which falls under the purview of local jurisdictions.</p> <p>The FTIP is a programming document for financial and air quality planning purposes. The FTIP like the RTP/SCS is based on a “bottom-up approach”. The CTCs are the lead agencies and are in charge of prioritizing projects within their respective counties. As such, SCAG cannot unilaterally delete or change projects that are contained in the FTIP.</p> <p>The project scope is identified by the sponsoring agency. It is not unusual for transportation projects to have more than one benefit. Each project may have more than one fund type, each with its own eligibility requirements from the</p>	August 8, 2016

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Project: EA5 28660 Description: Route 001: In Long Beach, Signal Hill And Lakewood On Various Routes At Various Locations. Mitigate For Stormwater Quality By Installing Bio- Filtration Swales, Basins, Media Filters And Gross Solid Removal Devices, And Other Best Management Practices (Bm</p> <p>Project: EA5 28670 Description: Route 001: In The Cities Of Los Angeles, Long Beach, Signal Hill, Lakewood, Carson, And Hawthorn On Various Routes At Various Location. Mitigate For Stormwater Quality By Using Best Management Practices (Bmp'S).</p> <p>Project: EA5 30040 Description: Route 101: In The Cities Of Los Angeles And Calabasas, At Various Locations From Alameda Street To Miureau Road. Mitigate For Stormwater Quality By Installing Best Management Practices (Bmp'S) And Stabilizing Soil Erosion.</p> <p>Project: EA5 31230 Description: Route 014: In And Near Santa Clarita, From North Of Sierra Highway To South Of Soledad Canyon Road, At Various Locations. Install Storm Water Mitigation Devices.</p> <p>Project: EA5 31250 Description: Route 005: Near Gorman, From Route 138 To South Of Frazier Mountain Park Road, At Various Locations. Install Storm Water Mitigation Devices</p> <p>Project: EA5 31280 Description: Route 014: Near Santa Clarita And Palmdale At Various Locations, From South Of Soledad Canyon Road To South Of Mountain Spring Road. Install Storm Water Mitigation Devices.</p> <p>Project: EA5 28150 Description: Route 101: Near Hidden Hills, From Calabasas Parkway In Los Angeles County To Hampshire Road In Ventura County. Storm</p>	<p>funding agency or project sponsor.</p>	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Water Mitigation Through Erosion Control.</p> <p>Project: EA5 28920</p> <p>Description: Route 710: In Various Cities, From North Of Rosecrans Avenue To Ford Boulevard Ramps. Storm Water Mitigation Through Erosion Control.</p> <p><u>COMMENTS:</u></p> <p><u>COMMENTS:</u></p> <p>This is related to the LA Regional Water Quality Control Board Los Angeles Region ORDER NO. R4-2012-0175 NPDES PERMIT NO. CAS004001 Municipal Separate Storm Sewer System MS4 permitting in relationship to green street improvements, stormwater and watershed BMPs. This is not a transportation project but a voluntary compliance to an Enhanced Watershed Management Plan and no transportation funding should be used. Caltrans responsibility is not identified.</p> <p>City of Long Beach is separate under Order No. R4-2014-0024.</p> <p>Joyce Dillard P.O. Box 31377 Los Angeles, CA 90031</p>		
FTIP 17-14	August 8, 2016	Michael Morris	FHWA – Cal South	<p>FHWA is agreeable with SCAG’s Draft 2017 FTIP. As also indicated previously we’re happy to have observed the CMP section in the document whereby the new process eliminates the \$50M threshold for single occupant vehicle (SOV) capacity increasing project CMP evaluations.</p> <p>Respectfully, Michael Morris Jr. Southern CA Transportation Planner FHWA Cal-South</p>	Comment Noted	August 8, 2016

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DATE: September 1, 2016
TO: Transportation Committee (TC)
Regional Council (RC)
FROM: Naresh Amatya, Director, Transportation Planning, 213-236-1885, amatya@scag.ca.gov
SUBJECT: Adoption of 2017 Federal Transportation Improvement Program (FTIP)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR TC:
Recommend that the Regional Council adopt Resolution No. 16-582-2 approving the 2017 FTIP.

RECOMMENDED ACTION FOR RC:
Adopt Resolution No. 16-582-2 approving the 2017 FTIP.

Because of its length, the 2017 FTIP can be viewed at: <http://ftip.scag.ca.gov/Pages/2017/proposedfinal.aspx>

EXECUTIVE SUMMARY:
As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing and maintaining the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP) in cooperation with the State (Caltrans), the county transportation commissions (CTCs), and public transit operators. SCAG, working in cooperation with its stakeholders, developed the proposed Final 2017 FTIP. The FTIP is a multi-modal list of capital improvement projects to be implemented over a six (6) year period. The proposed Final 2017 FTIP contains approximately 2,000 projects, programmed at \$27.7 billion over a six year period (FY 2016/17 – 2021/22). Over the six-year period, the FTIP program will generate an annual average of over 82,000 jobs in the six-county SCAG region. The proposed Final 2017 FTIP needs to be submitted to Caltrans by September 30, 2016. At its July 7, 2016 meeting, the Transportation Committee (TC) authorized the release of the Draft 2017 FTIP for a 30-day public review and comment period. All comments received during this time have been addressed as appropriate in the proposed Final 2017 FTIP. On August 19, 2016, SCAG met with the CTCs CEO Committee (comprised of representatives from the CTCs and Caltrans) to discuss the 2017 FTIP, in accordance with California Public Utilities Code Sections 130058 and 130059 (commonly referred to as AB 1246). Therefore, staff recommends that the Regional Council adopt Resolution No. 16-582-2 approving the 2017 FTIP.

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

REPORT

BACKGROUND:

Under federal law, SCAG is the designated Metropolitan Planning Organization (MPO), and under state law, SCAG serves as the multi-county transportation planning agency for the six (6)-county Southern California region. SCAG is responsible for developing the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement Program (FTIP) in cooperation with the State (Caltrans), the county Transportation Commissions (CTCs), and public transit operators.

The FTIP is a multi-modal list of capital improvement projects to be implemented over a six (6) year period. SCAG, working in cooperation with its stakeholders, developed the proposed Final 2017 FTIP. The proposed Final 2017 FTIP contains approximately 2,000 projects, programmed at \$27.7 billion over a six year period (FY 2016/17 – 2021/22). The proposed Final 2017 FTIP must be submitted to Caltrans by September 30, 2016.

At its July 7, 2016, meeting the Transportation Committee authorized the release of the Draft 2017 FTIP for a 30-day public review and comment period. Public notices were posted in major newspapers throughout the region and on SCAG's website. Staff also held two public hearings in the month of July. The comment period ended on August 8, 2016. A total of 14 comments were received, including comments from Caltrans and Federal Highway Administration (FHWA) staff. All comments received have been addressed as appropriate in the proposed Final 2017 FTIP, as outlined in the third attachment in this report.

The development of the FTIP was done in consultation and continuous communication with the CTCs. The CTCs are responsible for prioritizing and determining the projects that go into their respective county Transportation Improvement Programs (TIPs) to be included in the FTIP. On August 19, 2016, SCAG met with the CTCs CEO Committee (comprised of representatives from the CTCs and Caltrans) to discuss the 2017 FTIP, in accordance with California Public Utilities Code Sections 130058 and 130059 (commonly referred to as AB 1246). The proposed Final 2017 FTIP has met all five (5) required Transportation Conformity tests as called for under the U.S. Department of Transportation Metropolitan Planning Regulations and Environmental Protection Agency's (EPA's) Transportation Conformity Regulations:

1. Consistency with SCAG's RTP
(23 FR Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
2. Regional Emissions Analysis
(40 FR Sections 93.109, 93.110, 93.118, and 93.119)
3. Timely Implementation of Transportation Control Measures (TCMs) Analysis
(40 FR Section 93.113)
4. Financial Constraint Analysis
(40 FR Section 93.108 and 23 CFR, Section 450.324)
5. Interagency Consultation and Public Involvement
(40 CFR Sections 93.105 and 93.112 and 23 CFR Section 450.324)

REPORT

Pursuant to the EPA's Transportation Conformity Regulations, SCAG has performed the modeling and transportation conformity analysis for the proposed Final 2017 FTIP based on the current EPA-approved emission budget and the FHWA/Federal Transit Administration (FTA) conformity determinations for the 2016 RTP/SCS. Staff has prepared the proposed Final 2017 FTIP so that the Transportation Conformity tests have met all applicable federal regulations.

Therefore, SCAG staff recommends that the Regional Council adopt Resolution No. 16-582-2 approving the 2017 FTIP. The proposed Final 2017 FTIP will thereafter be forwarded to the appropriate federal and state reviewing agencies for final approval. Once approved by the agencies, the 2017 FTIP will allow the projects to receive the necessary approvals and move forward towards implementation in a timely manner.

ATTACHMENTS:

1. 2017 FTIP Executive Summary Volume I of III (Parts A and B)
2. Comment/response matrix for the Draft 2017 FTIP
3. Resolution No. 16-582-2 approving the 2017 FTIP
4. PowerPoint Presentation: 2017 Federal Transportation Improvement Program (FTIP)

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PROPOSED FINAL 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

EXECUTIVE SUMMARY VOLUME I OF III

VISION

An international and regional planning forum trusted for its leadership and inclusiveness in developing plans and policies for a sustainable Southern California.

MISSION

Under the guidance of the Regional Council and in collaboration with our partners, our mission is to facilitate a forum to develop and foster the realization of regional plans that improve the quality of life for Southern Californians.

Funding: The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration in accordance with the provisions under the Metropolitan Planning Program as set forth in Section 104(f) of Title 23 of the U.S. Code. Additional financial assistance was provided by the California State Department of Transportation.

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Please note: There are current vacancies on the Regional Council which include representatives for Imperial County Transportation Commission (ICTC), Los Angeles County Metropolitan Transportation Authority (LACMTA), and the air districts.

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EXECUTIVE SUMMARY

INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a federally mandated four year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The SCAG 2017 FTIP is a comprehensive listing of such transportation projects proposed over fiscal years (FY) 2016/17 – 2021/22 for the region, with the last two years 2020/21 – 2021/22 provided for informational purposes. As the Metropolitan Planning Organization (MPO) for the six county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement the region's overall strategy for providing mobility and improving both the efficiency and safety of the transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, signal synchronization, intersection improvements, freeway ramps and non-motorized (includes active transportation) projects.

The FTIP is developed through a bottom-up process by which the six County Transportation Commissions (CTCs) work with their local agencies and public transportation operators, as well as the general public, to develop their county Transportation Improvement Programs (TIPs) for inclusion into the FTIP. The 2017 FTIP has been developed in partnership with the CTCs and Caltrans districts 7, 8, 11, 12 and headquarters.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source. The projects in this 2017 FTIP are consistent with SCAG's approved 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The FTIP is developed to incrementally implement the programs and projects in the RTP.

THE SCAG REGION



PROGRAM SUMMARY

The 2017 FTIP includes approximately 2000 projects and the programming of \$27.7 billion over the next six years. By comparison, the total programming for the 2015 FTIP was \$31.8 billion. The reduction in programming funds in the 2017 FTIP compared to the 2015 FTIP is due to a number of reasons. The steady loss of gas tax revenue due to the drop in gasoline consumption as well as the drop in prices over the past two years created the largest reduction of STIP funds since the current state transportation funding structure was adopted 20 years ago. The reduction in gas tax revenues also lowered the amount of the State Highway Operations and Protection Program (SHOPP) and the Highway Users Tax Account (HUTA) available to the cities and counties. In addition, programs nearing completion such as Proposition 1B (Prop 1B), a \$19.9 billion general obligation bond program for specified purposes approved by voters in 2006, has already committed \$18.3 billion and has a balance of only \$1.6 billion available statewide for programming. The reductions in these funds plus the completion and acceleration of some large scale projects have also added to the decrease in programming. The 2017 FTIP shows that \$6.4 billion in previously programmed funds have been implemented (see listing of "Completed Projects" in Project Listing Volume III – Part A of the 2017 FTIP). In addition, the 2017 FTIP reflects \$12.8 billion in secured funding (see listing of "100% Prior Years" in Project Listing Volume III – Part A of the 2017 FTIP).

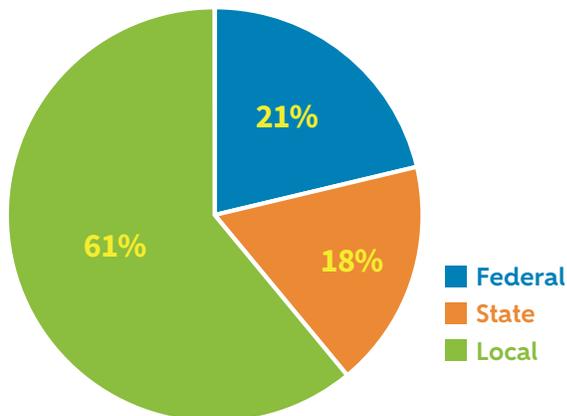
The following charts and tables demonstrate how these funds are distributed based on funding source, program and county.

Figure 1 is a summary of fund sources categorized as federal, state and local sources. Figure 1 and its accompanying pie chart illustrate that 21 percent of the total is from federal funds, 18 percent is from state funds and 61 percent is from local funds.

FIGURE 1 SUMMARY OF 2017 FTIP BY FUNDING SOURCE (in 000's)

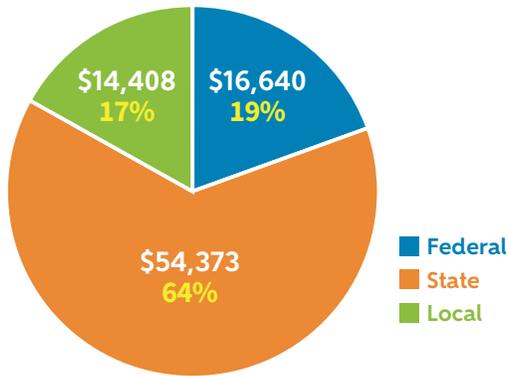
	FEDERAL	STATE	LOCAL	TOTAL
2016/17	\$1,843,969	\$2,015,459	\$4,008,601	\$7,868,029
2017/18	\$1,297,261	\$1,353,451	\$4,071,787	\$6,722,499
2018/19	\$1,235,286	\$264,781	\$4,561,018	\$6,061,085
2019/20	\$698,264	\$230,705	\$2,061,341	\$2,990,310
2020/21	\$463,884	\$1,018,528	\$1,386,000	\$2,868,412
2021/22	\$348,122	\$23,932	\$789,145	\$1,161,199
TOTAL	\$5,886,786	\$4,906,856	\$16,877,892	\$27,671,534
% of TOTAL	21%	18%	61%	100%

SUMMARY OF 2017 FTIP BY FUNDING SOURCE

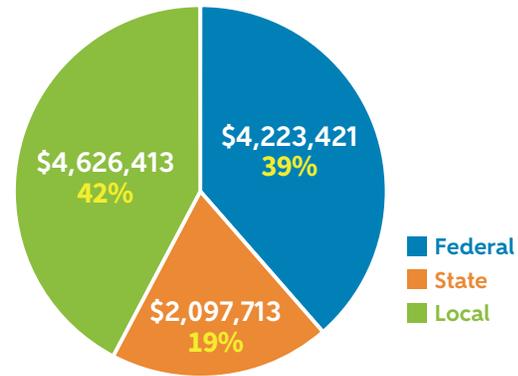


The six pie charts below summarize the funds programmed in the 2017 FTIP for each county in the SCAG region by federal, state and local fund sources.

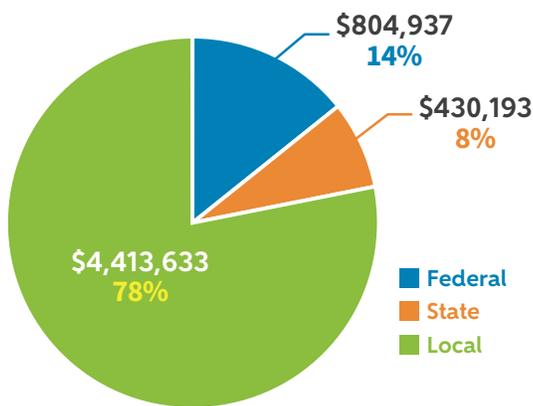
IMPERIAL COUNTY: \$85,421 (in \$000's)



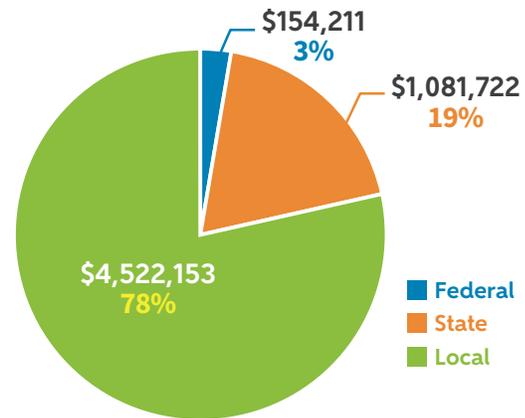
LOS ANGELES COUNTY: \$10,947,547 (in \$000's)



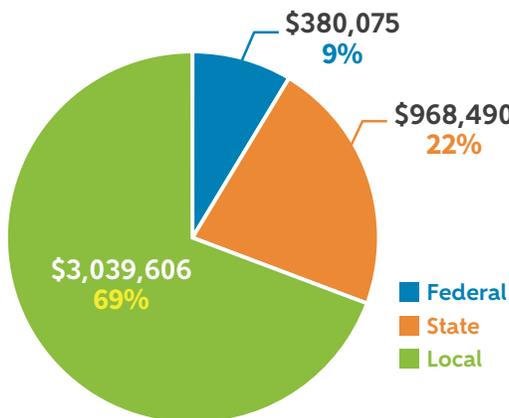
ORANGE COUNTY: \$5,648,763 (in \$000's)



RIVERSIDE COUNTY: \$5,758,086 (in \$000's)



SAN BERNARDINO COUNTY: \$4,388,171 (in \$000's)



VENTURA COUNTY: \$706,312 (in \$000's)

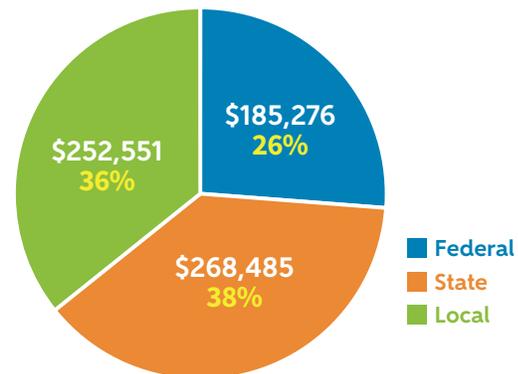
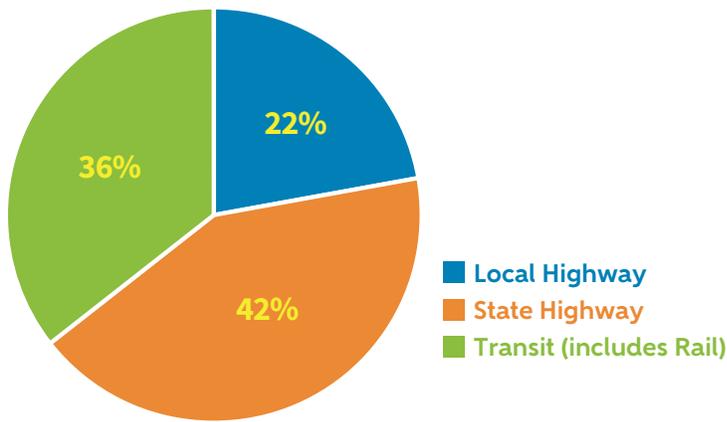


Figure 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Figure 2 and its accompanying pie chart illustrate that 42 percent of the total \$27.7 billion in the 2017 FTIP is programmed in the State Highway Program, 22 percent in the Local Highway Program and 36 percent in the Transit (including rail) Program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2017 FTIP).

FIGURE 2 SUMMARY OF 2017 FTIP BY PROGRAM (in 000's)

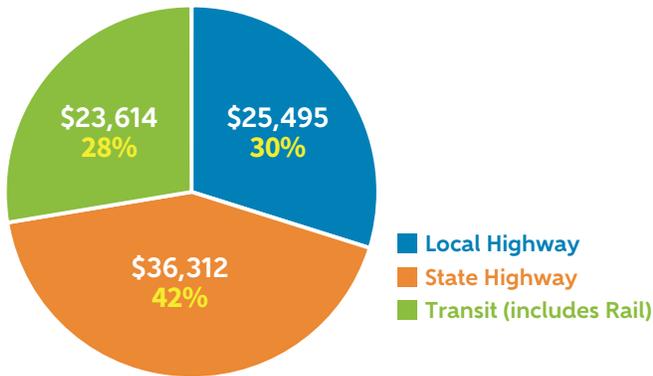
	LOCAL HIGHWAY	STATE HIGHWAY	TRANSIT (INCLUDES RAIL)	TOTAL
2016/17	\$1,860,879	\$3,125,022	\$2,882,128	\$7,868,029
2017/18	\$1,327,529	\$3,375,816	\$2,019,154	\$6,722,499
2018/19	\$1,069,208	\$2,674,184	\$2,317,693	\$6,061,085
2019/20	\$490,254	\$1,193,829	\$1,306,227	\$2,990,310
2020/21	\$1,179,223	\$984,464	\$704,725	\$2,868,412
2021/22	\$202,157	\$342,847	\$616,195	\$1,161,199
TOTAL	\$6,129,250	\$11,696,162	\$9,846,122	\$27,671,534
% of TOTAL	22%	42%	36%	100%

SUMMARY OF 2017 FTIP BY PROGRAM

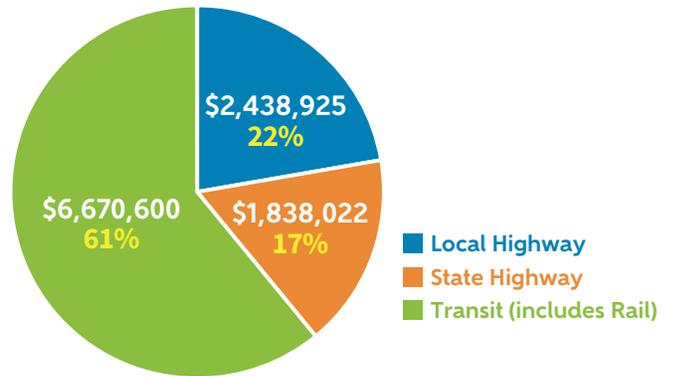


The six pie charts below summarize the funds programmed in the 2017 FTIP for each county in the SCAG region for state Highway, Local Highway, and Transit (including Rail) programs.

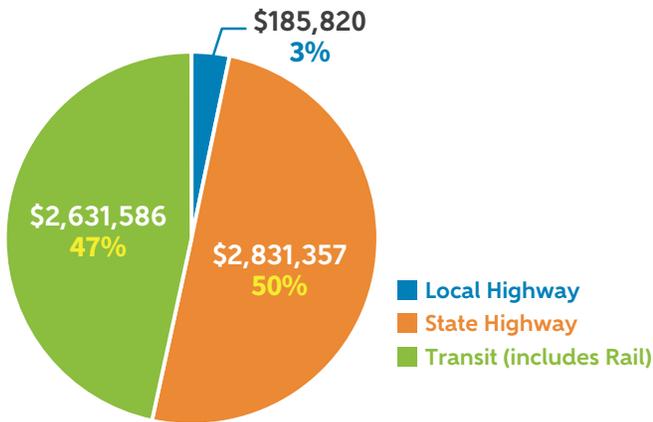
IMPERIAL COUNTY: \$85,421 (in \$000's)



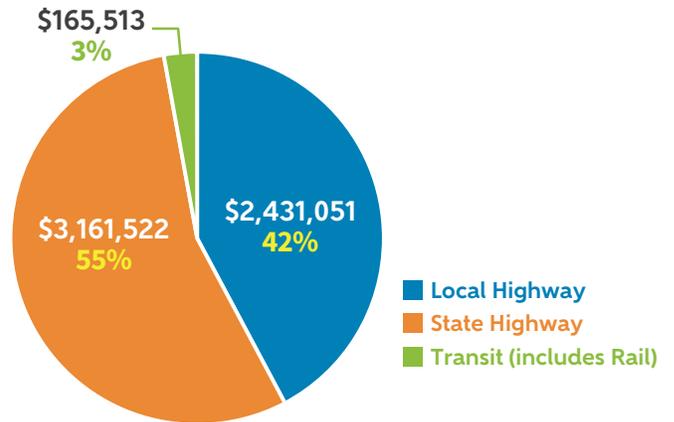
LOS ANGELES COUNTY: \$10,947,547 (in \$000's)



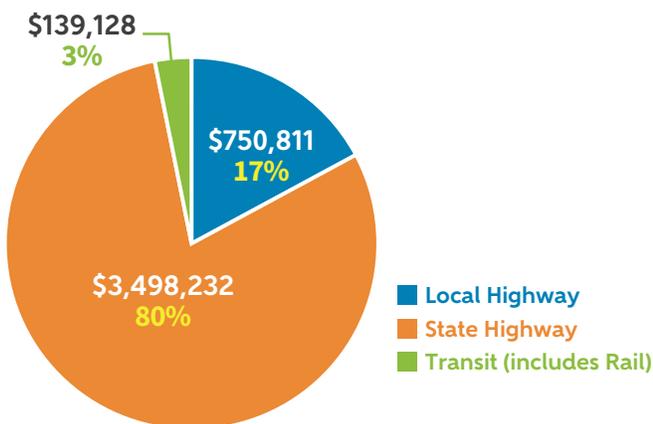
ORANGE COUNTY: \$5,648,763 (in \$000's)



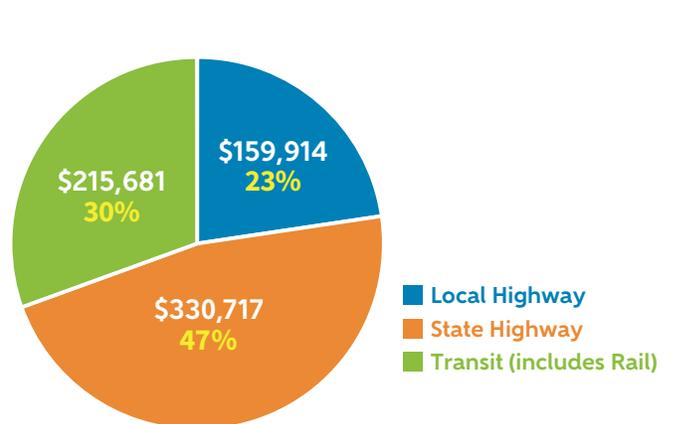
RIVERSIDE COUNTY: \$5,758,086 (in \$000's)



SAN BERNARDINO COUNTY: \$4,388,171 (in \$000's)



VENTURA COUNTY: \$706,312 (in \$000's)



ENVIRONMENTAL JUSTICE

The Final 2016 RTP/SCS, approved by the SCAG Regional Council on April 7, 2016 (and certified by FHWA/FTA with regard to transportation conformity on June 1, 2016), included a comprehensive environmental justice analysis. The 2017 FTIP is consistent with the policies, programs and projects included in the 2016 RTP/SCS, and as such the environmental justice analysis included as part of the 2016 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2017 FTIP.

A key component of the 2016 RTP/SCS development process was to further implement SCAG's Public Participation Plan, which involved outreach to achieve meaningful public engagement with minority and low-income populations, and included seeking input from our environmental justice stakeholders. As part of the environmental justice analysis for the 2016 RTP/SCS, SCAG identified several performance measures to analyze existing social and environmental equity in the region and to address the impacts of the 2016 RTP/SCS on various environmental justice population groups. These performance measures included impacts related to tax burdens, share of transportation system usage, jobs-housing imbalance or mismatch, potential gentrification and displacement, air quality, health, noise and rail related impacts. For additional information regarding these and other environment justice performance measures and the detailed environmental justice analysis, please see

http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_EnvironmentalJustice.pdf

Additionally, SCAG updated its Public Participation Plan, adopted on April 3, 2014, which addresses Title VI Requirements and Guidelines for Federal Transit Administration Recipients (FTA Circular 4702.1B; Effective October 1, 2012), including enhanced strategies for engaging minority and limited English proficient populations in SCAG's transportation planning and programming processes, as well as Environmental Justice Policy Guidance for Federal Transit Administration Recipients (FTA Circular 4703.1; Effective August 15, 2012).

INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

As stated earlier in this document, the 2017 FTIP complies with applicable federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP) (for more information on SCAG's PPP please visit http://scag.ca.gov/Documents/PPP2014_Adopted-FINAL.pdf). In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a forum for interagency consultation.

SCAG, in cooperation with the CTCs, TCWG and other local, state and federal partners, completed the update to the 2017 FTIP Guidelines. Development of these guidelines is the first step in drafting the 2017 FTIP. These guidelines serve as the manual for CTCs to develop their county Transportation Improvement Program (TIP) and submit their TIPs through SCAG's FTIP database. SCAG received comments from stakeholders and revised the document as necessary. The Final Guidelines for the 2017 FTIP were approved by the SCAG Regional Council on October 8, 2015. For additional information on the 2017 FTIP Guidelines, please visit <http://ftip.scag.ca.gov/Documents/Final2017FTIPGuidelines.pdf>

On July 8, 2016, the Draft 2017 FTIP is scheduled for release for a 30-day public review period. During the public review period, two public hearings will be held on the Draft 2017 FTIP on July 14th and 21st, 2016, at SCAG's Los Angeles office with video-conferencing available from SCAG's regional offices, located in Imperial, Orange, Riverside, San Bernardino and Ventura counties and three additional video conference sites in City of Palmdale, Coachella Valley Association of Governments (CVAG) and South Bay Cities Council of Governments (SBCCOG). These public hearings will be noticed in numerous newspapers throughout the region. The notices will be published in English, Spanish, Korean, Chinese and Vietnamese languages (copies of these notices will be included in Section V of the Final Technical Appendix). The 2017 FTIP is posted on the SCAG website and distributed to libraries throughout the region.

ECONOMIC IMPACTS OF 2017 FTIP PROGRAM EXPENDITURES

THE FTIP'S INVESTMENT PLAN IN TERMS OF ECONOMIC GROWTH AND JOB CREATION

The FTIP program budget includes spending on a mix of transportation projects — state highway, local highway and transit — that are planned in six Southern California counties over a six-year time period beginning in FY 2016/2017 and ending in FY 2021/2022. Economic and job impacts were calculated using REMI, a regional impact model that estimates economic and employment gains arising from transportation and infrastructure investments.

FTIP expenditures are categorized by function into three broad industries: Construction, transit operations and architectural and engineering services. Highway operations and maintenance expenditures are included with construction given their similarity. Due to differences in economic impacts arising from different kinds of transportation spending, FTIP transportation project expenditure data is sorted by category, such as construction services, operations and maintenance for transit operations and architectural and engineering services. Right-of-way acquisition costs are excluded since these represent a transfer of assets and are generally considered to have no economic impact. Each category of spending was modeled separately and their impacts summed. Employment estimates are measured on a job-count basis for employment gains and are reported on an annual basis, i.e., the number of jobs generated in each year respectively.

Over the six-year period, the FTIP program will generate an annual average of greater than 82,000 jobs in the six-county SCAG region. The total employment impact of the 2017 FTIP transportation program is shown in Figure 3. The aggregate job totals do not reflect the sum of the six individual counties due to rounding and various SCAG region-wide FTIP projects which are allocated and captured at the regional, rather than county, level.

FIGURE 3 JOBS CREATED ANNUALLY BY 2017 FTIP INVESTMENTS (REMI ANALYSIS)

	2016–2017	2017–2018	2018–2019	2019–2020	2020–2021	2021–2022	AVERAGE
SCAG REGION	141,043	121,654	109,762	54,735	48,419	17,359	82,162
LOS ANGELES COUNTY	70,839	44,404	40,010	17,405	15,801	10,296	33,126
ORANGE COUNTY	23,607	17,634	28,644	16,966	7,638	1,561	16,008
SAN BERNARDINO COUNTY	15,585	20,513	22,601	4,740	10,531	1,120	12,515
RIVERSIDE COUNTY	24,203	35,110	16,287	14,548	13,114	3,441	17,784
VENTURA COUNTY	5,170	2,353	2,055	869	1,170	928	2,091
IMPERIAL COUNTY	378	767	159	218	197	50	295

In addition, the rest of the state of California will benefit from spillover impacts of an additional 3,200 jobs per year on average, and an additional 7,600 jobs per year on average will accrue to other states throughout the U.S.

These impacts are primarily related to the construction and maintenance-related benefits of the 2017 FTIP, or the economic and job creation impacts of the direct investment in transportation infrastructure. In addition, there are longer-term economic impacts because of the relative efficiency of the regional transportation system. SCAG's 2016 RTP/SCS included an analysis of economic impacts arising from efficiency gains in terms of worker and business economic productivity and goods movement that will beneficially impact Southern California, the state and the nation

in terms of economic development, competitive advantage, and overall economic competitiveness in the global economy. Projects that reduce congestion may help firms produce at lower cost, or allow those firms to reach larger markets or hire more capable employees. An economy with a well-functioning transportation system can be a more attractive place for firms to do business, enhancing the economic competitiveness of the SCAG region.

Over time, these “transportation network efficiency” benefits become all the more important to regions such as Southern California in terms of economic growth and competitiveness, attraction and retention of employers and creation of good-paying jobs. The economic work done on the 2016 RTP/SCS estimated job gains from the network efficiency benefits of fully implementing the RTP to be 351,000 jobs per year on average. Transportation modeling of the 2017 FTIP shows overall increased network efficiency on the order of approximately 7 percent, suggesting increased network efficiency benefits over and above the 351,000 jobs associated with the 2016 RTP/SCS.

PROGRAM PERFORMANCE OF 2017 FTIP

The 2016 RTP/SCS sets forth a vision to advance Southern California’s mobility, economy and sustainability for the next several decades. To help realize this vision, the RTP/SCS includes specific regional goals and policies. To measure the extent to which the RTP/SCS achieves these goals and policies and to help guide the identification of preferred strategies and alternatives, SCAG used a set of multi-modal performance measures (see the 2016 RTP/SCS Performance Measures technical appendix at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_PerformanceMeasures.pdf).

MAP-21, the Moving Ahead for Progress in the 21st Century Act, was signed into law on July 6, 2012, and placed new federal requirements on MPOs such as SCAG to establish and use a performance-based approach to transportation decision making and development of transportation plans. The Fixing America’s Surface Transportation (FAST) Act, was signed into law on December 4, 2015, and carries forward the performance-based planning requirements in MAP-21. Although SCAG has been using performance measures in its metropolitan planning for many years, MAP-21 calls for the establishment of performance targets that address the performance measures specifically called out in the legislation:

- Pavement condition on the Interstate System and National Highway System (NHS)
- Performance of the Interstate System and NHS
- Bridge condition on the NHS
- Fatalities and serious injuries on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System
- Transit safety
- Transit asset management/state of good repair

Further, MAP-21 requires that the FTIP include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving these performance targets, thereby linking investment priorities to those targets. The US Department of Transportation (USDOT) published the Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning on May 27, 2016. At this point, the rulemaking on specific performance measures has not yet been developed for specific performance targets. Additionally, the Final Rule states that the state, MPOs and Public Transit Operators are required to establish targets in the key national performance areas to document expectations for future performance. This work and consultation between the state, MPO’s and Public Transit Operators is ongoing and has not been completed. Therefore, the performance discussion in the 2017 FTIP focuses on key measures from the adopted 2016 RTP/SCS. Once performance targets have been established, the 2017 FTIP will be revised as appropriate.

PROGRAMMING INVESTMENTS

The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of the 2016 RTP/SCS. The 2017 FTIP funding breakdown in Figure 4 shows the region's transportation priorities, with an emphasis on operations and maintenance of the transportation system.

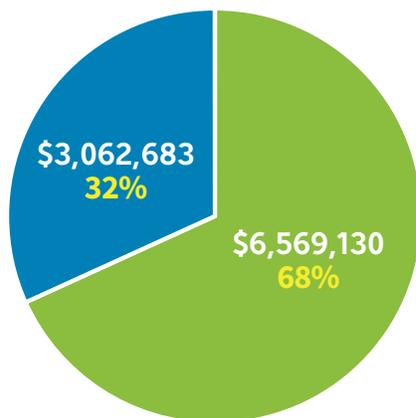
FIGURE 4 2017 FTIP AMOUNT PROGRAMMED (in Millions)

Transit Improvements	\$6,569
Transit Operations and Maintenance	\$3,063
Highway Improvements	\$13,596
Highway Operations and Maintenance	\$3,602
Intelligent Transportation Systems and Transportation Demand Management*	\$529
Other	\$313

* Includes a portion of active transportation funds (see below).

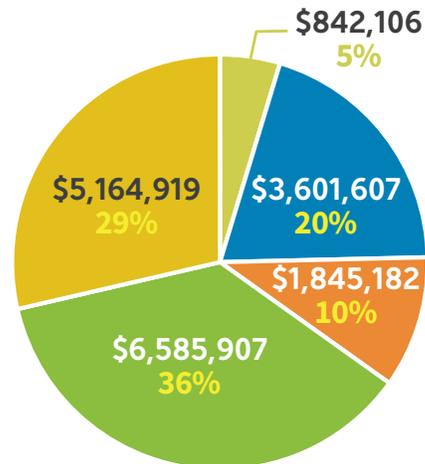
2017 FTIP INVESTMENT CATEGORIES

TRANSIT INVESTMENT: \$9,681,813 (in \$000's)



- Transit Operations and Maintenance
- Transit Improvement

HIGHWAY INVESTMENT: \$18,039,721 (in \$000's)



- Highway Operations and Maintenance
- HOV Lanes
- Capacity Enhancing Improvements
- Other Highway Improvements
- ITS, TDM, Non-Motorized, and Other

The region’s commitment to active transportation is also growing, with investments consistent with those developed for the 2016 RTP/SCS, which nearly doubles active transportation investments compared to the previous RTP/SCS.

Figure 5 shows an estimated \$1 billion that will fund over 360 active transportation projects included in the 2017 FTIP. The region is increasing its investments in active transportation projects and still more is being done. While the FTIP includes all federally funded projects and projects needing federal action, active transportation projects that are 100% locally funded are not required to be programmed in the FTIP. Cycle 3 of Active Transportation Program (ATP) grants has not yet been approved and will be programmed at a later time.

FIGURE 5 ACTIVE TRANSPORTATION INVESTMENT (in Millions)

ATP PROJECT TYPE	SCAG REGION 2017 FTIP FY2016–17–FY2021–22*	PERCENTAGE OF ATP INVESTMENT IN 2017 FTIP	SCAG REGION 2015 FTIP FY2014–15–FY2019–20**	PERCENTAGE OF ATP INVESTMENT IN 2015 FTIP
Bicycle and Pedestrian Infrastructure	\$481.9	47%	\$259.0	48%
Dedicated Bicycle Infrastructure	\$153.9	15%	\$78.0	14%
Dedicated Pedestrian Infrastructure	\$154.6	15%	\$85.0	19%
First Mile/Last Mile Strategies	\$51.4	5%	\$41.2	8%
Bicycle Detection & Traffic Signals	\$14.7	1%	\$2.2	<1%
ATP as Part of Larger Project (est. average 5% of total cost)	\$179.0	17%	\$55.2	11%
TOTAL AMOUNTS	\$1,035.5		\$520.6	

* Excludes ATP Projects for Cycle 3 | ** Excludes ATP Estimates

The fruits of these investments are reflected in mobility and environmental benefits. By 2020, the FTIP is projected to help the region to achieve a reduction of over 870,000 hours per day in travel time. This would result in a reduction of 110 tons per day of nitrogen oxide, a pollutant which is emitted from cars, trucks and buses, among other sources. This would also result in an 8 percent per capita reduction in regional greenhouse gas emissions.

IN 2020, THE 2017 FTIP WILL HELP ACHIEVE



870,000 HRS/DAY
in reduced travel time for all automobile trips



110 TONS/DAY
reduction of nitrogen oxides from 2016 level, improving air quality



8% PER CAPITA REDUCTION
in regional GHG emissions, meeting target set by the California Air Resources Board

TRANSPORTATION CONFORMITY

The FTIP must satisfy the following criteria requirements to be in compliance: It must be consistent with the 2016 RTP/SCS; it must meet regional emissions tests; it must meet timely implementation of TCMs; it must go through inter-agency consultation and public involvement; and it must be financially constrained.

CONFORMITY DETERMINATIONS FOR THE DRAFT 2017 FTIP

The 2017 FTIP meets all federal transportation conformity requirements and meets the five tests required under the U.S. DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2017 FTIP under the required federal tests.

CONSISTENCY WITH 2016 RTP/SCS TEST

FINDING: SCAG's 2017 FTIP (project listing) is consistent with the 2016 RTP/SCS (policies, programs and projects).

REGIONAL EMISSIONS TESTS

These findings are based on the regional emissions test analyses shown in Tables 21 – 48 in Section II of the Technical Appendix.

FINDING: The regional emissions analyses for the 2017 FTIP is an update to the regional emissions analyses for the 2016 RTP/SCS.

FINDING: The 2017 FTIP regional emissions analysis for PM_{2.5} and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the South Coast Air Basin (SCAB).

FINDING: The 2017 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 Luiseño 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: The 2017 FTIP regional emissions for NO₂ meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the SCAB.

FINDING: The 2017 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment and planning horizon years in SCAB.

FINDING: The 2017 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: The 2017 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: The 2017 FTIP regional emissions analysis for PM_{2.5} and its precursors (2006 and 2012 NAAQS) 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 TCM TEST

FINDING: The TCM project categories listed in the 1994/1997/2003/2007/2012 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

FINDING: The TCM strategies listed in the 1994 (as amended in 1995) Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

INTER-AGENCY CONSULTATION AND PUBLIC INVOLVEMENT TEST

FINDING: The 2017 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP) (for more information on SCAG's PPP, please visit http://scag.ca.gov/Documents/PPP2014_Adopted-FINAL.pdf). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

The 2017 FTIP was discussed with the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on multiple occasions (August 25, 2015, September 22, 2015; October 27, 2015; November 17, 2015; January 26, 2016; February 23, 2016; March 22, 2016; April 26, 2016; and May 24, 2016; and June 28, 2016). The draft conformity analysis was released for a 30-day public review on July 8, 2016. Two public hearings were held on July 14 and July 21, 2016 at the SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The 2017 FTIP was also presented to the Regional Transportation CEOs at their meeting held on August 19, 2016, fulfilling the consultation requirements of AB 1246 as codified in Public Utilities Code Sections 130058 and 130059. The 2017 FTIP is posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. All comments on the 2017 FTIP have been documented and responded to accordingly.

FINANCIAL CONSTRAINT TEST

FINDING: The 2017 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e) and is consistent with the Financial Plan contained in the 2016 RTP/SCS. SCAG's 2017 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state and federal sources available to meet the region's programming totals.

PROPOSED FINAL

2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

MAIN OFFICE

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VENTURA COUNTY REGIONAL OFFICE

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Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 17-1	July 8, 2016	Sophie Steeno	Steen Design Studio Inc.	Very comprehensive Update, thank you for sharing. We look forward to improvements all over and particularly in San Bernardino County.	Comment Noted	August 10,2016
FTIP 17-2	July 10, 2016	Dennis Bell	Private Citizen	Greetings, the online draft of this is bullshit. It jumps from page to page so it's unreadable. and the internet computers at the public library i use aren't set-up to send e-mails through the archaic outlook 2007.	SCAG has made every effort to make the document accessible and readable. SCAG staff reached out to Mr. Bell to offer how to access the document step by step. Mr. Bell's response is under comment #17-3.	July 11, 2016
FTIP 17-3	July 11, 2016	Dennis Bell	Private Citizen	Thank you.	Comment noted.	N/A
FTIP 17-4	July 12, 2016	Caroline Smith	Private Citizen	As a long time public transit user, buses are becoming more spooky and dangerous. The new light rail are slow, noisy, eyesore and effective. I hope SCAG do not convert our region to a Chicago style streets, with full of these ugly light rail, that can receive graffities easily. In 1965 at the LA international expo, was a new type of suspended light rail from a that was very beautiful. SCAG should research these type of Smart light rails. Thank you for these opportunity, and I hove you make a Smart decision. Caroline Smith	The FTIP is developed through a "bottom-up" approach; projects are submitted by the County Transportation Commissions (CTCs) as part of their county TIP. The RTP/SCS identifies the long range transit improvements planned for the region, including for bus and rail.	August 10,2016
FTIP 17-5	July 14, 2016	Tressy Capps	Toll Free IE	Suggested that the public hearings ought to be held in a different month other than July as many people travel during that month.	Comment noted. The FTIP Public Hearings were scheduled to adhere to State Department of Transportation's deadline for	July 14, 2016 (Public Hearing)

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					statewide FTIP submittals (deadline is September 30, 2016)	
FTIP 17-6	July 21, 2016	Grace Alvarez	Riverside County Transportation Commission	<p>RCTC appreciates the hard work SCAG does on behalf of the Riverside County, in particular the huge undertaking to review process and secure approvals for the 2017 Federal Transportation Improvement Program (FTIP). The FTIP is an important programming document that implements the long-range Regional Transportation Plan / Sustainable Communities Strategy in compliance with federal requirements. Most importantly, it facilitates the utilization of state and federal funds to leverage local funds to implement important local and state highway improvements as well as providing funding for Active Transportation, transit and rail improvements and services in the region.</p> <p>The Riverside County portion of the FTIP was developed in cooperation with Caltrans, local agencies, and transit operators.</p> <p>As with most growing regions, Riverside County strives to improve transportation by providing alternatives to driving by implementing multimodal improvements and programs that reduce congestion and improve air quality. The 2017 FTIP includes 267 projects in Riverside County totaling a \$5.7 billion investment in the next six years.</p> <p>We are excited to see the final stages of the 2017 FTIP approval and look forward to continuing to implement the planned improvements and moving our region forward.</p>	Comment Noted	July 21, 2016 (Public Hearing)
FTIP 17-7	July 21, 2016	Ben Ku	Orange County Transportation Authority	<p>Good Afternoon,</p> <p>My name is Ben Ku and I'm the Principal Transportation Funding Analyst here at the Orange County Transportation Authority.</p> <p>The projects programmed in 2017 FTIP are critical to the movement of people and goods throughout Orange County and would provide significant air quality benefits. Therefore it is crucial that the 2017 FTIP be approved in a timely manner.</p>	Comment Noted	July 21, 2016 (Public Hearing)

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>I'd like to thank Maria Lopez and her FTIP staff at the Southern California Association of Governments on their excellent work putting together the 2017 FTIP.</p> <p>We realize it's a very difficult and intensive process and we'd like to especially thank Pablo Gutierrez for his dedication, patience, and guidance. OCTA appreciates SCAG's efforts and looks forward to continuing our partnership regarding the FTIP.</p>		
FTIP 17-8	July 21, 2016	Peter DeHaan	Ventura County Transportation Commission	Mr. DeHaan expressed appreciation for the collaborative work by SCAG’s staff on the 2017 FTIP. Additionally, as Ventura County does not have a local sales tax measure for transportation, the 2017 FTIP is of critical importance to Ventura County as it provides access to state and federal funding.	Comment Noted	July 21, 2016 (Public Hearing)
FTIP 17-9	July 21, 2016	Andrea Zureick	San Bernardino Associated Governments	Ms. Andrea Zureick endorsed the comments of previous speakers regarding the importance of the 2017 FTIP and appreciation for SCAG’s staff’s effort on the document which contains 2,000 projects.	Comment Noted	July 21, 2016 (Public Hearing)
FTIP 17-10	July 28, 2016	Abhijit J. Bagde, P.E. Senior Transportation Engineer Division of Transportation Programming	Caltrans	<p>Hello Maria,</p> <p>Thank you very much for providing us an opportunity to review SCAG's Draft 2017 FTIP. My compliments to you and your staff for preparing an excellent document.</p> <p>Please include response to the comments below when submitting final 2017 FTIP to Caltrans.</p> <p>Let me know of any questions. Thank you.</p> <p>General comments:</p> <ol style="list-style-type: none"> 1. Expedited Project Selection Procedures (EPSP), Technical Appendix, Volume II of III, Section iv, Attachment E: 	<p>Technical Appendix Volume II of III, Section IV Attachment E has been updated per suggested language.</p>	July 28, 2016

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt								
				<p>Below are suggested edits:</p> <ul style="list-style-type: none"> Move Highway Maintenance (HM) Program from Caltrans Local Assistance managed programs, and combine it with SHOPP in the paragraph above. <p>Financial Summary:</p> <ol style="list-style-type: none"> STIP: 2016 STIP (IIP and RIP) financial information for the SCAG region is shown below. Please process an amendment to align the 2017 FTIP with the CTC adopted 2016 STIP. The FTIP amendment must be submitted to Caltrans by September 30, 2016. Also include any revenue/programming from the 2014 STIP (for the projects that received CTC allocation or time extension) under “STIP Prior” in the financial summary. <table border="1" data-bbox="827 878 1358 954"> <thead> <tr> <th>2016/17</th> <th>2017/18</th> <th>2018/19</th> <th>2019/20</th> </tr> </thead> <tbody> <tr> <td>13,031k</td> <td>168,763k</td> <td>156,997k</td> <td>152,000k</td> </tr> </tbody> </table> <ol style="list-style-type: none"> SHOPP: Please process an amendment to align the 2017 FTIP with the 2016 SHOPP. The FTIP amendment must be submitted to Caltrans by September 30, 2016. Highway Maintenance (HM) Program: Include funding information for FY 2016/17 per link below through the first amendment to the 2017 FTIP. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various/pgms/hwy_mtc/hwy_mtc_program.htm Highway Bridge Program (HBP): 	2016/17	2017/18	2018/19	2019/20	13,031k	168,763k	156,997k	152,000k	<p>2016 STIP funding will be updated in Amendment #17-01.</p> <p>2016 SHOPP funding will be updated in Amendment #17-01.</p> <p>Highway Maintenance (HM) Program will be updated in Amendment #17-01.</p> <p>Highway Bridge Program (HBP) will be updated in Amendment #17-01.</p>	
2016/17	2017/18	2018/19	2019/20											
13,031k	168,763k	156,997k	152,000k											

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Revenue/Programming is not consistent with the approved funding posted at the link below</p> <p>http://dot.ca.gov/hq/LocalPrograms/hbrr99/list-updated.html</p> <p>5. CMAQ: Revenue for FY 2016/17 is not consistent with the approved funding posted at the link below. Please clarify if the revenue includes any borrowed funds from other regions. If yes, then include footnote in the financial summary.</p> <p>6. Include funding for the State Minor Program in the first amendment to the 2017 FTIP. See link below for information. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various/pgms/minor/minor_pgm.htm</p> <p>7. Federal Transit Administration: 5310 Program funding is awarded by CTC on an annual basis. Explain the basis of revenue/programming for the 4-year cycle of the 2017 FTIP.</p> <p>Project Listings:</p> <p>1. SHOPP Projects: Update programming for consistency with the 2016 SHOPP through Amendment No. 1. The FTIP amendment must be submitted to Caltrans by September 30, 2016.</p> <p>2. LA0G872: 2016 SHOPP includes \$32,970,000 for the construction phase as shown below that are not</p>	<p>Footnote included in Financial Agreement summary to reflect exchange between SANBAG and SACOG dated September 3, 2014.</p> <p>State Minor Program will be updated in Amendment #17-01.</p> <p>Imperial County Transportation Commission (ICTC) – 5310 funds from FY-13/14 added to project description in Amendment #17-01</p> <p>– Los Angeles County Metropolitan Transportation Authority (LACMTA) is sub-recipient and can program funds in 2017 FTIP – Ventura County Transportation Commission (VCTC) is sub-recipient and can program funds in 2017 FTIP</p> <p>Project will be updated in Amendment #17-01.</p>	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				programmed.		
				3. LA0D451: STIP-RIP funding in the amount of \$55.6M has been deleted from the 2016 STIP. Please adjust the programming.	Project will be updated in Amendment #17-01.	
				4. LALS09: Include funding information under “State Minor Program” instead of “SHOPP” in the financial summary.	Project will be updated in Amendment #17-01.	
				5. ORA130060: This project has been deleted from the 2016 STIP as shown below.	Project will be updated in Amendment #17-01.	
				6. RIV031215: Per 2016 STIP, hange fund type “Local Funds” instead of “STIP-AC” for \$33,402,000 as shown below.	Project will be updated in Amendment #17-01.	
				7. RIV071267: Change the fund type from “CMAQ-AC” to “CMAQ”.	Project will be updated in Amendment #17-01.	
				8. RIV131202: Include construction phase cost in total project cost (PTC) in the project description.	Project will be updated in Amendment #17-01.	
				9. SBD 20159902: Per 2016 STIP, RIP funding of \$39,745,000 is programmed in FY 2020/21.	Project will be updated in Amendment #17-01.	
				10. SBD 34770: Realign IIP funding as shown below.	Project will be updated in Amendment #17-01.	
				11. ORA020501: HBP funding programmed in FY 2016/17 is not consistent with the approved funding posted at the link	Project will be updated in Amendment #17-01.	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>below. Please update programming through Amendment No. 1.</p> <p>http://dot.ca.gov/hq/LocalPrograms/hbrr99/2016/March/Lump_Sum_Program_Lists/2016_03_29_Dist12_OrangeCountyTransporLumpSumItem.pdf</p> <p>12. SBDLS08: HBP funding programmed in FYs 2016/17, 2017/18 and 2019/20 is not consistent with the approved funding posted at the link below. Please update programming through Amendment No. 1.</p> <p>http://dot.ca.gov/hq/LocalPrograms/hbrr99/2016/March/Lump_Sum_Program_Lists/2016_03_29_Dist08_SanBernardinoAssociaLumpSumItem.pdf</p> <p>13. VENLS07: HBP funding programmed is not consistent with the approved funding posted at the link below. Please update programming through Amendment No. 1.</p> <p>http://dot.ca.gov/hq/LocalPrograms/hbrr99/2016/March/Lump_Sum_Program_Lists/2016_03_29_Dist07_VenturaCountyTranspoLumpSumItem.pdf</p> <p>14. LAOF075: Update STIP funding per 2016 STIP shown below.</p> <p>15. LAOD198: Change fund type from Surface Trans Prog – RIP” to “RIP – STIP AC”.</p>	<p>Project will be updated in Amendment #17-01.</p>	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 17-11	August 8, 2016	Pete Sluis	Private Citizen - San Dimas	<p>***updated***8/8/2016 ***FINAL***</p> <p>Project ID - LA0G1092 "Lone Hill Avenue to Control Point (CP) White Double Track. With the proposed 3.9 mile project segment, an existing siding will be lengthened to provide 8.1 miles of continuous double track between Lone Hill Ave and CP Central." I am very strongly opposed to this project and would ask that it be eliminated from the Federal Transportation Improvement Program. This double tracking is in a San Dimas residential neighborhood which currently is under much duress from Metrolink operations which run from roughly 4:30 AM until past Midnight and on which Metrolink has never performed an Environmental Impact Study nor taken any mitigating noise, vibration or safety measures. Our residents now endure noise and vibration levels greatly exceeding FRA levels considered extreme, and this unacceptable condition will continue even after BSNF locomotives are removed, though that will be a needed improvement. This was once a very infrequently used freight line generally consisting of a few freight cars running at a very slow speed converted by Metrolink into what is now a mostly commuter rail line running 40 speeding trains daily past our neighborhood homes, blaring horns and shaking houses with the deadliest commuter rail service in America, often with nearly empty trains. An estimated 375 people attended a recent Metrolink community event in San Dimas a few days after Memorial Day in response to the current intolerable conditions and this will just make it worse. When this was mentioned by Metrolink at that community horn meeting an audible negative reaction was heard. Since then nothing further has been directly communicated to San Dimas residents about this and this obscure project inclusion doesn't even refer to San Dimas nor is it something that a resident would routinely be aware of. Having this short extension of a current double track into a residential neighborhood would appear to have little or no real benefit at a large cost with many drawbacks. Obviously this would place the tracks closer to residents in this narrow corridor and increase unacceptable noise levels and vibrations experienced at a residence. The idling train would be the source of more pollution and its passengers would invade the privacy of peoples backyards, windows and personal space</p>	<p>The FTIP like the RTP/SCS is based on a "bottom-up approach". The CTCs are the lead agencies that are in charge of prioritizing projects within their respective counties. As such, SCAG cannot unilaterally delete or change projects that are contained in the FTIP.</p> <p>The project is in the beginning stage and is programmed as a planning study project. SCAG staff reached out to Los Angeles County Transportation Authority (LA Metro) and received the following response:</p> <p><i>"Thank you for your comments on the Lone Hill to White Double Track Project, as part of the public comment on the draft SCAG FTIP for 2017. This proposed project would add 3.9 miles of a new second main line track along corridor in the cities of San Dimas and La Verne, between Lone Hill Ave. and White Ave. There are two existing main line tracks east of Control Point (CP) White.</i></p> <p><i>This is an important project for regional mobility that would benefit many stakeholders. The project includes safety improvements for passengers and communities. The safety improvements made to the crossings will make the crossings qualify for Quiet Zones, should the cities decide to pursue them. This will eliminate the most prohibitive barrier to cities establishing quiet</i></p>	August 8, 2016

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>while it towers above waiting to return to the single track. The trains Metrolink utilizes were never meant to be deployed in quiet and peaceful residential neighborhoods and this would even make the current situation more unbearable. Our mayor recently wrote the FRA regarding train horn impacts and he stated approximately 18% of San Dimas residents reside within 1000 feet of the rail corridor and have been living with the nuisance of train horns for years. That equates to 6,000 San Dimas residents, many of whom would now be further compromised. I would estimate up to 1,000 residents have line of sight contact with this line or directly abut, some as near as 5 yards separated at times by just chain link or wrought iron fences.</p> <p>In the event of a train derailment, which has occurred on Metrolink, just not yet in a residential neighborhood, having residences even closer would pose a greater safety hazard, risking resident's lives. Another safety hazard is created when the trains are occupying both tracks which creates a very dangerous situation. This happened just this year in Corona when a young couple walking together waited for an eastbound train to pass and the 19 year old man was killed by a westbound train they hadn't seen. Having a single track is obviously safer and preferable for communities and that condition should remain.</p> <p>As residents we are also concerned about physical health issues, mental health issues, sleep deprivation, devalued property values and a declining quality-of-life all attributable to Metrolink and this unnecessary double track project will make all those worse.</p> <p>While this project is listed at \$3 million, the San Gabriel Valley Subregion project list says the agency minimum cost to build just this short extension into a residential community is \$68 million (and probably much higher because that was quoted at 3.1 miles versus the 3.9 listed here) and will certainly be fought by both residents and taxpayers. Many, many miles of single track exist on this line and to choose a residential community which has suffered so much, for a short double track costing so much and with so many negatives, is just plain wrong. And after the Metrolink Northridge double track project was recently put on hold for similar reasons as expressed here, this should have been a non-starter.</p>	<p>zones.</p> <p><i>Additionally, the double-track will enable Metrolink to reduce delays to passengers and result in fewer emissions that result from idling. Both delays and idling occurs when trains have to wait for another train to pass.</i></p> <p><i>Double-tracking has various safety benefits. There is a reduced risk of head-on collisions which can occur on single track. Additionally, there will be safety measures such as additional crossing gates added at each crossing.</i></p> <p><i>Metro is beginning the environmental process which includes noise and vibration studies. It will also include several formal meetings with communities for them to express any concerns. As part of the process Metro will provide answers and, where possible, solutions for these concerns. Metro will begin its public outreach and coordination in late 2016 and is working to share some initial results with the public in early 2017.</i></p> <p><i>Metro is aware that there are residential homes within 1000 feet from the tracks and Metro will be happy to meet with you and the affected communities in person to discuss any issues and concerns for the Lone Hill to White project before the environmental document is released.</i></p> <p><i>The Metrolink San Bernardino line has the heaviest ridership in the</i></p>	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Finally it should also be noted that in my opinion reckless inaction with safety issues by Metrolink on this particular rail segment needs to be addressed and in an expedited manner. I would have Metrolink expedite and fund a complete EIS from the baseline that existed before they arrived, implement the extremely safe "quiet zones" to address safety and noise issues as well as any additional EIS issues, before any non-safety spending is done here. This very segment has had Metrolink collisions with a bus, a truck and pedestrian fatalities, including one just this week, on 8/3/2016. Turning a blind eye to safety, health, and quality-of-life issues for corridor residents who were here before Metrolink is inexcusable and safety measures should no longer be delayed or tied to other projects or new possible revenues. Pete Sluis San Dimas CA</p>	<p><i>Metrolink system, with approximately 11,000 boardings per weekday. SCRRRA's agreement for the BNSF locomotive will end as early as November 2016 and the locomotives are currently being phased out which should help to significantly reduce noise impacts along the corridor.</i></p> <p><i>We are confident we can work together to address these concerns so that this project may move forward to benefit the many stakeholders in the region.</i></p> <p><i>We look forward to our continued conversation."</i></p>	
FTIP 17-12	August 8, 2016	Ben Cacatian, Air Quality Specialist Planning, Rules & Incentives Division	Ventura County Air Pollution Control District	<p>Hello, Pablo. I am submitting the following comments for the Draft 2017 FTIP:</p> <ol style="list-style-type: none"> 1) II-26 Latest ARB Motor Vehicle Emission Budgets using EMFAC2014 v1.0.7 are: Yr2018 ROG=6/tpd & NOx=8/tpd and Yr2020 ROG=5/tpd & NOx=7/tpd. No Motor Vehicle Emission Budgets are available for 2030 and 2040. 2) III-6 Applicable TCM projects Landuse Strategies and Transit Strategies are two separate and distinct TCM categories. This is shown separately in both the 1995 and 2007 VC AQMPs. 3) The 2016 RTP/SCS Table 81.1 showed the VEN110308 Thousand Oaks project as ongoing. It is not shown in section III of the 2017 FTIP. 4) The 2016 RTP/SCS Table 81.2 shows completed TCMs in the timely implementation report. 	<ol style="list-style-type: none"> 1) The latest budgets have not been approved by U.S. EPA. 2) The TCM categories have been revised to be consistent with those in 2007 VC AQMP. 3) VEN110308 was complete as noted in Final 2016 RTP/SCS Transportation Conformity Analysis Appendix Table 57. 4) Completed projects in previous FTIPs are not carried over to the current FTIP. The completed TCMs in the 2016 RTP/SCS are also the 	August 8, 2016

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Shouldn't these TCMs also be shown as complete in the 2017 FTIP? If not, where have they been documented in a previous FTIP as completed?</p> <p>5) Table III-5.2 of the 2017 FTIP shows Bernardino County in the heading.</p> <p>Thank you for giving us an opportunity to review and comment on the Draft 2017 FTIP. If you have any questions, please feel free to contact me.</p>	<p>completed TCMs in the 2015 FTIP Consistency Amendment #15-12.</p> <p>5) The typo has been corrected.</p>	
FTIP 17-13	August 8, 2016	Joyce Dillard	Private Citizen	<p>We question the use of funds for the following projects:</p> <p><u>PROJECT LIST A</u></p> <p>Project: LA0G1147 Agency: Paramount Description: Garfield Avenue Improvements from 70th Street to Howery Street – widen street 1 to 4 feet for 2 miles to accommodate a third lane in each direction requiring partial takes from 2 parcels, add medians, narrow existing medians, add second left turn lane in all directions at two intersections, Rosecrans Ave. and Alondra Blvd., resurface street, concrete intersections, traffic signal improvements, street lights, underground utilities, “green street” improvements, and stormwater and watershed BMPs.</p> <p><u>COMMENTS:</u></p> <p>This is related to the LA Regional Water Quality Control Board Los Angeles Region ORDER NO. R4-2012-0175 NPDES PERMIT NO. CAS004001 Municipal Separate Storm Sewer System MS4 permitting in relationship to green street improvements, stormwater and watershed BMPs. This is not a transportation project but a voluntary compliance to an Enhanced Watershed Management Plan and no transportation funding should be used. Caltrans responsibility is not identified. City of Long Beach is separate under Order No. R4-2014-0024.</p> <p><u>PROJECT LIST B</u></p>	<p>The FTIP has no legal authority over local land use or the implementation of local General Plan(s), including storm water matters which falls under the purview of local jurisdictions.</p> <p>The FTIP is a programming document for financial and air quality planning purposes. The FTIP like the RTP/SCS is based on a “bottom-up approach”. The CTCs are the lead agencies and are in charge of prioritizing projects within their respective counties. As such, SCAG cannot unilaterally delete or change projects that are contained in the FTIP.</p> <p>The project scope is identified by the sponsoring agency. It is not unusual for transportation projects to have more than one benefit. Each project may have more than one fund type, each with its own eligibility requirements from the</p>	August 8, 2016

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Project: EA5 28660 Description: Route 001: In Long Beach, Signal Hill And Lakewood On Various Routes At Various Locations. Mitigate For Stormwater Quality By Installing Bio- Filtration Swales, Basins, Media Filters And Gross Solid Removal Devices, And Other Best Management Practices (Bm</p> <p>Project: EA5 28670 Description: Route 001: In The Cities Of Los Angeles, Long Beach, Signal Hill, Lakewood, Carson, And Hawthorn On Various Routes At Various Loaction. Mitigate For Stormwater Quality By Using Best Management Practices (Bmp'S).</p> <p>Project: EA5 30040 Description: Route 101: In The Cities Of Los Angeles And Calabasas, At Various Locations From Alameda Street To Mureau Road. Mitgate For Stormwater Quality By Installing Best Management Practices (Bmp'S) And Stabilizing Soil Erosion.</p> <p>Project: EA5 31230 Description: Route 014: In And Near Santa Clarita, From North Of Sierra Highway To South Of Soledad Canyon Road, At Various Locations. Install Storm Water Mitigation Devices.</p> <p>Project: EA5 31250 Description: Route 005: Near Gorman, From Route 138 To South Of Frazier Mountain Park Road, At Various Locations. Install Storm Water Mitigation Devices</p> <p>Project: EA5 31280 Description: Route 014: Near Santa Clarita And Palmdale At Various Locations, From South Of Soledad Canyon Road To South Of Mountain Spring Road. Install Storm Water Mitigation Devices.</p> <p>Project: EA5 28150 Description: Route 101: Near Hidden Hills, From Calabasas Parkway In Los Angeles County To Hampshire Road In Ventura County. Storm</p>	<p>funding agency or project sponsor.</p>	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Water Mitigation Through Erosion Control.</p> <p>Project: EA5 28920 Description: Route 710: In Various Cities, From North Of Rosecrans Avenue To Ford Boulevard Ramps. Storm Water Mitigation Through Erosion Control.</p> <p><u>COMMENTS:</u></p> <p><u>COMMENTS:</u></p> <p>This is related to the LA Regional Water Quality Control Board Los Angeles Region ORDER NO. R4-2012-0175 NPDES PERMIT NO. CAS004001 Municipal Separate Storm Sewer System MS4 permitting in relationship to green street improvements, stormwater and watershed BMPs. This is not a transportation project but a voluntary compliance to an Enhanced Watershed Management Plan and no transportation funding should be used. Caltrans responsibility is not identified.</p> <p>City of Long Beach is separate under Order No. R4-2014-0024.</p> <p>Joyce Dillard P.O. Box 31377 Los Angeles, CA 90031</p>		
FTIP 17-14	August 8, 2016	Michael Morris	FHWA – Cal South	<p>FHWA is agreeable with SCAG’s Draft 2017 FTIP. As also indicated previously we’re happy to have observed the CMP section in the document whereby the new process eliminates the \$50M threshold for single occupant vehicle (SOV) capacity increasing project CMP evaluations.</p> <p>Respectfully,</p> <p>Michael Morris Jr. Southern CA Transportation Planner FHWA Cal-South</p>	Comment Noted	August 8, 2016

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SOUTHERN CALIFORNIA
ASSOCIATION OF
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Barbara Messina, Alhambra

RESOLUTION NO. 16-582-2

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS APPROVING THE
2016/17 – 2021/22 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM (2017 FTIP)**

WHEREAS, the Southern California Association of Governments (SCAG) is the federally 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 the preparation, adoption and regular revision of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and the Federal Transportation Improvement Program (FTIP) pursuant to 23 U.S.C. §134 et seq., 49 U.S.C. §5303et seq., and 23 C.F.R. §450.312; and

WHEREAS, under state law, SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of the RTP/SCS under California Government Code §65080 et seq., and the FTIP under California Government Code §65082 and Public Utilities Code §130301 et seq.; and

WHEREAS, under federal metropolitan transportation planning law, 23 U.S.C. §134 et seq. and implementing regulations under 23 C.F.R Part 450, a MPO shall develop and update a FTIP for the metropolitan planning area covering a period of no less than four years. In addition, under state law, the FTIP must be updated every two years so as to be consistent with the State Transportation Improvement Program (STIP). The Regional Council adopted and approved the FY 2014/15 – 2019/20 FTIP (2015 FTIP) in September 2014. As such, the 2017 FTIP updates the 2015 FTIP; and

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

WHEREAS, the 2017 FTIP is a staged, multi-year, intermodal program of transportation projects which covers six (6) fiscal years; includes a priority list of projects to be carried out in the first four fiscal years (2016/17, 2017/18, 2018/19, and 2019/20); and a listing of obligated projects from prior years that may require state or federal action. Projects in the additional years (2020/21 and 2021/22) are to be considered by the Federal Highway Administration (FHWA) and Federal Transportation Agency (FTA) as informational. The 2017 FTIP is composed of approximately 2,000 transportation projects with \$27.7 billion dollars programmed in FY 2016/17 to FY 2021/22; and

WHEREAS, SCAG adopted its Final 2016-2039 RTP/SCS in April 2016, and 23 U.S.C. §134(j)(3)(C) and 23 C.F.R. § 450.324(g) requires each project or project phase in the 2016 FTIP to be consistent with the 2016 RTP/SCS; and **WHEREAS**, 42 U.S.C. § 7506(c)(1) requires the 2017 FTIP to conform with the applicable State Implementation Plan (SIPs) developed for the federal non-attainment and maintenance areas in the Mojave Desert Air Basin, the Ventura County portion of the South Coast Air Basin, the South Coast Air Basin, and the Salton Sea Air Basin; and

WHEREAS, the 2017 FTIP used the most recently approved version of Emission Factors as approved by the California Air Resources board and the U.S. Environmental Protection Agency (EPA) for conformity analysis; and

WHEREAS, 23 C.F.R. §450.330(e) requires that in non-attainment and maintenance areas, funding priority be given to timely implementation of transportation control measures (TCMs) contained in the applicable SIPs in accordance with the transportation conformity regulations at 40 CFR Parts 51 and 93; and

WHEREAS, SCAG has worked concurrently with local, state, and federal jurisdictions in a continuing, cooperative and comprehensive manner as required by federal and state metropolitan transportation planning provisions; and

WHEREAS, 23 C.F.R. §450.330(a) requires each MPO to adopt a public participation program. SCAG approved and adopted a Public Participation Plan on April 3, 2014, to serve as a guide for SCAG's public involvement process and provide more explicit details as to SCAG's strategies, procedures and techniques for public participation on the RTP/SCS, FTIP and the Overall Work Program (OWP). Such strategies, procedures and techniques require SCAG to hold a public hearing regarding a draft FTIP; and

WHEREAS, SCAG staff has conducted an analysis of the Draft 2017 FTIP and found that the 2017 FTIP complies with federal and state metropolitan planning requirements and is consistent with the 2016-2039 RTP/SCS and its policies; and

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. §93.105 as well as the provisions of SCAG's Public Participation Plan, SCAG consulted with the respective transportation and air quality planning agencies, which involved discussion of a draft of the 2017 FTIP with the Transportation Conformity Working Group (a forum for implementing

the interagency consultation requirements) on June 28, 2016. In addition, the Transportation Committee authorized the release of the Draft 2017 FTIP for a 30-day public review and comment period on July 7, 2016. The Draft 2017 FTIP was available for public review and comment from July 8 to August 8, 2016 during which time SCAG held two (2) public hearings regarding the Draft 2017 FTIP on July 14 and 21, 2016 respectively; and

WHEREAS, comments received during the public review and comment period were considered by staff and appropriately addressed as part of the final version of the Draft 2017FTIP; and

WHEREAS, the 2017 FTIP complies with the required transportation conformity tests with respect to financial constraint, timely implementation of transportation control measures, the regional emission analysis and the inter-agency consultation/public review process. Specifically, the 2017 FTIP demonstrates timely implementation of TCMs in the applicable State Implementation Programs (SIPs) within the SCAG region, and includes a Finance Plan that indicates estimated available resources including resources from public and private sources that are reasonably expected to be available to carry out the 2017 FTIP as required by 23 U.S.C. §134(h)(2)(b). Further, the 2017 FTIP reaffirms the transportation conformity determination of the 2016-2039 RTP/SCS update and takes into account minor revisions related to project descriptions, schedules and funding; and

WHEREAS, SCAG's Regional Council has reviewed the final 2017 FTIP and related staff reports and materials, which are incorporated herein by this reference.

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

1. The Regional Council approves and adopts the 2017 FTIP for all six (6) counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) in the SCAG region for the purpose of complying with federal and state metropolitan transportation planning requirements. In adopting the 2017 FTIP, the Regional Council finds as follows:
 - a. The 2017 FTIP complies with all applicable federal and state requirements;
 - b. The 2017 FTIP implements and is consistent with SCAG's 2016-2039 RTP/SCS;
 - c. The 2017 FTIP is consistent and in conformance with the portions of the applicable SIPs relevant to all air basis as required by 42 U.S.C. §7506(c)(1) and accompanying Federal regulations at 40 C.F.R. Parts 51 and 93; and
 - d. The 2017 FTIP passes all required conformity tests with respect to financial constraint, timely implementation of transportation control measures, the regional emission analysis and the inter-agency consultation/public review process.

2. In approving the 2017 FTIP, the Regional Council, approves the staff findings and incorporates all of the foregoing recitals in this Resolution.
3. SCAG's Executive Director or his designee shall transmit the 2017 FTIP to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 C.F.R. Parts 51 and 93.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 1st day of September, 2016.

Michele Martinez
President, SCAG
Councilmember, City of Santa Ana

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM



Presented to the Transportation Committee

September 1, 2016

Naresh Amatya

Acting Director, Transportation Planning



The Federal Transportation Improvement Program (FTIP)

- The 2017 FTIP is a federally mandated list of transportation investment priorities for the SCAG region. It is a six-year program of projects that includes approximately 2,000 projects for the region, representing an investment of \$27.7 billion.
- The FTIP is prepared by SCAG in coordination and consultation with the County Transportation Commissions (CTCs) through a bottom-up approach; it is a multimodal list of transportation improvement programmed with federal, state, and local fund sources.



2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

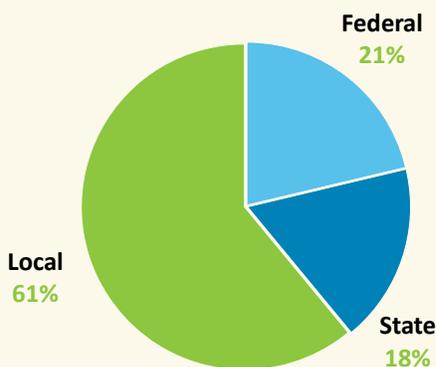
The Federal Transportation Improvement Program (FTIP)

- The FTIP is prioritized to implement the region’s overall strategy for providing mobility and improving both the efficiency and safety of the transportation system. It is the process by which the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) polices and goals are implemented.
- The FTIP is a dynamic document that is amended frequently to reflect updates to funding, schedules, and program priority changes.



2017 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM

Summary of 2017 FTIP by Funding Source (000's)



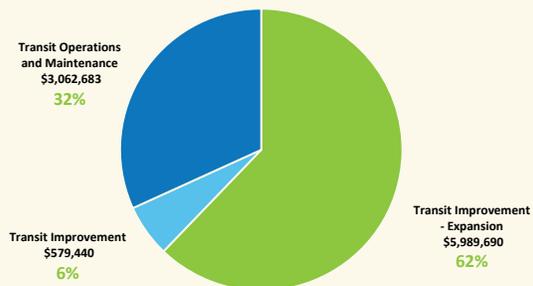
	Federal	State	Local	Total
2016/17	\$1,843,969	\$2,015,459	\$ 4,008,601	\$ 7,868,029
2017/18	\$1,297,261	\$1,353,451	\$ 4,071,787	\$ 6,722,499
2018/19	\$1,235,286	\$ 264,781	\$ 4,561,018	\$ 6,061,085
2019/20	\$ 698,264	\$ 230,705	\$ 2,061,341	\$ 2,990,310
2020/21	\$ 463,884	\$1,018,528	\$ 1,386,000	\$ 2,868,412
2021/22	\$ 348,122	\$ 23,932	\$ 789,145	\$ 1,161,199
TOTAL	\$5,886,786	\$4,906,856	\$16,877,892	\$27,671,534
% of Total	21%	18%	61%	100%



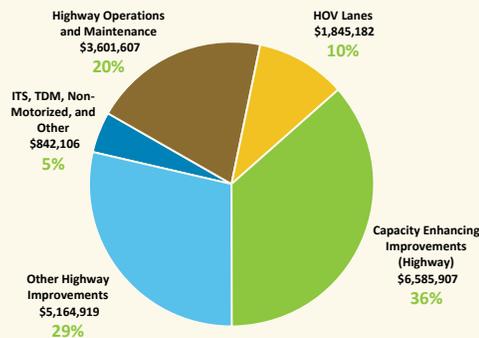
2017 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM

2017 FTIP Investment Categories

TRANSIT INVESTMENTS



HIGHWAY INVESTMENTS



Approximately **2000 projects** programmed region-wide for an investment of **\$27.7 billion**



2017 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM

Conformity Tests for the 2017 FTIP

The 2017 FTIP has met the five tests for transportation conformity:

- 1. Consistent with 2016 RTP/SCS**
 - The FTIP is consistent with the 2016 RTP/SCS.
- 2. Regional Emissions Analysis**
 - Projects in the FTIP meet the Air Quality Standards set forth in the State Implementation Plan (SIP).
- 3. Timely Implementations of Transportation Control Measure (TCM)**
 - The FTIP includes projects that meet this test.
 - TCM's reduce pollutants from transportation sources by reducing vehicle use or congestion conditions.
- 4. Financial Constraint**
 - The 2017 FTIP complies with federal financial constraint requirements.
- 5. Public Participation/Interagency Consultation**
 - The FTIP was presented to The Conformity Working Group (TCWG) throughout its development.
 - The FTIP was released for a 30 day public review period.
 - SCAG held two public hearings on July 14 and July 21, 2016.
 - Public notices were placed in newspapers throughout the region, including four foreign language newspapers.
 - The FTIP was presented to the "AB 1246" Regional Transportation CEO's meeting on August 19, 2016.



2017 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM

Comments received on the Draft 2017 FTIP

- In July this committee approved the release of the Draft 2017 FTIP for a 30-day public comment period.
- Two Public Hearings were held on July 14, 2016 and July 21, 2016.
- Fourteen comments were received, half of those including Caltrans and FHWA, complimented SCAG on the 2017 FTIP.



2017 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM

Comments received on the Draft 2017 FTIP (continued)

- Caltrans requested minor technical updates which will be addressed through the 2017 FTIP Amendment #17-01 and submitted simultaneously with 2017 FTIP.
- SCAG staff worked in collaboration with the county transportation commissions (CTCs) to address all comments.
- Response to Comments is included in the 2017 FTIP Technical Appendix Volume II of III, Section VII and included in your agenda package.



2017 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM

Next Steps

- Staff asks that the TC recommend to the Regional Council to adopt Resolution No. 16-582-2 approving the Final 2017 FTIP.
- Submit Final 2017 FTIP and Amendment #17-01 to the State prior to September 30, 2016 deadline
- Anticipated State approval of Final 2017 FTIP in mid-November, 2016
- Anticipated Federal approval of Final 2017 FTIP in mid-December, 2016.



2017 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM

2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM



Thank you



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DATE: September 1, 2016

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

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

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

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR CEHD:

Recommend that the RC recommend and strongly urge the Strategic Growth Council (SGC) to fully fund all the sixteen (16) AHSC full grant applications in the SCAG region.

RECOMMENDED ACTION FOR RC:

That SCAG recommends and strongly urges the Strategic Growth Council (SGC) to fully fund all the 16 AHSC full grant applications in the SCAG region.

EXECUTIVE SUMMARY:

In the second round of the statewide Cap-and-Trade AHSC grant program, twenty-one (21) project applicants in the SCAG region were invited by the Strategic Growth Council (SGC) to submit a full application out of the thirty-six (36) concept applications submitted. Sixteen (16) of the invited projects submitted a full application, representing a total of approximately \$145 million out of the \$320 million maximum funding available statewide. All the sixteen (16) full applications support the implementation of the Sustainable Communities Strategy for the SCAG region. SCAG staff recommends that the CEHD Committee and RC support a strong recommendation that SGC fully fund all the 16 projects from the SCAG region. SGC plans to announce the awards in October 2016.

STRATEGIC PLAN:

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

BACKGROUND:

Through the State budget process, Cap-and-Trade auction proceeds are appropriated from the Greenhouse Gas Reduction Fund (GGRF) to State agencies and programs. The SGC is administering the AHSC program, which is intended to further the regulatory purposes of AB 32 and SB 375 by investing GGRF proceeds in projects that reduce greenhouse gas emissions through more compact, infill development patterns, integrating affordable housing, encouraging active transportation and mass transit usage, and protecting agricultural land from sprawl development.

REPORT

For the 2015-2016 fiscal year, SGC and the California Department of Housing and Community Development (HCD) announced that \$320 million of funding would be available for the AHSC program Statewide. To apply for the program, project applicants must first submit a concept application. After review by SGC, HCD, and others, selected projects are selected by SGC to submit a full application to receive program funding.

Senate Bill 862 provides that SGC “shall coordinate with the metropolitan planning organizations (MPO) and other regional agencies to identify and recommend projects within their respective jurisdictions that best reflect the goals and objectives of this division.” At its March 3, 2016 meeting the Regional Council approved evaluation guidelines for a designated SCAG Evaluation Team to review concept and full applications.

Applications

Concept applications were due to SGC on March 16, 2016. On March 24, SGC forwarded to SCAG staff thirty-six (36) concept applications to review whether the proposed project supports the implementation of the Sustainable Communities Strategy (SCS). By county, Los Angeles County was represented by twenty-four (24) submittals, followed by Ventura County with five (5), Imperial County, Orange County, and San Bernardino County with two (2) each, and Riverside County with one (1). The total amount requested by all applications was \$310.5 million.

The SCAG staff Evaluation Team reviewed the thirty-six (36) projects and found all except one would support the implementation of the SCS. Upon review, one application was not recommended because the proposed project did not help implement the SCS. SCAG staff then provided an update of the concept application review at the April 7, 2016 CEHD Committee meeting and forwarded recommendations to SGC on April 12.

Across the SCAG region, twenty-one (21) projects (of the 36 projects that submitted concept applications) were selected to submit a full application. Of these, sixteen (16) submitted full applications to SGC by the June 20 deadline. Los Angeles County is represented by ten (10) submitted applications, followed by Ventura County with three (3), and Imperial County, Orange County, and San Bernardino County with one (1) each, and Riverside County with none. The total requested funding for the sixteen (16) projects that submitted a full application is \$145.0 million. To support the preparation for full applications in the region, SCAG established a Technical Assistance Team consisted of SCAG staff and consultants.

Statewide, one hundred and thirty (130) concept applications requesting \$1.1 billion in funds were submitted. According to the most recent information disseminated by SGC on May 16, eighty-five (85) projects requesting a total of \$789.9 million were invited to submit a full application.

In the 2014-15 round, due to the low share of funding for full applications in the SCAG region, the CEHD Policy Committee and RC urged the SGC to fund all of the AHSC full grant applications in the SCAG region, and the Evaluation Criteria was not applied to rank the full applications.

REPORT

Similarly, for this cycle of 2015-2016, due to the low share of funding for full applications in the SCAG region, SCAG staff is again recommending that the CEHD Policy Committee and RC strongly urge SGC to fully fund in FY 2015-2016 all the 16 projects from the SCAG region that submitted full grant applications. The Evaluation Criteria was also not applied to rank the full applications. RC's action will be subsequently provided to SGC in writing.

SGC plans to announce the awards on October 11, 2016. SCAG staff will continue to provide updates to the Regional Council, Policy Committees, and Technical Working Group on the status of the applications as information becomes available.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2015-2016 Overall Work Program (WBS Number 16-080.SCG00153.04: Regional Assessment).

ATTACHMENT:

Summary of Full Applications Submitted to SGC by City

Project	City	Final Applications Submitted			Invited Full ICP Applications		Invited Full TOD Applications	
		Number of projects	Requested Funding	% of total invited funding	Funding	%	Funding	%
Imperial County								
Countryside II Connect	El Centro	1	\$7,360,132	5.1%	\$7,360,132	10.0%		
Los Angeles County								
	Los Angeles	8	\$76,641,172	52.9%	\$23,078,771	31.3%	\$53,562,401	75.1%
Sun Valley Senior Veterans Apartments and the Sheldon Street	Los Angeles		\$11,110,020		\$11,110,020			
MDC Jordan Downs	Los Angeles		\$11,968,751		\$11,968,751			
7th & Witmer Apartments	Los Angeles		\$16,764,000				\$16,764,000	
Metro @ Western	Los Angeles		\$7,365,144				\$7,365,144	
PATH Metro Villas Phase 2	Los Angeles		\$13,750,183				\$13,750,183	
Rolland Curtis West	Los Angeles		\$5,668,074				\$5,668,074	
Six Four Nine Lofts	Los Angeles		\$5,315,000				\$5,315,000	
Bartlett Hill Manor	Los Angeles		\$4,700,000				\$4,700,000	
Beacon Pointe	Long Beach	1	\$17,723,734	12.2%			\$17,723,734	24.9%
South Gate Regional Bikeway Connectivity Project	South Gate	1	\$2,570,520	1.8%	\$2,570,520	3.5%		
Orange County								
Santa Ana Arts Collective	Santa Ana	1	\$12,028,626	8.3%	\$12,028,626	16.3%		
Riverside County								
	Riverside	0						
San Bernardino County								
Metrolink Station Bike/Ped Access Project	Montclair, Upland, Rancho Cucagmonga, Fontana, Rialto, City of San Bernardino	1	\$6,598,973	4.6%	\$6,598,973	9.0%		
Ventura County								
	Oxnard	2	\$11,312,276	7.8%	\$11,312,276	15.3%		
J Street Greenway Trail & Complete Streets	Oxnard		\$6,748,276		\$6,748,276			
Downtown Oxnard Transit Corridor Improvement Project	Oxnard		\$4,564,000		\$4,564,000			
Villages at Westview Phase II	San Buenaventura	1	\$10,777,571	7.4%	\$10,777,571	14.6%		
Total		16	\$145,013,004	100.0%	\$73,726,869	100.0%	\$71,286,135	100.0%

NO. 581
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE MEETING
THURSDAY, JULY 7, 2016

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 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. A quorum was present.

Members Present

Hon. Michele Martinez, President	<i>Santa Ana</i>	District 16
Hon. Margaret E. Finlay, 1st Vice President	<i>Duarte</i>	District 35
Hon. Alan Wapner, 2 nd Vice President	<i>Ontario</i>	SANBAG
Hon. Jack Terrazas		Imperial County
Hon. Michael D. Antonovich		Los Angeles County
Hon. Linda Parks		Ventura County
Hon. Jan Harnik	<i>Palm Desert</i>	RCTC
Hon. Jim Hyatt	<i>Calimesa</i>	District 3
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
Hon. Fred Minagar	<i>Laguna Niguel</i>	District 12
Hon. Barbara Kogerman	<i>Laguna Hills</i>	District 13
Hon. Steven Choi	<i>Irvine</i>	District 14
Hon. Steve Hwangbo	<i>La Palma</i>	District 18
Hon. Kris Murray	<i>Anaheim</i>	District 19
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Gene Daniels	<i>Paramount</i>	District 24
Hon. Sean Ashton	<i>Downey</i>	District 25
Hon. Dan Medina	<i>Gardena</i>	District 28
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Gene Murabito	<i>Glendora</i>	District 33
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
Hon. Carl Morehouse	<i>San Buenaventura</i>	District 47

Members Present – continued

Hon. Karen Spiegel	<i>Corona</i>	District 63
Hon. Michael Wilson	<i>Indio</i>	District 66
Hon. Antonio Lopez	<i>San Fernando</i>	District 67
Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69
Hon. Ross Chun	<i>Aliso Viejo</i>	TCA
Mr. Randall Lewis	<i>Lewis Group of Companies</i>	Business Rep.

Members Not Present

Hon. Cheryl Viegas-Walker, Imm. Past	<i>San Buenaventura</i>	District 47
Hon. Jim Katapodis		OCTA
Hon. Chuck Washington		Riverside County
Hon. Mark Ridley-Thomas		Los Angeles County
Hon. Michelle Steel		Orange County
Hon. Curt Hagman		San Bernardino County
Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
Hon. Greg Pettis	<i>Cathedral City</i>	District 2
Hon. Randon Lane	<i>Murrieta</i>	District 5
Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. Paul Eaton	<i>Montclair</i>	District 9
Hon. Steve Nagel	<i>Fountain Valley</i>	District 15
Hon. John Nielsen	<i>Tustin</i>	District 17
Hon. Tri Ta	<i>Westminster</i>	District 20
Hon. Victor Manalo	<i>Artesia</i>	District 23
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Rex Richardson	<i>Long Beach</i>	District 29
Hon. Lena Gonzalez	<i>Los Angeles</i>	District 30
Hon. Andrew Sarega	<i>La Mirada</i>	District 31
Hon. Barbara Messina	<i>Alhambra</i>	District 34
Hon. Jonathan Curtis	<i>La Cañada Flintridge</i>	District 36
Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
Hon. Sam Pedroza	<i>Claremont</i>	District 38
Hon. Vartan Gharpetian	<i>Glendale</i>	District 42
Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
Hon. John Sibert	<i>Malibu</i>	District 44
Hon. Glen Becerra	<i>Simi Valley</i>	District 46
Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49/Pub. Transit Rep.
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. David Ryu	<i>Los Angeles</i>	District 51
Hon. Paul Koretz	<i>Los Angeles</i>	District 52



Members Not Present - continued

Hon. Nury Martinez	<i>Los Angeles</i>	District 53
Hon. Felipe Fuentes	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Herb Wesson, Jr.	<i>Los Angeles</i>	District 57
Hon. Mike Bonin	<i>Los Angeles</i>	District 58
Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
Hon. Mitch O’Farrell	<i>Los Angeles</i>	District 60
Hon. José Huizar	<i>Los Angeles</i>	District 61
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Erik Peterson	<i>Huntington Beach</i>	District 64
Hon. Ryan McEachron	<i>Victorville</i>	District 65
Hon. Rusty Bailey	<i>Riverside</i>	District 68
Hon. Mary “Maxine” Resvaloso	<i>Torres-Martinez, Desert Cahuilla Indians</i>	Tribal Government Rep.
Hon. Eric Garcetti	<i>Los Angeles</i>	(Member-at-Large)

Staff Present

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Michele Martinez called the meeting to order at 12:16 p.m. and asked Councilmember Art Brown, Buena Park, District 21, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

There were no public comment speakers.

REVIEW AND PRIORITIZE AGENDA ITEMS

To allow sufficient time for the Closed Session discussion, President Martinez announced that immediately after Presentation Item No. 1, the Regional Council will act upon the following agenda items in this order: Consent Calendar, Agenda Item Nos. 4 through 10; Receive and File Agenda Item Nos. 11 through 17; and Action/Discussion Agenda Item No. 2. These will be followed by the Committee Reports and Executive Director’s Report.



PRESENTATION ITEM

1. “How California is Reinventing the New Economy” – Steve Westly, Founder and Managing Partner, The Westly Group

President Martinez introduced Steve Westly, the Founder and Managing Partner of The Westly Group.

Steve Westly displayed a PowerPoint presentation on “*How California is Reinventing the New Economy.*” He provided an overview on what makes California successful; what is next in the global economy; how can we build a world-class government; and how can we improve California’s business environment. Steve Westly discussed the following: how California became the innovation leader; the new ethos on reinventing the global economy; millennials as the new customers are changing the world; new business models; shared economy and how these are impacting every industry; connectivity using smartphones; big data and its impact in every industry; smart transportation; energy efficiency; utilities and security. In closing, Mr. Westly stated that while California is leading the world—as the sixth largest economy—he would like to see its cities build smart solutions.

President Martinez opened the item for discussion.

Councilmember Kris Murray, Anaheim, District 19, thanked Steve Westly for his presentation and hoped to hear him speak at a future SCAG General Assembly. Councilmember Murray expressed a concern on how to address the issues regarding cities that are faced with challenges with respect to residential properties that are being converted to short-term vacation rentals. Steve Westly suggested finding a middle-ground and ways for an appropriate tax system that provides some revenue to the city and recommended building more housing while exploring the benefits of shared economy.

Councilmember Carl Morehouse, San Buenaventura, District 47, asked a question regarding the implications of major job shift and mechanization; and the shifts in the state’s revenue system and its implications in local government. Steve Westly stated that it is evident we are moving from a manufacturing economy to an information service economy. He suggested changing the tax structure while emphasizing the need for a massive job re-training effort that local officials will have to take the lead to re-tool the students and mid-career workers.

Councilmember Kerry Ferguson, San Juan Capistrano, a member of the Community, Economic and Human Development (CEHD) Committee, asked a question with respect to the high unemployment number in a successful economy. Steve Westly responded that it is important to re-tool and re-train workers in preparation for the jobs of the future because there are jobs out there.

Councilmember Carmen Ramirez, Oxnard, District 45, requested more information with respect to economic inequality. Steve Westly emphasized the importance of providing children with access to global economy through universal preschool, raising the standards of teaching and re-training of its teachers, and accessibility to the internet.

Councilmember Ross Chun, Aliso Viejo, TCA, commented regarding the heightened public interest with accidents caused by autonomous vehicles. Steve Westly stated that although there is more work to be done to make safe autonomous vehicles, there will be less congestion and less pollution.

First Vice President Margaret Finlay, Duarte, District 35, requested a copy of the presentation. Steve Westly acknowledged the request and stated he will provide his presentation along with his contact information.

President Martinez closed the discussion.

On behalf of the Regional Council and the SCAG Board Officers, President Martinez thanked Steve Westly for his presentation and presented him with a token of appreciation.

CONSENT CALENDAR

Approval Items

4. Minutes of the Regional Council Meeting, June 2, 2016
5. Contracts \$200,000 or Greater: Contract Nos. 16-040B-C1 through 16-040B-C9, Information Technology (IT) Technical Project Resources
6. Contracts \$200,000 or Greater: Contract No. 16-042-C1, Active Transportation Safety and Encouragement Campaign (Tactical Urbanism)
7. Contracts \$200,000 or Greater: Contract No. 16-039-C1, Metro Green Line Extension/Orange County to Los Angeles International Airport Connectivity Study
8. SB 1465 (De León) - Public Contracts: 2024 Olympic Games and Paralympic Games - SUPPORT
9. Approval of Additional Stipend Payment
10. Final Report related to the California Strategic Growth Council's 2012 Sustainable Communities Planning Grant and Incentive Program

A MOTION was made (Lorimore) to approve the Consent Calendar, Agenda Item Nos. 4 through 10. Motion was SECONDED (Navarro) and passed by the following votes:

FOR: Antonovich, Ashton, Brown, Choi, Chun, Clark, Finlay, Harnik, Hwangbo, Jahn, Kogerman, Lopez, Lorimore, Marquez, M. Martinez, McCallon, Medina, Minagar, Mitchell, Morehouse, Murabito, Murray, Navarro, O'Connor, Parks, Ramirez, Simonoff, Spiegel, Terrazas, Wapner and Wilson (31).

AGAINST: None (0).

ABSTAIN: Giba (1).



Receive and File

- 11. Housing Summit - October 11, 2016
- 12. 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
- 13. 2017 Active Transportation Program (ATP) Update
- 14. Highlights from the 27th Annual SCAG/USC Demographic Workshop - June 13, 2016
- 15. 2016 Regional Council and Policy Committees Meeting Schedule
- 16. CFO Monthly Report
- 17. July State and Federal Legislative Update

A MOTION was made (McCallon) to Receive and File Agenda Item Nos. 11 through 17. Motion was SECONDED (Jahn) and passed by the following votes:

FOR: Antonovich, Ashton, Brown, Choi, Chun, Clark, Finlay, Gazeley, Giba, Harnik, Hwangbo, Jahn, Kogerman, Lopez, Lorimore, Marquez, M. Martinez, McCallon, Medina, Minagar, Mitchell, Morehouse, Murabito, Murray, Navarro, O’Connor, Parks, Ramirez, Simonoff, Spiegel, Terrazas, Wapner and Wilson (33).

AGAINST: None (0).

ABSTAIN: None (0).

2. SCAG Scholarship Program

President Martinez introduced the item. Darin Chidsey, Director, Strategy, Policy and Public Affairs, provided background information.

A MOTION was made (Navarro) to approve the Scholarship Committee recommendations for the 2016 Scholarship Program Award. Motion was SECONDED (Ashton) and passed by the following votes:

FOR: Antonovich, Ashton, Brown, Choi, Chun, Clark, Finlay, Gazeley, Giba, Harnik, Hwangbo, Jahn, Kogerman, Lopez, Lorimore, Marquez, M. Martinez, McCallon, Medina, Minagar, Mitchell, Morehouse, Murabito, Murray, Navarro, O’Connor, Parks, Ramirez, Simonoff, Spiegel, Terrazas, Wapner and Wilson (33).

AGAINST: None (0).

ABSTAIN: None (0).



PRESIDENT'S REPORT

Committee Appointment

President Martinez announced and congratulated Councilmember Deborah Robertson, Rialto, District 8, for her appointment to the First Responder Network Subcommittee.

Business Update

There was no report provided by Randall Lewis, Lewis Group of Companies, as the business representative for the Regional Council.

Air Resources Board (ARB) – Update

As an ARB Board Member, representing the South Coast Air Quality Management District (SCAQMD), Councilmember Judy Mitchell, Rolling Hills Estates, District 40, reported on three (3) items that were discussed at the Board meeting which were relevant to SCAG: 1) approval of the Fiscal Year 2016-2017 Funding Plan for Low Carbon Transportation and Fuels Investments and the Air Quality Improvement Program which allocates the Low Carbon Transportation and Fuels funding and the Air Quality Improvement Program funding in the Governor's proposed State Budget. However, Councilmember Mitchell stated that the legislature recently decided not to fund at this time; 2) update on the 2030 Target Scoping Plan which provides framing for the Scoping Plan, progress towards achieving the 2020 target, and evaluation of the challenges ahead in reducing greenhouse gas emissions 40 percent below 1990 levels by 2030; and 3) ARB approved the sustainability targets submitted by SCAG.

PRESENTATION ITEM

3. Open Data and SB 272 (Hertzberg) The California Public Records Act: Local Agencies Inventory

President Martinez welcomed and introduced Robb Korinke, Principal, Grassroots Lab.

Robb Korinke provided a presentation and an overview of the open data and compliance to SB 272. He described the concept of open data and the use of information in public settings and public engagement through transparency while understanding its policy framework. As a result of the passage of Proposition 42 in June 2014, Mr. Korinke also described the launch of the Public Health Data Portal by the California and Human Services and, subsequently, the Government Operations Agency launched its pilot data portal in August 2015 which led to the passage of two (2) key data bills: AB 169 and SB 272. He described other legislative bills with respect to new data regulations and guidelines and provided key opportunities of SB 272. In closing, Mr. Korinke reminded the members that local agencies must complete and post the catalog required by SB 272 by July 1, 2016 and thereafter, shall update the catalog annually.

President Martinez thanked Robb Korinke for his presentation.

COMMITTEE REPORTS

Audit Committee Report

As Chair of the Audit Committee, 2nd Vice President Alan Wapner, SANBAG, reported that the committee met and provided direction to SCAG's external auditor, Vasquez and Co., LLC, to follow the audit workplan for fiscal year ending June 30, 2016. He also reported that SCAG's internal auditor provided overview results of the peer review recommendations and issues that were identified: the agency's shared network drives and recommendations to mitigate the risk of certain sensitive information that might be compromised; separated employees' continued network access; cash review; and contract pre-award audits.

Legislative/Communications and Membership Committee (LCMC) Report

As Chair of LCMC, Councilmember Pam O'Connor, Santa Monica, District 41, noted that the July State and Federal Legislative Update report has been provided to the members. She also thanked the Regional Council for approving support for SB 1465 (De León). With regard to the new SCAG logo and re-branding, Councilmember O'Connor reported that the committee will meet in August to make a recommendation to the Regional Council in September.

Energy and Environment Committee (EEC)

As Chair of EEC, Councilmember Carmen Ramirez, Oxnard, District 45, reported that the committee heard presentations on the Transportation Analysis for the Draft 2017 Federal Transportation Improvement Program (FTIP) and the Draft 2016 South Coast Air Quality Management Plan (AQMP).

Community, Economic and Human Development (CEHD) Committee Report

As Chair of the of the CEHD Committee, Councilmember Bill Jahn, Big Bear Lake, District 11, reported that the committee approved the recommendation to the Regional Council to release the 2016 RTP/SCS Sub-jurisdictional Level Growth Forecast and Modeling Data; and announced the upcoming Housing Summit scheduled for October 11, 2016.

Transportation Committee (TC) Report

In the absence of Chair Barbara Messina, Alhambra, District 34, Vice Chair Karen Spiegel, Corona, District 63, reported that the committee approved a recommendation to the Regional Council to release the Draft 2017 FTIP; and heard presentations on Industrial Warehousing Study, Mobile Source Strategy, the Draft California Freight Action Plan; and the Metrolink Strategic Plan. With regard to the latter, Vice Chair Spiegel further reported that the Transportation Committee members were asked to submit comments to staff, regarding Metrolink, so that these can be compiled as part of the September TC agenda item report for further discussion.

EXECUTIVE DIRECTOR'S REPORT

President Martinez announced that Darin Chidsey, Director of Strategy, Policy and Public Affairs, will be providing the Executive Director's Report in the absence of Hasan Ikhata.

Darin Chidsey reported that one of SCAG's legislative priorities is federal funding for freight projects and that SCAG has been working with Assembly Member Jim Frazier to get funding for the programs in California into the Trade Corridor Improvement Fund (TCIF) established by Proposition 1B – the Transportation Bond Program. Unfortunately, the other part that SCAG advocated for is the competitive grant program, wherein 16 project applications in the SCAG region worth \$500 million were submitted. He reported that none of those projects were awarded for funding and expressed a huge disappointment since this is a \$760 million worth of projects nationwide and the SCAG region did not even get at least one project approved for funding. He indicated that SCAG is doing some analysis as to why the submitted projects from the SCAG region were unsuccessful and emphasized working with our regional agencies and Congressional delegation on how to address this matter for future rounds. Mr. Chidsey stated he will continue to provide the Regional Council members with an update as they become available.

CLOSED SESSION ITEM

Joe Silvey, General Counsel, announced that the Regional Council meeting would move to Closed Session.

Pursuant to California Government Code Section 54956.9 (a)

Conference with Legal Counsel regarding an existing litigation in the matter of City of El Segundo v. SCAG (LASC Case No. BS162452).

A brief update of the status of the case was provided by outside counsel and staff. At the conclusion of the Closed Session, Mr. Silvey reported that no action had been taken that needed to be reported.

ADJOURNMENT

There being no further business, President Martinez adjourned the Regional Council meeting at 2:35 p.m.

The next regular meeting of the Regional Council is scheduled for Thursday, September 1, 2016 at the SCAG Los Angeles Office.

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PROPOSED 2017 MEETING SCHEDULE REGIONAL COUNCIL AND POLICY COMMITTEES

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

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 Los Angeles, California
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January 5, 2017

February 2, 2017

March 2, 2017

April 6, 2017

May 4 – 5, 2017

SCAG Regional Conference and General Assembly, JW Marriott Desert Springs

June 1, 2017

July 6, 2017

August 3, 2017 (DARK)

September 7, 2017

(Note: League of California Cities Annual Conference, Sacramento, CA; Sep. 13 - 15)

October 5, 2017

November 2, 2017

December 7, 2017

**SCAG 8th Annual Economic Summit, The L.A. Hotel, Downtown Los Angeles
 (in lieu of the regularly scheduled Regional Council and Policy Committees' Meetings)**

- Officers**
- President
Michele Martinez, Santa Ana
 - First Vice President
Margaret E. Finlay, Duarte
 - Second Vice President
Alan Wapner, San Bernardino Associated Governments
 - Immediate Past President
Cheryl Viegas-Walker, El Centro
- Executive/Administration Committee Chair**
- Michele Martinez, Santa Ana
- Policy Committee Chairs**
- Community, Economic and Human Development
Bill Jahn, Big Bear Lake
 - Energy & Environment
Carmen Ramirez, Oxnard
 - Transportation
Barbara Messina, Alhambra

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DATE: September 1, 2016

TO: Regional Council (RC)

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

SUBJECT: SCAG Logo Re-Design and Branding

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend to the Regional Council to adopt a new updated agency logo featuring an abbreviated “SCAG” with a unique multicolored weave pattern in the shape of the SCAG region, to reflect the agency’s core strength of regional collaboration. The logo will be accompanied by either 1) a tagline highlighting “innovation”; 2) “Southern California Association of Governments” spelled out, or 3) both the tagline and SCAG spelled out, based on how the logo will be used.

EXECUTIVE SUMMARY:

The LCMC and Logo Subcommittee has been engaged in an effort to re-design the SCAG logo since January 2016. A recommendation to approve a new logo was presented to the Regional Council meeting on May 5, 2016, but a vote was tabled following feedback from board members. Based on this feedback, both the LCMC and Logo Subcommittee met several times to evaluate potential logo modifications. At its meeting on August 16, the LCMC approved a logo based on the previous design, but with the added options to utilize the “Innovating for a Better Tomorrow” tagline or “Southern California Association of Governments” spelled out, as recommended by the board.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective b: Develop External Communications and Media Strategy to Promote Partnerships, Build Consensus, and Foster Inclusiveness in the Decision Making Process.

BACKGROUND:

At the Regional Council meeting on May 5, 2016, a new SCAG logo and tagline were presented as recommended by the LCMC. But after input from board members, the approval of the logo was tabled. On May 24, 2016, the Logo Re-Design Subcommittee requested staff to develop a set of alternatives based on the LCMC-recommended logo, including exploration of a different color palette, have “Southern California Association of Governments” spelled out underneath and more prominent “SCAG” lettering, per board member feedback.

Three logo designs were reviewed and considered by LCMC, along with a fourth option of returning to use the SCAG “bow tie” logo. Committee members were asked to review the logos and give their selection based on the following criteria:

- Legibility/readability at different sizes (in consideration of the logo for a variety of uses such as very large on a screen, medium size in presentations, small on postcards and very small as on pins.)
- Legibility/readability and quality in black and white (This criteria ensures that all elements of the logo – lettering and logo mark – holds up well in black and white, as this version will be utilized in board reports, event programs and GA promotional items.)
- Legibility/readability and quality when reproduced (to assess how well the logo holds up when photocopied)
- Real world application (samples of how the logo when applied to SCAG’s website, letterhead, business cards)
- Reflect SCAG’s brand strength of “regional collaboration” (the logo shall reflect/reinforce SCAG’s reputation as a collaborator and convener in the region)

After review and discussion at two meetings, the LCMC selected a final recommendation to the Regional Council for adoption on August 16, 2016.

ABOUT THE LOGO RE-DESIGN EFFORT:

Last year, SCAG celebrated its 50th anniversary. In celebrating its incredible milestone and many accomplishments, staff found an opportunity to update the agency logo and visual branding to better align with the SCAG of today. SCAG’s most recent logo – the “bow tie” – was adopted in 1996, 20 years ago. It has served its purpose, but is now outdated. SCAG procured a marketing and advertising firm, One Eighteen Advertising, Inc., to assist in updating the logo and assist with the rollout of a new logo design. Their scope included researching and interviewing key staff, board members, and other stakeholders to provide insight on the SCAG brand and perceptions/reputation of the agency. The logo re-design effort was based on a thorough understanding of SCAG’s formation, its legacy, the role the agency plays today and what it will be in the future.

Information on the logo re-design and branding project was presented to the LCMC at its January 19, 2016 meeting. At the meeting, the Logo Re-Design Subcommittee, a subcommittee of the LCMC, was created to oversee the development of the new logo. Its members include: Hon. Pam O’Connor, Hon. Greg Pettis, and Hon. Margaret Clark. The subcommittee first met on February 16, 2016 to review the proposed research phase process and survey questions. On March 15, 2016, the subcommittee met to review the response data and the insights from the survey, as well as next steps. The subcommittee convened on April 18, 2016 to review the final logo designs and taglines.

SCAG Brand Research Phase

During the initial research phase, SCAG provided the consultant with a highly targeted list of 432 individuals comprised of Regional Council members, County Transportation Commission CEOs, GLUE Council members, federal/state agency partners, stakeholders and staff. The consultant team sent emails to the group, asking them to participate in a short survey and in some cases, offered one-on-one phone interviews. The survey’s objective was to better understand the external perceptions and reputation of SCAG and whether these perceptions were in alignment with the vision and goals of the organization. The feedback would inform the logo design and brand communications.

Approximately 114 people completed the survey and provided feedback. The respondents were fairly equally distributed in terms of staff, Regional Council members, and external stakeholders. There was also fairly equal dispersion in terms of years of engagement with SCAG – less than 5 years, between 5-10 years, and more than 10 years.

Some insights from the research survey include:

- The majority of respondents believe that SCAG does embody its mission statement and over 80% of respondents felt that SCAG’s mission statement is accurate.
- 92% of respondents refer to the agency as “SCAG” as opposed to “Southern California Association of Governments”
- When asked what values best represent SCAG, the top three answers were: “Collaboration” (88.4%), “Sustainability” (57.9%) and “Service” (53.7%). Respondents also viewed SCAG as a “Cooperative,” “Leading,” and “Positive” organization.

One critical value to SCAG’s brand that did not score as high as one might have expected was “Innovation” (27.5%). Because respondents did not believe this value best describes SCAG, innovation has been identified by staff as a definitive criteria for tagline development.

Logo Design And Brand Development

With the the survey insights in mind, the consultant team developed approximately 12 initial logo designs. From the draft designs, staff selected four for further refinement and consideration. The four logo designs reflect the consistent themes that emerged from the research phase around SCAG’s brand values and the agency’s strength – regional collaboration.

These four designs were shared with executive staff, who provided feedback and recommended two final designs. Executive staff also reviewed many potential taglines that would strengthen SCAG’s brand, and better align the brand with the mission and goals of the agency. Per their direction, the consultant team and staff further refined the tagline messaging to better highlight the core value of “Innovation.”

During an agency-wide staff meeting on April 13, 2016, a presentation was given to solicit their input on a final logo and tagline recommendation. Their input was collected and was shared with the Logo Re-Design Subcommittee at its meeting on April 18, 2016, which saw the subcommittee vote unanimously to move forward with a final design and tagline recommendation. After discussion on April 19, 2016, the LCMC approved the logo and and tagline recommendations for adoption by the Regional Council. At the May 5 meeting of the Regional Council, additional input was received from board members and further revisions were made to the recommended logo for consideration.

ATTACHMENT:

PowerPoint Presentation: “SCAG Logo Re-Design and Branding”

(Slides showing the new SCAG logo incorporating a unique multicolored weave pattern in the shape of the SCAG region, to reflect the agency’s core strength of regional collaboration. Included are options showing the logo with 1) a tagline highlighting “innovation” and 2) “Southern California Association of Governments” spelled out. Also included are mock-ups of the logo in letterhead, business cards and event advertisements.)

SCAG Logo Re-Design & Branding

September 1, 2016



LCMC Recommendation



With Tagline



With SCAG Spelled Out

Use With Tagline



Use With "SCAG"
Spelled Out



Thank You



DATE: September 1, 2016

TO: Regional Council (RC)

FROM: Huasha Liu, Director of Land Use and Environmental Planning, 213-236-1838

SUBJECT: Release of the 2016 RTP/SCS Sub-jurisdictional Level Growth Forecast and Modeling Data

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve CEHD's action in July 2016 to release of the 2016 RTP/SCS's Tier 1 Transportation Analysis Zone (TAZ) level growth forecast and other transportation model data for the City of Palmdale and unincorporated areas in Los Angeles County to Climate Resolve for analysis of the High Desert Corridor in the Los Angeles County.

EXECUTIVE SUMMARY:

In addition to permission from all affected local jurisdictions, the 2016 - 2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS) requires approval of the respective policy committee and SCAG's Regional Council to release sub-jurisdictional level growth forecast and transportation modeling data to non-public agencies for non-planning purposes. Climate Resolve requested SCAG to provide Tier 1 TAZ sub-jurisdictional growth forecast and transportation modeling data for the High Desert Corridor in Los Angeles County for the purpose of commenting on Metro's ballot measure project. Climate Resolve already received approval from the two affected local jurisdictions—City of Palmdale and County of Los Angeles.

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 2016 RTP/SCS policy growth forecast was developed and adopted with the following core principles, which are listed on Page 70 of the final 2016 RTP/SCS:

Principle #1: The preferred scenario will be adopted at the jurisdictional level, thus directly reflecting the population, household and employment growth projections derived from the local input process and previously reviewed and approved by local jurisdictions. The preferred scenario maintains these projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another.

Principle #2: The preferred scenario at the Transportation Analysis Zone (TAZ) level is controlled to be within the density ranges* of local general plans or input received from local jurisdictions. (*: With the exception of the six percent of TAZs that have average density below the density range of local general plans. The TAZs showing lower densities than GP designations are consistent with existing conditions and future land use and growth projections provided by local jurisdictions. SCAG did not lower the growth.)

Principle #3: For the purpose of determining consistency for California Environmental Quality Act (CEQA), lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS.

Principle #4: TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analyses and is therefore advisory only and non-binding given that sub-jurisdictional forecasts are not adopted as part of the 2016 RTP/SCS. TAZ level data may be used by jurisdictions in local planning as it deems appropriate. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with the 2016 RTP/SCS

Principle #5: SCAG will maintain communication with agencies that use SCAG sub-jurisdictional level data to ensure that the “advisory and non-binding” nature of the data is appropriately maintained.

In addition, consistent with the above stated principles, the preferred scenario and corresponding forecast of population, household and employment growth is adopted at the jurisdictional level as part of the 2016 RTP/SCS and sub-jurisdictional level data and/or maps associated with the 2016 RTP/SCS is advisory only. For purposes of qualifying for future funding opportunities and/ or other incentive programs, sub-jurisdictional data and/or maps used to determine consistency with the Sustainable Communities Strategy shall only be used at the discretion and with the approval of the local jurisdiction. **However, this does not otherwise limit the use of the sub-jurisdictional data and/or maps by SCAG, CTCs, Councils of Governments, SCAG Subregions, Caltrans and other public agencies for transportation modeling and planning purposes. Any other use of the sub-jurisdictional data and/or maps not specified herein, shall require agreement from the Regional Council, respective policy committees and local jurisdictions.**

Recently, SCAG received a request from the non-profit organization Climate Resolve to provide Tier 1 TAZ sub-jurisdictional growth forecast and transportation modeling data for the High Desert Corridor in Los Angeles County for the purpose of commenting on Metro's ballot measure project. Climate Resolve has submitted a completed Model Data Request Form and Model Usage Agreement, which provide additional information on their particular request and limit the use of SCAG's data (Attachment Nos. 1 and 2). In accordance with the core principles described above, Climate Resolve also received approval

REPORT

from the two affected local jurisdictions—City of Palmdale and County of Los Angeles (Attachment No. 3). To complete the process, staff finds that approval of the request from the CEHD Committee and the Regional Council is appropriate.

At the July 7, 2016 meeting of the CEHD Committee, members unanimously voted to recommend that Regional Council approve this request. Moving forward, staff will work with SCAG’s Technical Working Group (TWG) to draft a full protocol for processing data requests from public agencies, universities, advocacy groups, private entities, and the general public. The updated full protocol will be incorporated as part of an amendment to the 2016 RTP/SCS in the near future.

FISCAL IMPACT:

Staff time and costs to process the requested data are budgeted in the FY16/17 OWP (070.02665.02 - Growth Forecasting - Development, Outreach, and Collaboration)

ATTACHMENTS:

1. Climate Resolve Data Request Form
2. Climate Resolve Model Usage Agreement
3. Approvals in Release of Sub-jurisdictional Level Data from City of Palmdale and County of Los Angeles

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Southern California Association of Governments MODEL DATA REQUEST FORM

This Model Data Request Form is between the Requester and the Southern California Association of Governments (“SCAG”). The purpose of this Request Form is to provide a mechanism for SCAG to log and maintain the data requests that are received for modeling and forecasting data.

Please fill in this form in its entirety, sign and return form to Cheryl Leising at leising@scag.ca.gov and Hsi-Hwa Hu at hu@scag.ca.gov. Pending approval, the request will then be given a timeframe for completion and forwarded to the appropriate staff member who will fulfill the data requested. Please note that in-house projects and tasks take priority, adjust time for your request accordingly. **NOTE: For consultants or those working with jurisdictions and/or member agencies, please attach a written request on jurisdictions letterhead. Please send the attachment with your request as a PDF file.**

Today’s Date:

April 18, 2016 (revised August 23, 2016)

Date request needed by (please allow a min. of 45 day lead time):

ASAP

Company/Agency/Consultant Name:

Climate Resolve

Requester Name:

Attn. Bryn Lindblad

Contact Information:

Email:

blindblad@climateresolve.org

Phone:

(213) 634-3790

For technical questions about this request, please contact our consultant:

Norm Marshall, Smart Mobility, Inc.
(802) 649-5422
nmarshall@smartmobility.com

Requested Data (please provide a brief and specific listing of requested information including the model year and location if applicable for request):

Data referenced in the 2016-2040 RTP/SCS adopted in April 2016:

- 1) Regional travel demand model files
 - a. Tier 1 Transportation Analysis Zone (TAZ) layer – TransCAD or shapefile
 - b. Household and jobs by Tier 1 TAZ – TransCAD or Excel
 - i. 2012, 2040 No Build, 2040 Build
 - c. Network files – TransCAD
 - i. 2012, 2040 No Build, 2040 Build
 - d. Vehicle trip tables by time period – TransCAD
 - i. 2012, 2040 No Build, 2040 Build
 - e. Assigned traffic volumes by time period – TransCAD
 - i. 2012, 2040 No Build, 2040 Build

Purpose of the Request (please provide a brief description of request- i.e.: purpose, methodology and expected finding or outcome from the request):

Review High Desert Corridor Project. Climate Resolve wants to do some analysis around the High Desert Corridor project as part of its CEQA/NEPA review process. To help with this analysis, we are contracting Norm Marshall, of Smart Mobility Inc. The LA County Planning Department has submitted its approval of our use of subjurisdictional data, but is not directly supervising the project. Several of the Metro Board Directors, including Supervisor Kuehl and Mayor Garcetti, are also supportive of this analysis effort, as it is relevant to Measure M future capital expenditures, and have offered to try to pull strings to speed up the data release process if need be.

RTP year(s) data is including/requested:

2012 and 2040 (No Build and Build)

FOR SCAG USE ONLY:

SCAG employee assigned to request:

Timeframe to complete request:

Additional information needed:



Model Data Usage Agreement

(Interim Version)

Based on guidance from the 2016 – 2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS), this Model Data Usage Agreement ("Agreement") is entered into by and between the Southern California Association of Governments, hereinafter referred to as "SCAG," and Climate Resolve, hereinafter referred to as "Requester," collectively referred to as the "Parties" to ensure the "advisory and non-binding" nature of SCAG's subjurisdictional data is appropriately maintained. Please refer to Pages 70-71 of the 2016 RTP/SCS for more information.

Note: The "Requester" is the party who will be working directly with the provided subjurisdictional data/modeling information and will conduct the actual data analysis.

RECITALS

Whereas, SCAG is providing technical assistance to the Requester in the development of subjurisdictional data or data analysis for the "Review High Desert Corridor" project, hereinafter referred to as "the Project"; and

Whereas, the Requester seeks use of certain subregional data and modeling information from SCAG in order to conduct its work for the Project;

Whereas, SCAG is willing to provide the Requester use of certain SCAG subregional data and modeling information, as further specified below, based upon the terms and conditions of this Agreement.

Now, therefore, the Parties agree as follows:

I. GENERAL PROVISIONS

1. The above Recitals are incorporated as part of this Agreement by this reference.
2. This Agreement, when signed by SCAG and the Requester, shall serve as authorization for the Requester to obtain and use certain subregional data and modeling information from SCAG as further detailed herein.
3. No alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by both Parties.
4. This Agreement is not assignable, in whole or in part, to any third party.

II. MODELING INFORMATION - ACCESS & USE

1. Requester has requested access and use of certain SCAG subregional data and modeling data as specified in Section V below.
2. In response to the request by Requester, SCAG shall provide to Requester access to the SCAG subregional data and modeling information set forth in Article V herein, hereinafter referred to as "Modeling Information." This Modeling Information shall only be used by Requester (or their contractor) in a manner that complies with the conditions of this Agreement and is consistent with the stated Purpose of the Request ("Stated Purpose"), as specified in Section VI below.

3. Requester shall be authorized to use and modify the Modeling Information consistent with the Stated Purpose of this Agreement. If requested by SCAG, the Requester shall provide SCAG with complete copies of all modified Modeling Information.
4. SCAG will provide only the portion of the modeling scripts (GISDK code) needed to support the Requestor's model development needs and requirements. Section "V. REQUESTED MODELING INFORMATION" shall clearly specify the portion of the Scripts required by the Requester. If additional sections of the model code are needed in the future as part of the Project, an addendum to this Agreement will be processed to provide the required model code.
5. In the event that the Requester modifies the Modeling Information provided by SCAG, Requester agrees to include the following statement in any written reference relating to the Modeling Information as provided herein:

"The following modeling analysis was performed by Climate Resolve based upon modeling information originally developed by the Southern California Association of Governments (SCAG). SCAG is not responsible for how the Model is applied or for any changes to the model scripts, model parameters, or model input data. The resulting modeling data does not necessarily reflect the official views or policies of SCAG. SCAG shall not be held responsible for the modeling results and the content of the documentation."

6. Requester shall not use the Modeling Information for any other purpose except as set forth in the Stated Purpose of this Agreement. In addition, Requester shall only use the Modeling Information in conjunction with the Project.
7. Except as specifically provided in this Agreement, Requester shall not use, release, reproduce, distribute, publish, maintain, and update for future use, loan, rent, pledge, license, assign, or otherwise transfer the Modeling Information acquired from SCAG, with or without any monetary compensation paid to Requester, without the prior written permission of SCAG. Secondary or any third party distribution or use of the Modeling Information obtained under this Agreement is strictly prohibited. Moreover, Requester shall not store or transmit the Modeling Information in or to any web site, newsgroup, mailing list, or electronic bulletin board, or regularly or systematically store the Modeling Information in electronic or print form, without the prior written permission of SCAG, except that Requester may store the Modeling Information in electronic or print form in order to carry out Requester's work for Modeling Information in conjunction with the Project. Any breach of these restrictions may result in immediate termination of this Agreement and liability for damages.
8. All Modeling Information received from SCAG by Requester shall be destroyed by Requester immediately after its approved use has ended and/or the Stated Purpose is otherwise completed.

III. **DISCLAIMER OF LIABILITY AND HOLD HARMLESS AGREEMENT**

1. Modeling Information shall be provided to the Requester by SCAG in an "as-is" condition, with no guarantee or warranty of format, completeness, or fitness for any use, expressed or implied. No oral or written information or advice given by SCAG shall be construed as a warranty, except as to ownership and/or copyright. No oral or written information or advice given by the Agency or Consultant, or other participating agency with respect to the subject Modeling Information shall be construed as a warranty. This disclaimer shall survive the termination of this Agreement.

2. The Requester shall hold SCAG harmless for any incidental, consequential, or special damages arising out of the use of the Modeling Information, or the inability to use any Modeling Information (including without limitation, loss of use, time or data, inconvenience, commercial loss, lost profits or savings or the cost of computer equipment or software, or loss due to any analysis derived from said data).

IV. INDEMNITY

SCAG shall not be responsible for any damage or liability occurring by reason of anything done or omitted to be done under, or in connection with this Agreement. Requester will indemnify, defend, and hold harmless SCAG from any liability and expenses and any claims for incidental, consequential, or special damages to the extent that such claim arises out of anything done or omitted to be done in connection with the Modeling Information provided by SCAG under this Agreement.

V. REQUESTED MODELING INFORMATION

Requester requests the following model data from SCAG:

Data referenced in the 2016-2040 RTP/SCS adopted in April 2016:

1. Regional travel demand model files
 - a. Tier 1 Transportation analysis zone (TAZ) layer-TransCAD or shapefile
 - b. Household and jobs by Tier 1 TAZ-TransCAD or Excel
 - i. 2012, 2040 No Build, 2040 Build
 - c. Network files-TransCAD
 - i. 2012, 2040 No Build, 2040 Build
 - d. Vehicle trip tables by time period-TransCAD
 - i. 2012, 2040 No Build, 2040 Build
 - e. Assigned traffic volumes by time period-TransCAD
 - i. 2012, 2040 No Build, 2040 Build

VI. PURPOSE OF THE REQUEST

Requester is requesting SCAG modeling information for the following specific purpose (please list intended usage of the data, purpose of the research, likely end results (e.g. subregional contract report, traffic modeling, paper or journal publication, class project, etc.), levels of anticipated reporting of dataset (e.g. regional, sub-regional, or jurisdictional tables, charts, graphics, etc.):

Climate Resolve wants to do some analysis around the High Desert Corridor project as part of its CEQA/NEPA review process. To help with this analysis, we are contracting Norm Marshall, of Smart Mobility, Inc. The LA County Planning Department has submitted its approval of our use of subjurisdictional data, but is not directly supervising the project. Several of the Metro Board Directors, including Supervisor Kuehl and Mayor Garcetti, are also supportive of this analysis effort, as it is relevant to Measure M future capital expenditures, and have offered to try to pull strings to speed up the data release process if need be.

VII. ENTIRE AGREEMENT

This writing contains the entire agreement of the Parties relating to the subject matter hereof, and the Parties have not made agreements, representations, or warranties relating to the subject matter hereof which are not

set forth herein. Except as provided herein, this Agreement may not be modified or altered without the formal written amendment thereto.

VIII. EFFECTIVE DATE

The effective date of this Agreement shall be the date in which the last of the Parties, whether SCAG or Requester, executes this document.

IN WITNESS WHEREOF, SCAG and Requester have caused this Agreement to be executed by its duly authorized representatives on the dates noted below.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS ("SCAG"):

Signature: _____

Date: [Click Here to Enter a Date](#)

Printed Name: Guoxiong Huang

Title: Manager, Modeling & Forecasting Department

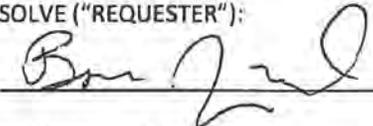
Approved as to legal form:

Signature: _____

Printed Name: Joann Africa

Title: Chief Counsel

CLIMATE RESOLVE ("REQUESTER"):

Signature:  _____

Date: April 20, 2016

(Modified August 23, 2016)

Printed Name: Bryn Lindblad

Title: Associate Director

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Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

April 27, 2016

Dear Cheryl Liesing:

This is a letter to support Climate Resolve's request for Tier 2 data from the 2016 RTP. They will use this information to review the High Desert Corridor Project. Please provide them with the following:

- 1) Regional travel demand model files
 - a. Transportation Analysis Zone (TAZ) layer – TransCAD or shapefile
 - b. Household and jobs by TAZ – TransCAD or Excel
 - i. 2012, 2040 No Build, 2040 Build
 - c. Network files – TransCAD
 - i. 2012, 2040 No Build, 2040 Build
 - d. Vehicle trip tables by time period – TransCAD
 - i. 2012, 2040 No Build, 2040 Build
 - e. Assigned traffic volumes by time period – TransCAD
 - i. 2012, 2040 No Build, 2040 Build
- 2) Urban Footprint/Scenario Planning Model
 - a. Grid layer – shapefile
 - b. Households and jobs by grid cell
 - i. Scenarios 1, 2, 3 and 4 used in SCS analysis

If you have any questions regarding the data request, please contact Bryn Lindblad at Climate Resolve at (213) 634-3790 x102. If you have any questions regarding this letter, please contact me at (213) 974-6417 or cchung@planning.lacounty.gov.

Sincerely,

Connie Chung, AICP
Supervising Regional Planner
General Plan Development and Housing Section

Email from Palmdale

From: Mike Behen [<mailto:mbehen@cityofpalmdale.org>]
Sent: Thursday, May 19, 2016 6:04 PM
To: Cheryl Leising; Mark Butala
Cc: Bryn Lindblad
Subject: REG052.2015-16 High Desert Corridor/ Climate Resolve

Hello Cheryl. This email shall serve an approval from the Palmdale Planning Division to release the requested information to Climate Resolve. Please contact me if you have any questions.

Sincerely,

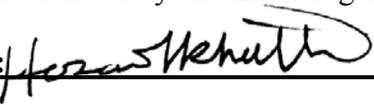
Mike Behen, Interim Planning Manager, North Los Angeles County Coordinator
661-267-5337

DATE: September 1, 2016

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

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

SUBJECT: Resolution No. 16-582-1 Regarding Acceptance of Office of Traffic Safety Grant Funds to Support the Active Transportation Safety and Encouragement Campaign

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR EAC:

Staff recommends that the Regional Council approve Resolution No. 16-582-1 authorizing SCAG to accept when awarded grant funds from the State of California Office of Traffic Safety (OTS) in the amount of \$500,000 to support the Southern California Go Human Campaign.

RECOMMENDED ACTION FOR TC:

Receive and File.

RECOMMENDED ACTION FOR RC:

Approve Resolution No. 16-582-1 authorizing SCAG to accept Office of Traffic Safety grant funds to support the Go Human Campaign.

EXECUTIVE SUMMARY:

On May 1, 2014, the General Assembly adopted a resolution in support of endorsing a regional effort to promote a pedestrian and bicycle safety initiative. To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. To extend campaign efforts, SCAG applied to OTS for Pedestrian/Bicycle Safety funds in the amount of \$500,000 to conduct a second round of Go Human advertising and safety programming at regional events. SCAG has received a tentative approval from OTS of the funding request and SCAG staff seeks RC approval to receive the funds when awarded.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1 (Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies), Objective C (Provide practical solutions for moving new ideas forward).

BACKGROUND:

Data indicates that 37 pedestrians and bicyclists are killed or injured daily in the SCAG region. To address this, the SCAG 2014 General Assembly passed a resolution to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. To implement the resolution, SCAG secured \$2.3 million in Caltrans grant funding from the statewide 2014 Active Transportation Program call for projects to coordinate a Southern California Active Transportation Safety and Encouragement Campaign.

REPORT

Using these grant resources, SCAG successfully initiated the Go Human Campaign with the launch of a first round of advertising in September of 2015. The advertising campaign has secured over 400 million impressions to date (each time an ad is seen) region-wide through a combination of SCAG's initial investment, added value media secured through op-eds and press outlets, and donated media from local and county partners. SCAG has also made significant progress completing the other components of the initial grant scope of work which includes implementing a series of Go Human events in partnership with local cities as well as developing toolkits aimed at creating active transportation champions.

To continue the Go Human Campaign's momentum, SCAG applied for an additional \$500,000 in funding from the Office of Traffic Safety to extend the campaign into 2017. On June 2, 2016, OTS informed SCAG that it had tentatively approved the funding request subject to the approval by the National Highway Traffic Safety Administration, and that it was the goal of OTS that all new grants start no later than October 1, 2016. To facilitate this schedule, SCAG seeks RC approval at this time to receive the grant funds upon official award by OTS. When awarded, this funding will be used to conduct a second round of safety advertising in the spring of 2017. In addition, the funds will be used to provide safety programming for pedestrians and bicyclists at regional events.

FISCAL IMPACT:

If awarded, SCAG will receive \$500,000 in grant funds from the Office of Traffic Safety that will be utilized for the Southern California Active Transportation Safety and Encouragement Campaign.

ATTACHMENT:

Resolution No. 16-582-1



SOUTHERN CALIFORNIA
ASSOCIATION OF
GOVERNMENTS

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Margaret E. Finlay, Duarte

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Alan Wapner, Ontario

Immediate Past President

Cheryl Viegas-Walker, El Centro

**Executive/Administration
Committee Chair**

Michele Martinez, Santa Ana

Policy Committee Chairs

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

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Barbara Messina, Alhambra

RESOLUTION NO. 16-582-1

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG)
ACCEPTING GRANT FUNDS FROM THE STATE OF CALIFORNIA
OFFICE OF TRAFFIC SAFETY TO SUPPORT SCAG'S
SOUTHERN CALIFORNIA ACTIVE TRANSPORTATION
SAFETY AND ENCOURAGEMENT CAMPAIGN**

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

WHEREAS, SCAG has applied for grant funds from the California Office of Traffic Safety (OTS), Pedestrian/Bicycle Safety totaling \$500,000 (“Grant Funds”), to support the SCAG’s Active Transportation Safety and Encouragement Campaign; and

WHEREAS, the primary goal of the OTS is to “effectively and efficiently administer traffic safety grant funds to reduce traffic deaths, injuries, and economic losses;” and

WHEREAS, the Grant Funds will be used to extend the Go Human Advertising Campaign and support Community Outreach/Tactical Urbanism Campaign events with safety focused programming; and

WHEREAS, OTS has informed SCAG of its tentative approval of the request for the Grant Funds subject to approval by the National Highway Traffic Safety Administration.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of Southern California Association of Governments to authorize SCAG to accept and administer the Grant Funds from OTS, when awarded, to support the Southern California Active Transportation Safety and Encouragement Campaign.

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

1. That SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to the Grant Funds from OTS in support of the Southern California Active Transportation Safety and Encouragement Campaign.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 1st day of September, 2016.

Michele Martinez
President, SCAG
Councilmember, City of Santa Ana

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

DATE: September 1, 2016

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

FROM: Alan Thompson, Senior Regional Planner, (213) 236-1940, thompson@scag.ca.gov

SUBJECT: Authorization to Accept Grant for the San Gabriel Valley Regional Active Transportation Planning Initiative and Approve Notice of Exemption for Project

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Recommend the Regional Council: 1) adopt Resolution No. 16-582-3 to approve the filing of a Notice of Exemption for the San Gabriel Valley Regional Active Transportation Planning Initiative, subject to the 30-day public inspection period; and 2) to accept the California Active Transportation Program Grant pursuant to Resolution No. 16-582-4.

EXECUTIVE SUMMARY:

In May 2016, the San Gabriel Valley Council of Governments (SGVCOG) asked SCAG to assume responsibility for an Active Transportation Program (ATP) Grant awarded to the SGVCOG by the California Transportation Commission, for the San Gabriel Valley Regional Active Transportation Planning Initiative (Project). Prior to requesting allocation of the funds SCAG is required to conduct an environmental assessment of the Project pursuant to the California Environmental Quality Act (CEQA). SCAG has completed the analysis and finds that the Project will involve existing facilities, minor alterations to land, feasibility and planning study, information collection, and include educational and training programs involving no physical changes. As such, SCAG staff finds that the Project is exempt from CEQA and has prepared the attached Notice of Exemption (NOE) to be filed with the State of California Office of Planning and Research (OPR) and the Los Angeles County Clerk.

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 collaboration and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

In coordination with the San Gabriel Valley Council of Governments and the California Transportation Commissions (CTC), SCAG is assuming responsibility for \$643,000 in Caltrans ATP grant funding to perform planning and educational activities within the San Gabriel Valley portion of the County of Los Angeles. The awarded Project would require SCAG to coordinate and implement three distinct activities:

REPORT

- An Active Transportation Plan for the five (5) cities of Glendora, Irwindale, La Puente, Monrovia and Montebello.
- Feasibility Study for Class 1 Bikeways along 80 miles of undeveloped storm channels, washes, utility corridors and disused rail lines within the San Gabriel Valley.
- Active Transportation Safety and Education Program for San Gabriel Valley residents to safely maintain and ride bicycles in the San Gabriel Valley.

Additionally, the Project would involve Bicycle and Pedestrian Traffic Counts within the five (5) cities of Glendora, Irwindale, La Puente, Monrovia and Montebello and along the Rio Hondo and San Gabriel River Class 1 Bicycle Paths, sidewalks and roadways connecting to the bike paths, to better understand the amount of current activity and to more accurately estimate future activity.

Prior to allocation of the awarded funds, SCAG must conduct an assessment of potential environmental impacts of the Project pursuant to CEQA in order to determine the type of CEQA document to prepare or whether the Project is exempt. SCAG staff has reviewed the Project and has determined that it is exempt from CEQA under the exemptions discussed herein.

BASIS FOR EXEMPTIONS:

The key considerations for determining if a project is exempt from CEQA are outlined in Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Section 15002(k)(1), 15061, 15062, and 15300 to 15332. In general, CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. A project is exempt from CEQA if the project falls within one or more of the 33 classes. Once the lead agency determines that the project falls within any of the 33 classes, the project is exempt from CEQA, and the environmental review process does not need to proceed any farther. The lead agency may prepare and file a NOE Pursuant to CEQA Guidelines Section 15062, the NOE serves as a public notice that the lead agency has determined that a project is exempt from CEQA. The NOE may be filed with the OPR and the county clerk of each county in which the project will be located after approval of the project. Submission of the NOE to the OPR and the county clerks completes the review of exemption process for a lead agency under the provisions of CEQA. The filing and posting of an NOE will begin a 30-day public inspection period.

ENVIRONMENTAL ASSESSMENT:

SCAG staff has conducted an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332. CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. Based upon its assessment, SCAG staff has determined that the following exemptions apply to the Project:

REPORT

CEQA Guidelines §15301(c) – Existing Facilities:

The Project would involve developing one active transportation plan for five cities (Glendora, Irwindale, La Puente, Montebello and Monrovia) that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth under CEQA Guidelines §15301(c).

CEQA Guidelines §15301(c) – Existing Facilities:

The Project would involve data collection of existing bike and pedestrian traffic conditions (traffic counts and surveys) at or along various bicycle paths, sidewalks and roadways within the five cities, and the Rio Hondo and San Gabriel Rivers, involving negligible or no expansion of use of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that at the time of the lead agency's determination, as set forth under CEQA Guidelines §15301(c).

CEQA Guidelines §15304(h) – Minor Alterations to Land:

The Project could foster the creation of bicycle lanes on existing rights of way, which would fall under the exemption set forth in CEQA Guidelines §15304(h).

CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes:

The Active Transportation Training Toolkits would consist of education or training programs such as active transportation trainings involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322.

CEQA Guidelines, §15262 – Feasibility and Planning Studies:

The Project would involve a feasibility study for Class 1 Bikeways (greenways) along unused rivers, washes and drainage canals. The feasibility study conducted as part of the Project will not have a legally binding effect on later activities and any information from the feasibility study that may be included in the active transportation plan will be subject to further action and related CEQA review by the Project cities, as set forth under CEQA Guidelines §15262.

The feasibility study conducted as part of the Project will not have a legally binding effect on later activities and any information from the feasibility study that may be included in the active transportation plan will be subject to further action and related CEQA review by the Project cities.

CEQA Guidelines, §15306- Information Collection:

As part of the feasibility study discussed above, the Project consists of basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes and feasibility/planning study for possible future action which the agency has not yet approved, adopted or funded, as set forth under CEQA Guidelines §15306.

Because SCAG has determined that the above described exemptions apply, additional environmental review is not required for the Project, and an NOE fulfills the requirements of CEQA.

REPORT

SCHEDULE:

Upon approval by the Regional Council, SCAG will submit the NOE to be filed with OPR and the Los Angeles County Clerk for a 30-day public inspection period, which will begin on or around September 6, 2016 and end on or around October 6, 2016.

It is anticipated that the Project would be implemented beginning in January 2017 and completed by June 2018.

FISCAL IMPACT:

Work associated with this item will be included in Amendment 1 for Fiscal Year 2016/17 Overall Work Program. The project is fully funded through California Active Transportation Program (State-only) Grant Program and SCAG is not responsible for any matching funds.

ATTACHMENTS:

1. Resolution No. 16-582-3
2. Resolution No. 16-582-4
3. Notice of Exemption for the San Gabriel Valley Regional Active Transportation Planning Initiative
4. Request letter from San Gabriel Valley Council of Governments, dated May 10, 2016

**Main Office**

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First Vice President

Margaret E. Finlay, Duarte

Second Vice President

Alan Wapner, Ontario

Immediate Past President

Cheryl Viegas-Walker, El Centro

**Executive/Administration
Committee Chair**

Michele Martinez, Santa Ana

Policy Committee ChairsCommunity, Economic and
Human Development
Bill Jahn, Big Bear LakeEnergy & Environment
Carmen Ramirez, OxnardTransportation
Barbara Messina, Alhambra**RESOLUTION NO. 16-582-3**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS APPROVING THE
NOTICE OF EXEMPTION FOR THE SAN GABRIEL VALLEY
ACTIVE TRANSPORTATION PLANNING INITIATIVE**

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

WHEREAS, SCAG adopted the 2012 Regional Transportation Plan and Sustainable Communities Strategy (“RTP/SCS”) which included four goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment Throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, and 4) Encourage the Development of Local Active Transportation Plans; and

WHEREAS, on May 1, 2014, the General Assembly adopted Resolution No. GA 2014-2 supporting the development of a regional pedestrian and bicycle safety initiative in partnership with member agencies, the county transportation commissions and other stakeholders; and

WHEREAS, on August 20, 2014, the San Gabriel Valley Council of Governments was awarded a \$643,000 grant by the California Department of Transportation (“Caltrans”) Active Transportation Program funds (“Grant Funds”), from the statewide competitive portion of 2014 Active Transportation Program for the San Gabriel Valley Regional Active Transportation Planning Initiative (“Project”) to develop an active transportation plan, a greenway feasibility study, and provide safety education for bicyclists within the San Gabriel Valley; and

WHEREAS, in May 2016, the San Gabriel Valley Council of Governments requested that SCAG assume responsibility for the award, and to complete the Project; and

WHEREAS, the Regional Council will subsequently consider acceptance of Grant Funds for the Project on September 1, 2016 pursuant to Resolution No. 16-582-4; and

WHEREAS, the Project is scheduled to be implemented in January 2017 and completed by June 2018; and

WHEREAS, SCAG is required conduct an assessment of potential environmental impacts of the Project pursuant to the California Environmental Quality Act (CEQA), prior to receiving allocation of the awarded Grant Funds; and

WHEREAS, the Project would consist of three distinct activities: (1) develop an active transportation plan for the cities of Glendora, Irwindale, La Puente, Monrovia and Montebello; (2) perform a “greenway” feasibility study for Class 1 Bikeways along 80 miles of undeveloped storm channels, washes, utility corridors and disused rail lines within the San Gabriel Valley; and (3) develop an active Transportation Safety and Education Program for San Gabriel Valley residents to safely maintain and ride bicycles in the San Gabriel Valley; and

WHEREAS, the Project would additionally involve data collection of existing bicycle and pedestrian traffic conditions (traffic counts and surveys) at or along various bicycle paths, sidewalks and roadways within the five cities and the Rio Hondo and San Gabriel Rivers; and

WHEREAS, SCAG has conducted an environmental assessment of the Project and determined that the Project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301(c)- Existing Facilities, Section 15304(h)- Minor Alterations to Land, Section 15306- Information Collection, and Section 15322- Educational or Training Programs Involving No Physical Changes; and is statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262- Feasibility and Planning Studies; and the scope of the Project activities have been determined to not have a significant effect on the environment; and

WHEREAS, SCAG has prepared a Notice of Exemption (NOE) to be filed with the State of California Office of Planning and Research (OPR) and the Clerk for the County of Los Angeles, where the Project will be located for a 30-day public inspection period pursuant to CEQA Guidelines Section 15062.

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

BE IT FURTHER RESOLVED that the SCAG Regional Council finds that based upon an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332, SCAG has determined that the following CEQA exemptions apply to the Project:

- 1) The Project would involve developing one active transportation plan for five cities (Glendora, Irwindale, La Puente, Montebello and Monrovia) that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) – Existing Facilities. The feasibility study conducted as part of the Project will not have a legally binding effect on later activities and any information from the feasibility study that may be included in the active transportation plan will be subject to further action and related CEQA review by the Project cities;
- 2) The Project would involve data collection of existing traffic conditions (counts and surveys of bicyclists and pedestrians) at or along various bicycle paths, sidewalks and roadways within the five cities and the Rio Hondo and San Gabriel Rivers, involving negligible or no expansion of use of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that at the time of the lead agency's determination , as set forth in the exemption under CEQA Guidelines §15301(c) – Existing Facilities;
- 3) The Project could foster the creation of bicycle lanes on existing rights of way, as set forth in the exemption under CEQA Guidelines §15304 (h) – Minor Alterations to Land;
- 4) The Active Transportation Training Toolkits would consist of education or training programs such as active transportation trainings involving no physical changes in the area affected, as set forth in the exemption under CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes;
- 5) The Project would involve feasibility study for Class 1 Bikeways (greenways) along unused rivers, washes and drainage canals. The feasibility study conducted as part of the Project will not have a legally binding effect on later activities and any information from the feasibility study that may be included in the active transportation plan will be subject to further action and related CEQA review by the Project cities, as set forth in the exemption under CEQA Guidelines §15262;

6) As part of the feasibility study discussed above, the Project consists of basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes and feasibility/planning study for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306 – Information Collection.

NOW THEREFORE, BE IT FURTHER RESOLVED by the Regional Council, that:

1) The Notice of Exemption for the proposed Project has been completed in compliance with CEQA and will be filed with OPR and the Los Angeles County Clerk for a 30-day public inspection period; and

2) The proposed Project does not have a significant effect on the environment, and thus additional environmental review by SCAG is not required for the Project and a Notice of Exemption fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 1st day of September, 2016.

Michele Martinez
President, SCAG
Councilmember, City of Santa Ana

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel



SOUTHERN CALIFORNIA
ASSOCIATION OF
GOVERNMENTS

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Michele Martinez, Santa Ana

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Human Development
Bill Jahn, Big Bear Lake

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Barbara Messina, Alhambra

RESOLUTION NO. 16-582-4

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS APPROVING THE
ACCEPTANCE OF CALIFORNIA ACTIVE TRANSPORTATION
PROGRAM GRANT FUNDS FOR THE SAN GABRIEL VALLEY
ACTIVE TRANSPORTATION PLANNING INITIATIVE**

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

WHEREAS, SCAG adopted the 2012 Regional Transportation Plan and Sustainable Communities Strategy (“RTP/SCS”) which included four goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment Throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, and 4) Encourage the Development of Local Active Transportation Plans; and

WHEREAS, on May 1, 2014, the General Assembly adopted Resolution No. GA 2014-2 supporting the development of a regional pedestrian and bicycle safety initiative in partnership with member agencies, the county transportation commissions and other stakeholders; and

WHEREAS, on August 20, 2014, the San Gabriel Valley Council of Governments was awarded a \$643,000 grant by the California Department of Transportation (“Caltrans”) Active Transportation Program funds (“Grant Funds”), from the statewide competitive portion of 2014 Active Transportation Program to develop the San Gabriel Valley Regional Active Transportation Planning Initiative (“Project”); and

WHEREAS, the primary goals of the San Gabriel Valley Active Transportation Planning Initiative are to 1) develop an active transportation plan for the cities of Glendora, Irwindale, La Puente, Monrovia and Montebello; 2) develop a “Greenway” feasibility study for potential Class 1 Bikeways along 80 miles of rivers, washes and drainage canals; and 3) provide safety education and training for San Gabriel Valley bicyclists, consistent with the 2016 Regional Transportation Plan/Sustainable Communities Strategy; and

WHEREAS, the Project would additionally involve data collection of existing bicycle and pedestrian traffic conditions (traffic counts and surveys) at or along various sidewalks within the five cities and the Rio Hondo and San Gabriel Rivers; and

WHEREAS, in May 2016, the San Gabriel Valley Council of Governments requested SCAG assume responsibility for the Award, and to complete the Project; and

WHEREAS, the California Transportation Commission and Caltrans has concurred with the transfer of the Grant Funds; and

WHEREAS, the Grant Funds will be used to complete the Project including developing an active transportation plan, and a feasibility study and stakeholder education, which will involve consulting services to collect data, conduct outreach, and perform trainings; and

WHEREAS, prior to considering this Resolution No 16-582-4, the Regional Council considered approval of the Notice of Exemption from CEQA for the Project pursuant to Resolution No. 16-582-3.

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 accept and administer the Grant Funds in the amount of approximately \$643,000 to support the San Gabriel Valley Regional Active Transportation Planning Initiative; and

2. That SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to receipt of the Grant Funds supporting the San Gabriel Valley Regional Active Transportation Planning Initiative.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 1st day of September, 2016.

Michele Martinez
President, SCAG
Councilmember, City of Santa Ana

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

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- Active Transportation Trainings to create a safer active transportation environment in the San Gabriel Valley. Trainings will encompass basic bicycle maintenance, safe riding practices and traffic regulations.

Additionally, the Project would involve Bicycle and Pedestrian Traffic Counts within the five cities of Glendora, Irwindale, La Puente, Monrovia and Montebello and along the Rio Hondo and San Gabriel River Class 1 Bicycle Paths, sidewalks and roadways connecting to the bike paths to better understand the amount of current activity and to more accurately estimate future activity. It is anticipated that the Project would be implemented beginning in January 2017 and completed by June 2018.

Name of Public Agency Approving Project: Southern California Association of Governments

Name of Person or Agency Carrying Out Project: Southern California Association of Governments

Exempt Status: (check one)

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a)); Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption: CEQA Guidelines Section 15301(c) – Existing Facilities; Section 15304(h) – Minor Alterations to Land; CEQA Guideline 15306 – Information Collection; and CEQA Guidelines Section 15322 – Educational or Training Programs Involving No Physical Changes.
- Statutory Exemption: CEQA Guidelines Section 15262 – Feasibility and Planning Studies

Reasons why project is exempt: SCAG has reviewed the Project pursuant to CEQA Guidelines Section 15002(k)(1), 15061, 15062, 15262, and 15300 to 15332. SCAG has determined that the Project is exempt from CEQA because the scope of the Project activities are included in the classes of projects which have been determined not to have a significant effect on the environment, as follows:

- The Project would involve developing one active transportation plan for five cities (Glendora, Irwindale, La Puente, Montebello and Monrovia) that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency’s determination, as set forth under CEQA Guidelines Section 15301(c) – Existing Facilities. The feasibility study conducted as part of the Project will not have a legally binding effect on later activities and any information from the feasibility study that may be included in the active transportation plan will be subject to further action and related CEQA review by the Project cities;
- The Project would involve data collection of existing bike and pedestrian traffic conditions (traffic counts and surveys) at or along various bicycle paths, sidewalks and roadways within the five cities, and the Rio Hondo and San Gabriel Rivers, involving negligible or no expansion of use of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that at the time of the lead agency’s determination, as set forth under CEQA Guidelines Section 15301(c) – Existing Facilities;
- The Project could foster the creation of bicycle lanes on existing rights of way, which would fall under the exemption set forth in CEQA Guidelines Section 15304(h) – Minor Alterations to Land;
- The Active Transportation Training Toolkits would consist of education or training programs such as active transportation trainings involving no physical changes in the area affected, as set forth under CEQA Guidelines Section 15322 – Educational or Training Programs Involving No Physical Changes;
- The Project would involve a feasibility study for Class 1 Bikeways (greenways) along unused rivers, washes and drainage canals. The feasibility study conducted as part of the Project will not have a legally binding effect on later activities and any information from the feasibility study that may be included in the active transportation plan will be subject to further action and

related CEQA review by the Project cities, as set forth under CEQA Guidelines Section 15262- Feasibility and Planning Studies; and

- As part of the feasibility study, the Project consists of basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource; and such activities are strictly for information gathering purposes or part of feasibility/planning study leading to possible future action which an agency has not yet approved, adopted or funded, as set forth under CEQA Guidelines, Section 15306 – Information Collection.

Project Approval Date:

SCAG's Regional Council Approved the Project on September 1, 2016.

The California Transportation Commission is anticipated to award SCAG Funding for the Project on December 8, 2016.

CEQA Contact Person:	Phone Number:	Fax Number:	Email:
Lijin Sun	(213) 236-1882	(213) 236-1825	sunl@scag.ca.gov
Project Contact Person:	Phone Number:	Fax Number:	Email:
Alan Thompson	(213) 236-1940	(213) 236-1963	thompson@scag.ca.gov

Date received for filing at OPR: _____ Signature of Applicant: _____

Ping Chang, Acting Manager
 Compliance and Performance Monitoring
 Land Use & Environmental Planning Division
 Southern California Association of Governments

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May 10, 2016

OFFICERS

President
Gene Murabito

1st Vice President
Kevin Stapleton

2nd Vice President
Cynthia Sternquist

3rd Vice President
Margaret Clark

Dale Benson
District 7 Bicycle and Pedestrian Coordinator
ATP, SRTS, SR2S, HSIP, EEM, BTA Coordinator
Senior Transportation Engineer
Office of Local Assistance
California Department of Transportation
100 S. Main Street
Los Angeles, CA 90012

Project ID: ATP01-07-167M
CTC ID: 0473
San Gabriel Valley Regional
Active Transportation Planning
Initiative

MEMBERS

Alhambra
Arcadia
Azusa
Baldwin Park
Bradbury
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Industry
Irwindale
La Cañada Flintridge
La Puente
La Verne
Monrovia
Montebello
Monterey Park
Pasadena
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina
First District, LA County
Unincorporated Communities
Fourth District, LA County
Unincorporated Communities
Fifth District, LA County
Unincorporated Communities
SGV Water Districts

**RE: SAN GABRIEL VALLEY REGIONAL ACTIVE TRANSPORTATION
PLANNING INITIATIVE**

Dear Mr. Benson:

I am writing to you regarding Cycle 1 ATP, CTC ID 0473, Project ID ATP01-07-167M, Caltrans District 7. The San Gabriel Valley Council of Governments relinquishes this project to the Southern California Association of Governments.

This project includes five components:

1. Developing Active Transportation Plans for 6 cities;
2. Completing a Regional Greenway Network Plan to formally study Class I path feasibility along the over 80 miles of undeveloped storm channels and washes that crisscross the San Gabriel Valley;
3. Developing a Regional Wayfinding Signage to design signage for and a plan to link together existing-, in-development-, and proposed city level bicycle routes;
4. Collecting bicycle and pedestrian data in the project area; and
5. Undertaking education and encouragement programming to provide residents of the project area bicycle safety and maintenance education.

We appreciate your assistance on this matter. Should you have any questions, please contact Marisa Creter on my staff (mcreter@sgvcog.org).

Sincerely,

Philip A. Hawkey
Executive Director

San Gabriel Valley Council of Governments
1000 South Fremont Avenue, Unit #42 ♦ Alhambra, California 91803

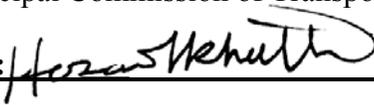
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DATE: September 1, 2016

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

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

SUBJECT: SCAG Participation at the International Urban Transport Development Forum in Beijing, China, hosted by Beijing Municipal Commission of Transport (BMCT)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve the participation of SCAG staff, Huasha Liu, to the International Urban Transport Development Forum 2016 hosted by Beijing Municipal Commission of Transport (BMCT) in Beijing, China, on October 24-25, 2016.

EXECUTIVE SUMMARY:

The Beijing Municipal Commission of Transport (BMCT) is holding the International Urban Transport Development Forum 2016 on October 24 – 25, 2016. The conference will be focusing on Sustainable Urban Transport and Integrated City Cluster Development. Huasha Liu, Director of Land Use and Environment, as a professional and bilingual staff, was invited to be one of speakers presenting City Cluster Development Experience in Southern California. BMCT will cover the costs associated with the trip. Keynote speakers include mayors or former mayors from large cities in China. In addition to SCAG from the United States, BMCT has also invited agencies from other countries including Japan, Germany, Singapore, Mexico and England.

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 and 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 and Objective c) Maintain a leadership role in the modeling and planning data/GIS communities.

BACKGROUND:

The International Urban Transport Development Forum 2016 is jointly hosted by Beijing Municipal Commission of Transport (BMCT) and Beijing Municipal Foreign Affairs Office (BMFAO) and co-organized by Beijing Transport Research Center (BTRC) and World Resources Institutes (WRI). The forum, planned to be held on October 24-25th 2016, will be focusing on Sustainable Urban Transport and Integrated City Cluster Development. Huasha Liu, Director of Land Use and Environment, as a professional and bilingual staff, was invited to be one of speakers presenting City Cluster Development Experience in Southern California. BMCT will be sponsoring the SCAG staff for the entire trip to Beijing, including conference fees, airfare costs, hotel costs, meals and any other expenses incurred on

REPORT

the trip. While BMCT will sponsor and cover all costs, there are other travel-related costs/incidentals around \$200 , such as visa expenses and mileages in domestic travel, that will be covered by SCAG.

The International Urban Transport Development Forum has been held every other year since 2012. It has provided a platform to exchange best practices and lessons learned in urban development across the world, a channel to discuss challenges and trends in transport development. The forum is aimed to assist cities to seek solutions for transport problems and draw blueprints for future mobility development through establishing a collaborative relationship among governments, think tanks, non-government organizations and foundations to promote sustainable development. For the last two forums in the past years, over 650 participants from over 19 Chinese cities and 10 international cities have attended the forum.

In the coming October, the Forum will focus on the city-cluster development, regional collaboration on GHG and emission reduction, transport demand management, and smart transport development. Officials and professionals from Europe, Asia, North America, and South America have been invited to the forum. In addition, government leaders from national ministries and Chinese cities will be present in the forum.

FISCAL IMPACT:

The time and salary for staff member(s) is budgeted in the FY 2016/17 OWP. The Beijing Municipal Commission of Transport (BMCT) will be sponsoring the SCAG staff for the entire trip to Beijing, including conference fees, airfare costs, hotel costs, meals and any other expenses incurred on the trip. While BMCT will sponsor and cover all costs, there are other travel-related costs/incidentals around \$200 that will be covered by SCAG.

ATTACHMENT:

None.

DATE: September 1, 2016

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

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

SUBJECT: Contract Amendment that exceeds \$75,000 as well as 30% of the contract’s original value: Contract No. 13-023-C1, Regional Transportation Plan Implementation and Project Management Assistance Services

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION:

Approve Amendment No. 12 to Contract No. 13-023-C1 with System Metrics Group, Inc. (SMG), in an amount not-to-exceed \$280,788, to provide additional regional transportation plan implementation and project management assistance services, increasing the contract value from \$2,181,534 to \$2,462,322.

EXECUTIVE SUMMARY:

The purpose of this amendment is to augment the current contract scope of work and associated budget to support the development of an implementation framework (as is federally required) for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); provide technical support to facilitate Project Study Report (PSR) development for the East West Freight Corridor (EWFC) in partnership with Caltrans; provide staff training and pavement management system database update; and to provide technical support to further SCAG’s congestion pricing studies. Amendment 12, when combined with a previous amendments, exceeds \$75,000 as well as 30% of the contract’s original value. Therefore, in accordance with the SCAG Procurement Manual (dated 11/01/14) Section 8.3, it requires the Regional Council’s approval.

STRATEGIC PLAN:

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

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
System Metrics Group, Inc. (SMG) (13-023-C1)	The consultant shall provide additional regional transportation plan implementation and project management assistance services.	\$280,788

FISCAL IMPACT:

Funding of \$280,788 is available in the FY 2016-17 budget in projects 015-0159.04 (\$250,000) and 130-0162.10 (\$30,757).

ATTACHMENT:

Consultant Contract No. 13-023-C1



CONSULTANT CONTRACT 13-023-C1 AMENDMENT NO. 12

Consultant: System Metrics Group, Inc. (SMG)

Background & Scope of Work: In April 2013, SCAG awarded Contract No. 13-023-C1 to System Metrics Group to provide technical support with key implementation initiatives for the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including project management support services and facilitation of the technical groundwork necessary for the development of the 2016 RTP/SCS (referred to as Project Component 1: 2012-2035 RTP/SCS Implementation, and Technical Support for the 2016-2040 RTP/SCS, respectively).

In November 2013 staff subsequently amended contract 13-023-C1 (via Amendment 2 and 11) to among other things, enable the consultant to assist with developing the next steps for key financial plan strategies identified in the 2012 RTP/SCS, with particular emphasis on coordinating with key business group representation. In consultation with SCAG, the Consultant identified key transportation funding elements to be explored.

The consultant is also providing project management assistance to coordinate multiple consultant activities specific to conducting the value pricing project studies namely, cordon/area pricing and regional express lane system pre-implementation activities (referred to as Project Component 2: Project Management Assistance and Technical Support for Coordinating SCAG's Regional Value Pricing Pre-Implementation Initiatives and related RTP strategies).

The purpose of this amendment is to augment the current contract scope of work and associated budget to support the development of an implementation framework (as is federally required) for the 2016-2040 RTP/SCS (Plan); provide technical support to facilitate Project Study Report (PSR) development for the East West Freight Corridor (EWFC) in partnership with Caltrans; provide staff training and pavement management system database update; and to provide technical support to further SCAG's congestion pricing studies.

Amendment 12 increases the contract value from \$2,181,534 to \$2,462,322.

Project's Benefits & Key Deliverables: Project primary benefit entails development of critical milestones and documentation of the region's progress in implementing the 2016-2040 RTP/SCS. The key deliverables will include, but are not limited to, the identification of potential challenges with implementing key initiatives, new opportunity areas, and recommended action steps.

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

Amendment Amount:	Amendment No. 12	\$280,788
	Amendment No. 11	\$267,237
	Amendment No. 10 (administrative - no change to contract's value)	\$0
	Amendment No. 9 (administrative - no change to contract's value)	\$0

Amendment No. 8 (administrative - no change to contract's value)	\$0
Amendment No. 7 (administrative - no change to contract's value)	\$0
Amendment No. 6 (administrative - no change to contract's value)	\$0
Amendment No. 5 (administrative - no change to contract's value)	\$0
Amendment No. 4 (administrative - no change to contract's value)	\$0
Amendment No. 3 (administrative - no change to contract's value)	\$0
Amendment No. 2	\$74,875
Amendment No. 1 (administrative - no change to contract's value)	\$0
Original Contract Value	<u>\$1,839,422</u>
Total contract value is not-to-exceed	\$2,462,322

Amendment 12, when combined with a previous amendment, exceeds \$75,000 as well as 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (dated 11/01/14) Section 8.3, it requires the Regional Council's approval.

Contract Period: April 23, 2013 through June 30, 2017

Project Numbers:

010.SCG00170.07	\$390,896
010.SCG02106.02	\$202,711
015.SCG00159.02	\$247,177
015.SCG00159.03	\$182,547
015.SCG00159.04	\$1,201,221
130.SCG00162.10	\$237,770

Funding of \$280,788 is available in the FY 2016-17 budget in projects 015-0159.04 (\$250,000) and 130-0162.10 (\$30,757).

Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA) and Transportation Development Act (TDA)

Basis for the Amendment:

To date, SMG's technical support has facilitated the development of critical Plan components, including updates to regional performance measures, assessment of regional pavement management needs to better gauge funding needs of our local streets and roads. SMG's technical support has also facilitated the development of concepts of operations for the SCAG region's value pricing initiatives. Additionally, SMG has assisted SCAG in furthering concepts for the initial operating segment of the EWFC. Following the adoption of the 2016-2040 RTP/SCS, SCAG is required by the Federal Code of Regulations (CFR) Title 23 Part 450 to develop an implementation framework to demonstrate continued progress in these areas. SCAG staff is seeking to augment SMG's current contract to facilitate support in the development of the implementation framework for the 2016-2040 RTP/SCS. This effort also includes technical support for developing the initial operating segment for the EWFC including development of a PSR in partnership with Caltrans; obtaining training on pavement management system software; and continuing technical and project management support to further SCAG's value pricing studies. Continued work in demonstrating progress in the aforementioned areas is instrumental to meeting federal requirements for performance-based planning and programming. Timely implementation of these initiatives are critical to demonstrating progress to meet federal requirements for performance-based planning and programming. The breadth of issues raised from

recent policy committee discussions regarding the 2016 RTP/SCS has required the need for a more robust implementation framework than previously anticipated over three years ago when the project was first initiated. Specifically, policy committee and stakeholder discussions regarding key initiatives like the EWFC and regional value pricing studies have necessitated supplemental support and technical analyses.

**Conflict of Interest Form - Attachment
For September 1, 2016 Regional Council Approval**

Approve Amendment 12 to Contract No. 13-023-C1, in an amount not to exceed \$2,462,322, to provide additional regional transportation plan implementation and project management assistance services.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form (Yes or No)?
System Metrics Group, Inc. (prime consultant)	No - form attached
Applied Pavement Technology (subconsultant)	No - form attached
Cambridge Systematics (subconsultant)	No - form attached
CDM Smith (subconsultant)	Yes - form attached
George R. Fetty and Associates (subconsultant)	No - form attached
Nichols Consulting Engineers (subconsultant)	No - form attached
Parsons Brinckerhoff (subconsultant)	Yes - form attached
Sarah J. Siwek and Associates (subconsultant)	No - form attached
John Wolf (subconsultant)	No - form attached
Orange County Business Council (subconsultant)	Yes - form attached
Tech Coast Consulting Group (subconsultant)	No - form attached
Anrab Associates, Inc. (subconsultant)	Yes - form attached
HDR Engineering, Inc. (subconsultant)	No - form attached
Natural Resources Defense Council (subconsultant)	No - form attached
WKE, Inc. (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 13-023-C1

SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

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

Name of Firm: System Metrixx Group
Name of Preparer: TAREK HATATA
Project Title: RTP Implementation and Project Management Assistance Services
Date Submitted: 3/28/2016

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

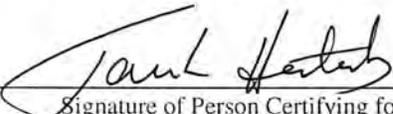
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) TAREK HATATA, hereby declare that I am the (position or title) PRESIDENT of (firm name) System Metrics Group, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 3/28/2016 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ _____
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 13-023

SECTION I: INSTRUCTIONS

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

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

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: Applied Pavement Technology, Inc.

Name of Preparer: Monty Wade

Project Title: RTP IMPLEMENTATION AND PROJECT MANAGEMENT ASSISTANCE SERVICES

RFP Number: 13-023 **Date Submitted:** 1/15/2013

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Monty Wade, P.E., hereby declare that I am the (position or title) Program Director of (firm name) Applied Pavement Technology, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 1/15/2013 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



1/15/2013

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 13-023-C1

SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

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

Name of Firm: Cambridge Systematics, Inc.
Name of Preparer: Brad Wright
Project Title: RTP Implementation and Project Management Assistance Services
Date Submitted: 3/28/16

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Brad Wright, hereby declare that I am the (position or title) President of (firm name) Cambridge Systematics, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 3/28/16 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


3/28/16

 Signature of Person Certifying for Proposer (original signature required) Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 13-023

SECTION I: INSTRUCTIONS

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

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

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: CDM Smith

Name of Preparer: Abdollah Ansari

Project Title: Regional Transportation Plan (RTP) Implementation and Project Management Assistance Services

RFP Number: 13-023 **Date Submitted:** January 15, 2013

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
<hr/>	<hr/>

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Date	Dollar Value
Paul Krekorian	2010	\$500.00
Jan Perry	2012	\$200.00
Mitchell Englander	2011	\$300.00
Mitchell Englander	2011	\$300.00

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Abdullah Anwar, (Social Security Number; optional) _____ - _____ - _____ hereby declare that I am the (position or title) Principal of (firm name) CDM Smith, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 9/27/12 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ January 15, 2013
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 13-023

SECTION I: INSTRUCTIONS

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

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

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: GEORGE R. FERTY & ASSOCIATES

Name of Preparer: GEORGE R. FERTY

Project Title: RTP IMPLEMENTATION & PROJECT MANAGEMENT ASSISTANCE SERVICES

RFP Number: 13-023 Date Submitted: 01-18-13

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

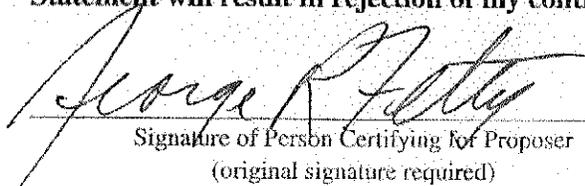
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) GEORGE R. FERRY, hereby declare that I am the (position or title) PRINCIPAL of (firm name) GEORGE R. FERRY ASSOCIATES, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 01-17-12 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 Signature of Person Certifying for Proposer
 (original signature required)

01-17-13

Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 13-023

SECTION I: INSTRUCTIONS

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

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

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: Nichols Consulting Engineers, Chtd.

Name of Preparer: Margot Yapp

Project Title: Regional Transportation Plan (RTP) Implementation and Project Management Assistance Services

RFP Number: 13-023 **Date Submitted:** 1/15/2013

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

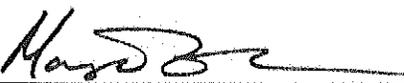
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Margot Yapp, hereby declare that I am the (position or title) Vice President of (firm name) Nichols Consulting Engineers, Chtd., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 1/15/2013 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



 Signature of Person Certifying for Proposer
 (original signature required)

1/15/2013

 Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

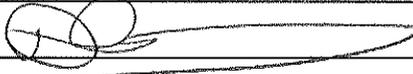
RFP No. 13-023

SECTION I: INSTRUCTIONS

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

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

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: Parsons Brinckerhoff, Inc.
Name of Preparer: Lloyd Graham 
Project Title: Regional Transportation Plan Implementation and Project Mgmt Assistance Services
RFP Number: 13-023 **Date Submitted:** January 23, 2013

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Date	Dollar Value
See Attachment 1.		

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Lloyd Graham, hereby declare that I am the (position or title) Senior Vice President of (firm name) Parsons Brinckerhoff, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated January 17, 2013 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


Lloyd Graham January 17, 2013
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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

List of political contributions made by managers, partners, or officers of
Parsons Brinckerhoff, Inc. in the past 5 years:

<u>Name</u>	<u>Date</u>	<u>Dollar Value</u>
Gary Ovitt	5/12/2009	\$ 200
Gary Ovitt	7/29/2009	\$ 1,500
Gary Ovitt	2/10/2010	\$ 2,500
Janice Hahn	5/17/2010	\$ 500
Brad Mitzelfelt	10/13/2010	\$ 600
Brad Mitzelfelt	12/14/2010	\$ 675
Kris Murray	2/17/2010	\$ 1,000
Kris Murray	10/20/2010	\$ 1,000
John Benoit	4/11/2011	\$ 1,000
Mitch Englander	4/13/2011	\$ 500
Brad Mitzelfelt	6/23/2011	\$ 1,600
Jan Perry	7/20/2011	\$ 250
Brad Mitzelfelt	9/23/2011	\$ 350
Brad Mitzelfelt	12/15/2011	\$ 1,000
Kris Murray	4/12/2012	\$ 500

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 13-023-C1

SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

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

Name of Firm: Sarah J. Siwek & Associates, Inc.
Name of Preparer: Sarah J. Siwek
Project Title: RTP Implementation and Project Management Assistance Services
Date Submitted: 3.28.2016

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Sarah J. Siwek, hereby declare that I am the (position or title) President of (firm name) Sarah J. Siwek & Assoc. Inc. and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 3-28-2016 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 Signature of Person Certifying for Proposer
 (original signature required)

3-28-2016
 Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 13-023

SECTION I: INSTRUCTIONS

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

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

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: SELF EMPLOYED
Name of Preparer: JOHN P. WOLF
Project Title: RTP Implementation and Project Management Assistance
RFP Number: 13-023 Date Submitted: 11/19/2013

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) JOHN P. WOLF, hereby declare that I am the (position or title) _____ of (firm name) SELF EMPLOYED, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated _____ is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

John P Wolf _____
Signature of Person Certifying for Proposer Date
(original signature required) 1/19/2013

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 13-023-C1

SECTION I: INSTRUCTIONS

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

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

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: Orange County Business Council

Name of Preparer: Lucetta Dunn

Project Title: RTP Implementation and Project Management Assistance Services

RFP Number: 13-023-C1 **Date Submitted:** 10-31-2013

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

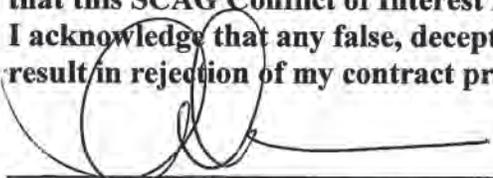
Name	Date	Dollar Value
Kris Murray	6-25-2013	\$1,000
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, Lucetta Dunn, hereby declare that I am the CEO of Orange County Business Council, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 10-31-13 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



 Signature of Person Certifying for Proposer
 (original signature required)

10-31-13

 Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 13-023-C1

SECTION I: INSTRUCTIONS

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

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

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: Tech Coast Consulting Group

Name of Preparer: Wallace Walrod

Project Title: RTP Implementation and Project Management Assistance Services

RFP Number: 13-023-C1 **Date Submitted:** 10-31-13

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

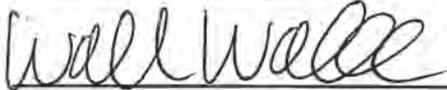
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, Wallace Walrod, hereby declare that I am the Managing Partner of Tech Coast Consulting Group, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 10-31-13 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



Signature of Person Certifying for Proposer
(original signature required)

10-31-13

Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 13-023-C1

SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

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

Name of Firm: Anrab Associates, Inc.
Name of Preparer: John Barna
Project Title: RTP Implementation and Project Management Assistance Services
Date Submitted: March 28, 2016

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Date	Dollar Value
Kris Murray	2014	\$250.00
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) John F. Barna, Jr., hereby declare that I am the (position or title) President of (firm name) Anrab Associates, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated March 28, 2016 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

March 28, 2016

Signature of Person Certifying for Proposer (original signature required)	Date
--	------

NOTICE

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Thomas T. Kim, PE, hereby declare that I am the (position or title) Senior Vice President of (firm name) HDR Engineering, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 3/28/16 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

 _____ Signature of Person Certifying for Proposer (original signature required)	<u>3/28/16</u> _____ Date
--	---------------------------------

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 13-023-C1

SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

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

Name of Firm: NATURAL RESOURCES DEFENSE COUNCIL
Name of Preparer: AMRITA BATRA
Project Title: RTP Implementation and Project Management Assistance Services
Date Submitted: MARCH 28 2016

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) ANURITA BATRA, hereby declare that I am the (position or title) PORTFOLIO MANAGER of (firm name) NATURAL RESOURCES DEFENSE COUNCIL, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 3.28.2016 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Anurita Batra

Signature of Person Certifying for Proposer
(original signature required)

3/28/2016

Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 13-023-C1

SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

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

Name of Firm: WKE, Inc.
Name of Preparer: Wei Koo
Project Title: RTP Implementation and Project Management Assistance Services
Date Submitted: 3/28/2016

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Wei Koo, hereby declare that I am the (position or title) President of (firm name) WKE, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 3/28/2016 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



3/28/2016

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

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

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DATE: September 1, 2016

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

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

SUBJECT: Contract Amendment that exceeds 30% of the contract's original value: Contract No. 15-004-C1, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve Amendment 7 to Contract No. 15-004-C1 with Sapphos Environmental, Inc. ("Consultant"), in an amount not-to-exceed \$5,000 increasing the contract value from \$605,241 to \$651,741 to \$656,741 to enable the consultant to help staff prepare for the El Segundo v. SCAG litigation.

EXECUTIVE SUMMARY:

This amendment provides for assistance staff requires from the consultant to support staff's preparation for the El Segundo v. SCAG litigation. SCAG certified the PEIR for the 2016 RTP/SCS on April 7, 2016. Thereafter, the City of El Segundo filed a lawsuit against SCAG in May 2016, alleging that the PEIR does not comply with CEQA. In late June 2016, SCAG staff extended the term of contract with Sapphos to retain the consultant to provide assistance in the litigation, as needed. Due to the urgency of needing to gather and analyze information to support the litigation, staff also authorized Sapphos to perform additional work related to the litigation because a key member of consultant's staff who led the work on the PEIR was leaving the company. Amendment 7, when combined with previous amendments, exceeds \$75,000 as well as 30% of the contract's original value and in accordance with the SCAG Procurement Manual (dated 11/01/14) Section 8.3, it requires the Regional Council's approval. However, had staff waited to obtain the required Regional Council approval before authorizing the work, this person would not have been available, which would have diminished staff's efforts to support the litigation. Therefore staff requests to amend the contract retroactive to August 1, 2016.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

BACKGROUND:

<u>Consultant/Contract #</u>	<u>Amendment Purpose</u>	<u>Amendment Amount</u>
Sapphos Environmental, Inc. (15-004-C1)	To enable the consultant to help staff prepare for the <u>El Segundo v. SCAG</u> litigation.	\$5,000

FISCAL IMPACT:

Funding is available in the FY 2016-17 budget in project 800-0160.16.

ATTACHMENT:

Consultant Contract No. 15-004-C1

CONSULTANT CONTRACT 15-004-C1 Amendment 7

Consultant:	Sapphos Environmental, Inc.										
Background & Scope of Work:	<p>On November 6, 2014, SCAG awarded Contract 15-004-C1 to Sapphos Environmental, Inc. (Sapphos) to prepare a Program Environmental Impact Report (PEIR) for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS is a project under the California Environmental Quality Act (CEQA) and SCAG as the lead agency must undertake environmental review of the 2016 RTP/SCS under CEQA.</p> <p>The PEIR is an informational document assessing the environmental impacts of the 2016 RTP/SCS as required under CEQA and PEIR has been completed by Sapphos.</p> <p>SCAG certified the PEIR for the 2016 RTP/SCS on April 7, 2016. Thereafter, the City of El Segundo filed a lawsuit against SCAG in May 2016, alleging that the PEIR does not comply with CEQA. In late June 2016, SCAG staff extended the term of contract with Sapphos to retain the consultant to provide assistance in the litigation, as needed. Thereafter due to the urgency of needing to gather and analyze information to support the litigation, staff also authorized Sapphos to perform additional work related to the litigation because a key member of consultant's staff who led the worked on the PEIR was leaving the company. Had staff waited to obtain the required Regional Council approval before authorizing the work, this person would not have been available, which would have diminished staff's efforts to support the litigation. Therefore staff requests to amend the contract retroactive to August 1, 2016, in an amount not-to-exceed \$5,000. This amendment increases the contract value from \$651,741 to \$656,741.</p>										
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• A completed, environmentally compliant, and legally defensible PEIR for the 2016 RTP/SCS;• A CEQA compliant public notification and consultation process with all the appropriate stakeholders; and• Delivery of 2016 RTP/SCS PEIR, a first-tier, programmatic document that provides a region-wide assessment of the potential significant environmental effects of implementing the projects, programs, and policies included in the proposed 2016 RTP/SCS.										
Strategic Plan:	<p>This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.</p>										
Amendment Amount:	<table><tr><td>Amendment 7</td><td>\$5,000</td></tr><tr><td>Amendment 6</td><td>\$46,500</td></tr><tr><td>Amendment 5 (administrative - no change to contract's value)</td><td>\$0</td></tr><tr><td>Amendment 4</td><td>\$82,087</td></tr><tr><td>Amendment 3</td><td>\$74,000</td></tr></table>	Amendment 7	\$5,000	Amendment 6	\$46,500	Amendment 5 (administrative - no change to contract's value)	\$0	Amendment 4	\$82,087	Amendment 3	\$74,000
Amendment 7	\$5,000										
Amendment 6	\$46,500										
Amendment 5 (administrative - no change to contract's value)	\$0										
Amendment 4	\$82,087										
Amendment 3	\$74,000										

Amendment 2 (administrative - no change to contract's value)	\$0
Amendment 1 (administrative - no change to contract's value)	\$0
Original contract value	<u>\$449,154</u>
Total contract value is not-to-exceed	\$656,741

Amendment 7, when combined with previous amendments exceeds \$75,000, as well as 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (dated 11/01/14) Section 8.3, it requires the Regional Council's approval.

Contract Period: August, 2016 through March 31, 2017

Project Number: 17-0160.16 \$5,000
 Funding source: General Fund. Funding is available in the FY 2016-17 budget in project 800-0160.16.

Basis for the Amendment: This amendment supports necessary assistance to SCAG as it relates to the El Segundo v. SCAG litigation.

**Conflict Of Interest (COI) Form - Attachment
For September 1, 2016 Regional Council Approval**

Approve Amendment 7 to Contract No. 15-004-C1 with Sapphos Environmental, Inc. (“Consultant”), in an amount not-to-exceed \$5,000 increasing the contract value from \$605,241 to \$651,741 to \$656,741 to enable the consultant to help staff prepare for the El Segundo v. SCAG litigation.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form (Yes or No)?
Sapphos Environmental, Inc. (prime consultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 15-004-C1

SECTION I: INSTRUCTIONS

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

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

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: Sapphos Environmental, Inc.
Name of Preparer: Jonathan Cain
Project Title: SCAG 2016 Regional Transportation Plan (RTP) / Sustainability Communities Strategy (SCS) Program EIR
Date Submitted: March 28, 2016

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
<hr/>	<hr/>

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

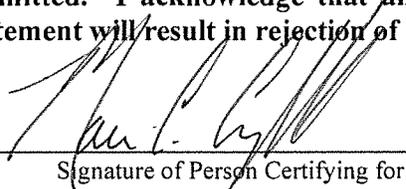
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Marie C. Campbell, hereby declare that I am the (position or title) President of (firm name) Sapphos Environmental, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated March 28, 2016 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



 _____ March 28, 2016

 Signature of Person Certifying for Proposer Date

 (original signature required)

NOTICE

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

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DATE: September 1, 2016

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

Basil Panas, CFO, 213-236-1817, panas@scag.ca.gov

SUBJECT: 2016 Statement of Investment Policy

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend that the Regional Council approve the 2016 Statement of Investment Policy.

EXECUTIVE SUMMARY:

SCAG's Statement of Investment Policy is included as Article X of the Regional Council Policy Manual. This policy is currently subject to annual review and re-approval by the Regional Council. Staff recommends re-approval of this policy.

STRATEGIC PLAN:

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

BACKGROUND:

The Statement of Investment Policy (Section 17: Modification and Legislative Changes) states that the Executive/Administration Committee shall be responsible for modifying investment guidelines as conditions warrant and submit the modified guidelines for re-approval by the Regional Council on an annual basis.

Staff reviewed the 2015 Investment Policy and proposed adoption of the 2016 policy as presented.

FISCAL IMPACT:

None.

ATTACHMENT:

Statement of Investment Policy 2016

SCAG STATEMENT OF INVESTMENT POLICY

Section 1: Purpose

This SCAG Statement of Investment Policy is intended to provide standards and guidelines for the prudent investment of funds by SCAG in conducting its investment and cash management responsibilities. The goal is to strengthen the overall financial condition of SCAG, while earning a return on our investments with safety and liquidity.

Section 2: Objective

The Policy is designed to achieve and maintain adequate working capital to support our Planning and Support Operations, and to grow our available resources and funds to the fullest extent possible. SCAG attempts to obtain a market rate of interest without assuming undue risk to principal. The objectives of such investments, in descending order of importance, are: 1) the long term preservation of capital, 2) adequate cash resources to meet our short term financial needs for liquidity; and 3) to earn a competitive rate of return on capital.

Section 3: Scope

This investment policy applies to activities of SCAG with regard to investing the financial assets of all funds, including the following: General Fund, Special Revenue Funds, and Trust Funds, and any other Funds that may be created from time to time.

Section 4: Investment Responsibility

SCAG's Executive Director, in his capacity as Secretary-Treasurer, may delegate responsibility for investments to the Chief Financial Officer and/or the Manager of Accounting. This includes the authority to select investments, engage professional services, to open accounts with banks, brokers and dealers, to establish safekeeping accounts or other arrangements for the custody of securities, and report to oversight bodies. Those persons authorized to execute transactions include: 1) Chief Financial Officer or his/her director designee, 2) Manager of Accounting or his/her staff designee, and 3) those specifically approved and added by the Executive/Administration Committee (EAC) of the Regional Council (RC). Brokers and dealers are to be provided with a list of specified names of those persons authorized to execute transactions.

Section 5: Internal Controls

The Chief Financial Officer and the Manager of Accounting shall establish the investment function so that specific responsibility for the performance of duties is assigned with a clear line of authority, accountability and reporting. The functions of authorizing, executing and recording transactions, custody of investments and performing

reconciliations are to be handled by separate persons to reduce the risk that a person is in a position to conceal errors or fraud in the normal course of duty.

While no internal control system, however elaborate, can guarantee absolute assurance that assets are safeguarded, it is the intent of the internal control system to provide reasonable assurance that management of the investment function meets our objectives. These internal controls shall be reviewed annually by the independent auditor.

Section 6: Reporting

The EAC shall be responsible for reporting the status of investments to the RC on a monthly basis. Reports are to be submitted by the Chief Financial Officer to the EAC and/or the Investment Subcommittee (See Section 19) following the end of each reporting period. These reports shall show the type of investment, institution, interest rate, date of maturity, compliance to the investment policy, a verification of adequacy of working capital to meet our operating needs and market value for all investments.

Section 7: Prudence

The standard of prudence to be used by investment officials shall be the “prudent person” rule and shall be applied in the context of managing all aspects of the overall portfolio. Investments shall be made with care, skill, prudence, and diligence under the circumstances then prevailing, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs.

Section 8: Authorized Investments

(A) Surplus Funds

Funds may be invested in any instrument allowable by the State of California Government Code Section 53600 et seq. so long as the investment is appropriate when SCAG’s investment objectives and policies are taken into consideration. Within the context of the limitations, the following are authorized:

- US Treasury Obligations (Bills, Notes and Bonds)
- US Government Agency Securities and Instrumentality’s of Government Sponsored Corporations
- Banker’s Acceptances
- Commercial Paper
- Repurchase Agreements
- Certificates of Deposit
- Negotiable Certificates of Deposit
- Passbook Savings Accounts
- Interest Bearing Checking Accounts
- Intermediate Term Corporate Notes

- Bank Money Market Accounts
- Local Agency Investment Fund (State Pool)
- Los Angeles County Investment Fund (County Pool)
- Shares of Beneficial Interest issued by a Joint Powers Authority organized pursuant to California Government Code Section 6509.7 that invests in the securities and obligations authorized in Section 53601 (a) through (n).
- Other investments that are, or may become, legal investments through the State of California Government Code.

B. Other Post-Employment Benefits Funding

All funding approved for this purpose shall be invested in the irrevocable trust for post-employment benefits administered by the California Public Employees Retirement System (CalPERS), also known as the California Employer's Retiree Benefit Trust (CERBT).

C. Supplemental Defined Benefit Pension Plan Funding

All funding approved for this purpose shall be invested in an annuity selected according to criteria prescribed by SCAG procurement policies and SCAG's financial and operational needs, or funded on a pay-as-you-go basis.

Section 9: Prohibited Investments

SCAG shall not invest any funds in inverse floaters, range notes, or interest-only strips that are derived from a pool of mortgages. SCAG shall not invest any funds in any security that could result in a zero interest accrual if held to maturity.

Section 10: Investment Criteria

Criteria for selecting investments and order of priority are:

A. SAFETY

The safety and risk associated with an investment refers to the potential loss of principal, interest or a combination of these amounts. SCAG shall only invest in those financial instruments whose safety and quality comply with State law and SCAG's risk tolerance.

B. LIQUIDITY

This refers to the ability to convert an investment into cash at any moment in time with a minimal chance of losing some portion of principal or interest. Since liquidity is an important investment quality, especially when the need for immediate access to funds may occur unexpectedly, potential fluctuations in market value are to be an important consideration when selecting an investment. SCAG's portfolio shall provide for adequate liquidity as indicated by SCAG's cash projections.

C. YIELD

Yield is the potential dollar earnings an investment can provide and sometimes is described as the rate of return. SCAG shall attempt to maximize return consistent with criteria A and B above.

Section 11: Diversification

SCAG will diversify use of investment instruments to avoid incurring unreasonable risks inherent in over investing in specific instruments, individual financial institutions or maturities. Diversification strategies shall be established within the guidelines of Government Code Section 53600 et seq., and periodically reviewed.

Section 12: Investment Pools

SCAG has determined that use of investment pools is a practical investment option. SCAG will utilize guidelines established by the California Municipal Treasurers Association and California Society of Municipal Finance Officers to ensure the safety of investment pools.

Section 13: Maturity Limitations

Every investment instrument purchased must have a term remaining to maturity of five years or less, unless RC approval was obtained three months in advance.

Section 14: Safeguarding of Assets and Records

Securities purchased from broker/dealers shall be held in third-party safekeeping in SCAG's name and control, whenever possible. Monthly statements received from the financial institution are reconciled to the investment reports by the Senior Accountant. Review of safety, liquidity, and yields of investment instruments; and reputation and financial condition of investment brokers is to be done by the EAC. The periodic review of the investment portfolio, including investment types, purchase price, market values, maturity dates, and investment yields as well as conformance to the stated investment policy will also be performed by the EAC.

Section 15: Qualified Institutions

If SCAG decides not to use investment pools, SCAG shall prepare and maintain a listing of financial institutions which are approved for investment purposes. In addition, a list will be maintained of approved broker/dealers selected by credit worthiness, who maintain an office in the State of California. All financial institutions and broker/dealers who desire to become bidders for investment transactions must supply the following: audited financial statements, proof of National Association of Security Dealers'

certification, trading resolution, proof of California registration, and certification of having read this Investment Policy. An annual review of the financial condition and registrations of qualified bidders will be conducted by the EAC.

Section 16: Monitoring and Adjusting the Portfolio

SCAG will monitor the contents of the portfolio, the available markets and the relative values of competing instruments and will adjust the portfolio accordingly based on our Investment Policy. Investment counselors may be engaged to assist in the performance of this work with the approval of the EAC.

Section 17: Modification and Legislative Changes

The EAC shall be responsible for modifying investment guidelines as conditions warrant and submit same for re-approval by the RC on an annual basis. This annual approval may be on the consent agenda unless there are amendments to this Policy. Any State of California legislative action, that further restricts allowable maturities, investment type or percentage allocations, will be incorporated into SCAG's Statement of Investment Policy and supersede any and all previous applicable language.

Section 18: Segregation of Responsibilities

A. FUNCTION	B. RESPONSIBILITY
Develop Statement of Investment Policy	Chief Financial Officer Manager of Accounting
Recommend modifications to Statement of Investment Policy	Chief Financial Officer Legal Counsel Manager of Accounting Investment Subcommittee
Approve Statement of Investment Policy and appointment of Oversight Committee	Executive/Administration Committee
Adopt Statement of Investment Policy	Regional Council
Select Investments	Chief Financial Officer Manager of Accounting Outside Investment Manager
Approve transactions	Chief Financial Officer or Manager of Accounting
Execute investment transactions and fax	Outside Investment Manager

completed trade information to SCAG	
Investment verification (match broker confirmation to trade information provided by outside Investment Manager to SCAG investment records)	Lead Accountant
Record investment transactions into SCAG's accounting records	Lead Accountant – General Ledger
Reconcile investment records to accounting records and bank statements	Lead Accountant – General Ledger
Security	Time Certificates of Deposit will be maintained in SCAG's safe in the care of the Chief Financial Officer. All other investment securities will be held in safekeeping in the trust department of SCAG's Depository bank, or other third party custodian as designated by the Chief Financial Officer.

Section 19: Executive/Administration Committee and Investment Subcommittee

The EAC is empowered to review and make recommendations on the Investment Policy and Investment Strategy of SCAG to strengthen the internal controls of the management of funds. The EAC may, in its discretion, establish an Investment Subcommittee to assist the EAC to achieve the goals and objectives of this Investment Policy.

19.1 Purpose of the Investment Subcommittee

- A. To review and make recommendations about this Investment Policy and Investment Strategy.
- B. To review investments on a periodic basis and to report any exceptions to this Investment Policy immediately to the RC.
- C. To be responsive to EAC requests.

19.2 Membership

The total membership shall consist of five (5) members: 1) EAC Chair and 2 Members (selected by the EAC members), 2) Chief Financial Officer, and 3) Manager of Accounting.

19.3 Functions and Duties

A. Annually

To review and approve the Statement of Investment Policy; to review the financial condition of broker/dealers and financial institutions.

B. Quarterly

To review investments made during the previous quarterly period; to provide a status report to the EAC.

C. Monthly

To develop and carry out the ongoing investment strategy in accordance with the Investment Policy; to recommend amendments to the Statement of Investment Policy.

D. The function of the EAC and the Investment Subcommittee is to provide policy guidance that gives the operating staff standards and guidelines to work within on a day-to-day basis. By this, it is meant that each individual trade need not be approved by this Committee at the time it is transacted, provided that it falls within the scope of the Statement of Investment Strategy.

DATE: September 1, 2016

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

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

SUBJECT: AB 1889 (Mullin) High-Speed Rail Authority; High-Speed Train Operation

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Support

EXECUTIVE SUMMARY:

AB 1889 provides necessary conforming statutory changes to provide more expeditious access to Proposition 1A bond proceeds for the Caltrain electrification project in the Bay Area, High-Speed Rail bookend projects in Southern California, and California High-Speed Rail construction in the Central Valley. Staff recommends support consistent with SCAG policy to seek funding for Southern California bookend projects identified in its Memorandum of Understanding with the California High-Speed Rail Authority. The Legislative/Communications and Membership Committee (LCMC) at its August 16, 2016 meeting recommended support and directed that SCAG issue a support letter consistent with protocol and board-adopted legislative priorities seeking maximized funding for regional transportation projects, including high-speed rail bookends.

STRATEGIC PLAN:

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

BACKGROUND:

California High-Speed Rail is a high-speed rail system currently under construction in the state of California. In 2008, the Legislature approved AB 3034 followed by voters approving Proposition 1A which made available \$9 billion in general obligation bonds to initiate the statewide high-speed rail system as well as \$950 million for investments in local rail services. Among other things, Proposition 1A defined a number of system design characteristics and requirements for access to bond funds.

In 2012, the Legislature approved SB 1029 appropriating bond proceeds for investments in the Phase 1 Blended system as described in the Authority's 2012 Business Plan. Phase 1 will connect the Anaheim Regional Transportation Intermodal Center in Anaheim with the Transbay Transit Center in San Francisco via the Central Valley with speeds up to 220 miles per hour, providing a "one-seat ride" for the trip in 2 hours and 40 minutes. The appropriation included \$1.1 billion for investments in the system bookends, including projects in Southern California and the Caltrain electrification project in the Bay

area, and \$2.6 billion to match federal funds and begin construction on the backbone of the high-speed rail system in the Central Valley. To access any of the bond funds appropriated under SB 1029, the California High-Speed Rail Authority (CHSRA) is required to submit a funding plan to the legislature.

Investments in the bookends were based on memoranda of understanding (MOUs) signed by CHSRA with local agencies in each region in 2012. SCAG and numerous other transportation agencies in Southern California entered into the MOU with CHSRA identifying the bookend projects in the region to ensure seamless construction of the HSR system in Southern California as its development reaches our region.

The MOU was executed as a condition of SCAG including Phase One of the California High Speed Train in the financially-constrained plan of the 2012 Regional Transportation Plan/Sustainable Communities' Strategy. MOU signatories include SCAG, the Los Angeles County Metropolitan Transportation Authority, the Riverside County Transportation Commission, the San Diego Association of Governments, the Southern California Regional Rail Authority (Metrolink), the City of Anaheim and the High Speed Rail Authority.

The Southern California MOU totals 74 projects costing nearly \$4 billion, and calls for CHSRA to fund \$500 million in Prop 1A and other funding sources, plus matching funds for a total of \$1 billion, to advance these projects. While a handful of these projects have advanced in the planning, environmental and construction phases using various funding sources, progress has not yet been realized in expending CHSRA funding towards the MOU projects.

On February 18, 2016, the High Speed Rail Authority released its Draft 2016 Business Plan, its foundational document for implementing the HSR program. Overall capital costs are estimated at \$64.2 billion in the plan. The proposed plan would significantly delay the arrival of California High Speed Train service to our region, as programmed in the 2012 RTP/SCS and 2016 Final Draft RTP/SCS. However, the business plan does call for investing \$2.1 billion in the Los Angeles Union Station to Anaheim section on bookend projects and to prepare for CA HST service to Anaheim in 2029, including the Southern California Regional Interconnector Project, and several grade separation projects throughout the region. The funding sources for these bookend projects are the voter-approved Prop 1A bond funds and CHSRA's dedicated 25% Cap-and-Trade funds.

On March 28, 2016, SCAG Executive Director, Hasan Ikhata, testified before the California Assembly Transportation Committee to address the need and importance of completing these bookend projects in Southern California to ensure an uninterrupted and cost-effective development of HSR once its construction has advanced to Southern California. Mr. Ikhata informed the Committee of the project funding commitments agreed to in the MOU and urged the Committee and legislature to seek further available means to fund these bookend projects now so that the system, as it reaches the major population centers of Northern and Southern California, can be built in the future.

AB 1889 seeks to achieve this objective by providing the necessary conforming statutory changes to give more expeditious access to Proposition 1A bond proceeds for the Caltrain electrification project in the Bay Area, bookend projects in Southern California, and HSR construction in the Central Valley.

REPORT

AB 1889 would specify, for purposes of the funding plan required in existing law for each usable segment of the high-speed rail project, that a corridor or usable segment is "suitable and ready for high-speed train operation" if bond proceeds are used for capital project costs that would enable high-speed trains to operate immediately or after additional planned investments on the corridor or usable segment, and passenger train service providers will benefit from the project in the near-term.

The bill provides clarity that the 2012 appropriation of \$1.1 billion in Prop 1A bond funds for bookend investments was intended to be consistent with the blended system strategy identified in the HSRA's 2012 Business Plan. The blended system provides for incremental investments in a bookend corridor that benefit regional rail in the short term and both regional and intercity high-speed rail in the long term. Specifically, the bill explicitly states that a corridor is "suitable and ready for high-speed train operation" if bond allocations are used to benefit passenger train service providers in the short term while enabling high-speed trains to operate in the corridor after additional planned investments are completed in the future.

Thus by seeking to clarify legislative intent relative to the previous appropriation of \$1.1 billion in Prop 1A bond funds for bookend projects, it may help to accelerate those projects. Further, according to the author absent the bill it is plausible that the initial appropriation authority provided in SB 1029 would expire before funds could be dedicated to investments in bookend projects. Should that occur the Legislature would need to re-appropriate funds in the future in order for the Caltrain electrification project on the northern end, and Union Station improvements and grade separation projects on the southern end, to move forward.

LA Metro has been actively engaged with the author's office in promulgating the August 1 amendments clarifying the legislative intent and eligibility of use of Prop 1A bond funds to the bookend projects. Metro supports the bill as amended and urges its regional partner agencies to support AB 1889. The bill passed the Assembly on May 5 by 79-0 vote but, since it has been amended in the Senate it must go back to the Assembly for concurrence should it pass from the Senate. The bill is on suspense file in the Senate Appropriations Committee and, should it pass from suspense, will go to the floor for consideration of the full Senate prior to concurrence by the Assembly. Should LCMC recommend SCAG taking a position on the bill to the Regional Council at its September 1, 2016 meeting, the agency will not be on record until that time and thus its position will be transmitted to the Governor if the bill passes since the Legislature which must pass all regular session bills (except urgency) on or before August 31, 2016.

The LCMC at its August 16, 2016 meeting recommended support of AB 1889 consistent with previous Regional Council direction to seek greater funding availability for HSR bookend projects.

ATTACHMENT:

None

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DATE: September 1, 2016
TO: Regional Council (RC)
FROM: Hasan Ikhata, Executive Director, ikhata@scag.ca.gov; 213-236-1800
SUBJECT: Approval of Additional Stipend Payments

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve additional stipend payments for the month of June 2016.

EXECUTIVE SUMMARY:

First Vice President Margaret Finlay attended several SCAG meetings and SCAG-sponsored events and is eligible pursuant to the Stipend Policy. She submitted ten (10) stipend payment requests for the month of June; eight (8) of which have been approved for payment. However, in accordance with the RC Policy Manual, the remaining two (2) stipend requests are pending for payment as it will require Regional Council approval. Staff is seeking an approval for these additional stipend payments as requested by First Vice President Finlay.

BACKGROUND:

In accordance with Regional Council Policy Manual, Article VI, Sections 1.4 – 1.6, “Regional Council members are eligible to receive up to six (6) per diem stipends per month. The President may authorize up to two (2) additional per diem stipends per month for Regional Council members. Nine (9) or more per diem stipends per month for Regional Council officers and members require Regional Council approval.”

In the month of June 2016, First Vice President Finlay attended several SCAG meetings and SCAG-sponsored events and is eligible pursuant to the Stipend Policy. She submitted a total of ten (10) stipend payment requests; eight (8) of which have been approved for payment. However, in accordance with the RC Policy Manual, the remaining two (2) stipend requests are pending for payment as it will require Regional Council approval as these were for the following that she attended: 1) June 16 – SANBAG General Assembly; and 2) June 17 – Building Industry Association of Southern California, Inc. (BIASC) Baldy View Chapter Housing Policy Conference.

FISCAL IMPACT:

Funds for stipends are included in the General Fund Budget.

ATTACHMENT:

None

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DATE: September 1, 2016

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

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

SUBJECT: SCAG Sponsorship

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Approve

EXECUTIVE SUMMARY:

The Legislative/Communications & Membership Committee (LCMC) met on August 16, 2016 and recommended approval of up to \$20,000 in sponsorships for the UCLA Lewis Center and Institute of Transportation Studies 26th Annual Lake Arrowhead Symposium.

STRATEGIC PLAN:

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

BACKGROUND:

UCLA Lewis Center and Institute of Transportation Studies 26th Annual Lake Arrowhead Symposium (October 16-18, 2016) – \$20,000

Each year, the UCLA Lewis Center and Institute of Transportation Studies Program holds a symposium dealing with regional and public policy issues. This year's Symposium—Paying it Forward: Investing in Sustainable Mobility—will take place from October 16-18, 2016 at the UCLA Lake Arrowhead Conference Center and will include panels and other forums for dialogue among public officials, private industry leaders, and audience members to explore the implications of recent and foreseeable future technological innovations for transportation, land use, and environmental policy and planning. SCAG has been a sustaining co-sponsor of this program, which enables SCAG to maintain membership on the 2016-2017 Arrowhead Steering Committee and directly help plan and evaluate the event, including suggesting topics and speakers and nominating experts to attend the Symposium consistent with SCAG goals. The sponsorship also provides the following:

- Six (6) complimentary registrations;
- Four (4) registrations at fifty (50) percent off;
- Ten (10) invitations for Symposium attendees;
- Opportunity to nominate speaker for UCLA's review;

REPORT

- Exclusive display of promotional materials during early evening reception;
- Recognition as the sponsor of one of the days of the Symposium (Day 1, Day 2, or Day 3);
- Exclusive display of promotional materials in meeting room on the day sponsored;
- Arrangements for a two (2) hour private breakout meeting for the organization;
- Highlighted recognition on the Symposium website and online materials;
- Highlighted recognition as Diamond sponsor from the podium on the day sponsored;
- Display of promotional materials at the registration area;
- Logo placement on printed Symposium materials; and
- Opportunity to network with speakers, faculty, and prominent public officials.

SCAG staff is recommending a “Diamond” level sponsorship in the amount of \$20,000. SCAG Board members and Executive staff will attend the Symposium.

FISCAL IMPACT:

\$20,000 for sponsorships is included in the approved FY 16-17 General Fund budget.

ATTACHMENT:

None.

DATE: September 1, 2016

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

FROM: Jason Greenspan, Manager, greenspan@scag.ca.gov, 213-236-1859

SUBJECT: ARB SB 375 Regional Greenhouse Gas (GHG) Emissions Reduction Target Update Process

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
SB 375, which took effect in 2009, requires that each metropolitan planning organization (MPO) adopt, as part of its regional transportation plan, a “sustainable communities strategy” that sets forth plans to meet regional GHG reduction targets for the automobile and light truck sector for the years 2020 and 2035 as set by the California Air Resources Board (ARB). SB 375 also authorizes ARB to update the regional GHG reduction targets every eight years. ARB established the first set of targets in 2010 and is in the process of updating these targets. SCAG staff has compiled a timeline for the SB 375 Target Update Process that also includes concurrent activities that will inform the target update process.

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

BACKGROUND:
SB 375 requires that each metropolitan planning organization (MPO) adopt, as part of its regional transportation plan, a “sustainable communities strategy” that sets forth plans to meet regional GHG reduction targets set by ARB. SB 375 also requires that ARB update the targets at least every eight years. In 2010, ARB established the requisite GHG reduction targets for the SCAG region. Since then, SCAG has prepared two RTP/SCS plans (2012 and 2016) that meet the required ARB targets for 2020 and 2035. ARB is preparing to update the regional GHG reduction targets for each MPO. These new ARB targets will be required to be met by each MPO in the next round of RTP/SCS plans, which for SCAG will be the 2020 RTP/SCS.

The ARB SB 375 Target Setting Process consists of a suite of concurrent planning activities and technical exercises. Included in this suite are the following: ARB Mobile Source Strategy; ARB MPO Stress Test; and ARB AB 32 Scoping Plan Update.

REPORT

ARB Mobile Source Strategy: ARB released the Mobile Source Strategy in late May, 2016. The updated Strategy outlines a comprehensive and integrated approach to reducing emissions from mobile sources over the next 15 years. Elements of the Mobile Source Strategy will also be expanded in several related State planning efforts, including the AB 32 Scoping Plan Update.

ARB MPO Stress Test: ARB is working with the four major MPOs in California to conduct a technical “Stress Test”, to test GHG reduction strategies and modeling assumptions. The purpose of the test is to quantify potential GHG emission reductions that would result from deployment of various land use and transportation strategies, such as rapid deployment of zero emission vehicles. SCAG staff anticipates that the analysis and modeling would be completed by late-August, complete review of the results by mid-September, and ARB to share the results with MPO Planning Directors in early October. The MPO Stress Test will be concluded in November 2016.

ARB AB 32 Scoping Plan Update: AB 32 requires that the Scoping Plan be updated at least every 5 years. The 2017 Update will be the 2nd update of the Scoping Plan. ARB has been working on the Scoping Plan Update since Fall 2015, including holding regional and technical workshops throughout the state. ARB released a Scoping Plan Update Concept Paper in mid-June to describe potential policy concepts and approaches to achieve the 2030 target set by the Governor’s Executive Order. A draft Scoping Plan Update is scheduled to be released in late-Fall of 2016, and adoption of the Final Plan in Spring 2017.

ARB SB 375 Target Setting: The activities described above will contribute to the development of revised GHG Reduction Targets for the years 2020 and 2035 by ARB for each MPO in 2017. ARB staff is proposing to release draft preliminary target recommendations in Spring 2017, and adopt final targets in Summer 2017.

Staff plans to invite ARB staff to give a detailed presentation on the SB 375 Regional GHG Target Update Process at a later appropriate time.

FISCAL IMPACT:

None

ATTACHMENT:

ARB SB 375 GHG Target Update Process Timeline

ARB SB375 REGIONAL GHG TARGET UPDATE PROCESS

DRAFT TIMELINE

	2016				2017			
PLAN	1 st Qtr	2 nd Qtr	3 rd Qtr	4 th Qtr	1 st Qtr	2 nd Qtr	3 rd Qtr	4 th Qtr
ARB Mobile Source Strategy		Final						
ARB Stress Test			Preliminary	Final				
ARB AB32 Scoping Plan		White Paper		Draft		Final		
ARB SB375 Targets						Draft	Final	

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DATE: September 1, 2016

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

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

SUBJECT: Housing Summit – October 11, 2016

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

SCAG, in partnership with over thirty (30) non-profit, private and public entities, is planning to hold a Housing Summit on October 11, 2016 to connect attendees with resources and opportunities created by State legislation and local policies to build more housing, including affordable housing, as aligned with the goals of SCAG's Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS). The goal of the Housing Summit is to address causes to California's housing crisis and offer solutions for more housing to be built. Based on the discussion from the Housing Summit Steering Committee meetings and Executive Administration Committee Retreat, SCAG and its partners developed a Housing Policy Framework Proposal. The Proposal serves as a blueprint for developing the Housing Summit program and accompanying publication. Anticipated Summit participants include elected officials, planning directors/staff, city managers, developers, housing advocates, public health department directors, and transit planners.

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:

SCAG, in partnership with over (30) non-profit, private and public entities is planning to host a Housing Summit on October 11, 2016 in downtown Los Angeles. The Housing Summit will connect attendees with strategies, resources and opportunities created by State legislation and local policies to build more housing as aligned with the goals of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The goal of the Summit will clearly explain the causes of the California's housing crisis and offer solutions to allow for more housing to be built.

To prepare for the Summit, Steering Committee meetings were held at SCAG headquarters on May 26, 2016 July 25, 2016, and August 29, 2016. Attendees for the Steering Committee included various

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partners and stakeholders who agreed to participate in this event. The Steering Committee meeting included a discussion of the housing crisis in California and the agenda and publication for the Housing Summit. Additionally, a discussion of the Housing Summit also occurred at the Executive Administrative Committee (EAC) Retreat on June 9, 2016. Similar to the Steering Committee meetings, attendees of the EAC Retreat voiced many opinions regarding the Housing Summit.

Based on the discussion at Steering Committee meetings and the EAC retreat, SCAG and its partners developed a Housing Policy Discussion Framework Proposal. The Proposal serves as a blueprint to develop the Summit program (Attachment 1, Draft Housing Summit Program) and the development of a publication that will accompany the Housing Summit. It is envisioned that the Summit will present the current state of affairs with respect to housing, within a general session. After the general session, the Summit will provide solutions to build more housing in three separate breakout sessions. Finally, the Summit will provide a “Call to Action” panel which will emphasize the next steps needed to say “YES” to housing.

Anticipated participants include elected officials, planning directors/planning staff, city managers, developers, housing advocates, public health department directors, and transit planners. To ensure sufficient geographical representation for different challenges and solutions, SCAG is currently partnering with organizations throughout the State (Attachment 2, List of Housing Summit Steering Committee Members) Partnership with these organizations are helping to secure keynote speakers and enhance marketing efforts to promote the event. SCAG has begun its marketing campaign for the conference and is reaching out to potential speakers and panelists concurrently.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2016-2017 Overall Work Program (WBS Number 16-080.SCG00153.04: Regional Assessment).

ATTACHMENTS:

- 1) Draft Housing Summit Program
- 2) List of Housing Summit Steering Committee Members
- 3) Housing Summit Invitation Flyer

Draft Housing Summit Program

Title: *The Cost of Not Housing*

Date: October 11, 2016

Time: 8:00 a.m. – 2:00 p.m.

Location: LA Hotel 333. S. Figueroa St. Los Angeles, CA 90071

8:00 am to 9:00 am (1 hour)

Networking and Registration

9:00 – 10:00 am (1 hour)

Welcome/Possible Morning Keynote Speaker (TBD)

Hon. Michele Martinez, President of SCAG

10:00 am - 10:40 am (40 minutes)

Morning Panel (General Session)

Title: *Houston...I mean...California? We have a Problem!*

Topic: The current state of California's housing deficit and causes to how we got there. Physical, Economic and Health costs due the lack of housing.

10:40-10:45 AM (5 minutes)

Break

Begin Breakout Sessions (10:45 AM to 11:45 AM) (1 hour each) (3 Breakout Sessions)

Each of the breakout sessions will include a look at projects that exemplify best practices in the session topic and also linkages with long-range transportation plans to reduce greenhouse gas emissions, such as the RTP/SCS.

Breakout Session A

Title: *Show me the Money!*

Topic: The State's role in affordable housing and infrastructure and identifying fiscal and funding resources (e.g., AHSC, EIFD, CRIAs) to foster housing and infrastructure development

Target Audience: *Developers, Elected officials, builders, city/county managers, planning staff, housing advocates, lending institution staff, CFOs*

Breakout Session B

Title: *Integrate, Preserve, Utilize and Build*

Topic: Integrating State, Regional and Local Planning Policies (e.g. SCS, TODs, TRDs, housing preservation, anti-displacement, inclusionary zoning, including water and other infrastructure issues, etc).

Target Audience: *City/County managers, planning staff, housing advocates, developers*

Breakout Session C

Title: Breaking down the walls

Topic: CEQA abuse and NIMBYism hold up good projects. Breaking down barriers to development – Streamlining regulation, tools for re-branding “affordable housing” – myth busting the negative claims and strategies to persuade the community. Showcase of good projects that exemplify local leadership, best practices and moving the needle.

Target Audience: Elected officials, business leaders, housing advocates, community leaders

11:45 am-12:15 pm (30 minutes)

Buffet Lunch

12:15 pm – 12:45 pm (30 minutes)

Summary of Breakout Sessions

Possible Panelists:

- *Selected panelists from each breakout session (TBD)*

12:15 pm – 1:15 pm (30 minutes)

Keynote Speaker

Title: TBD

1:15 pm – 1:45 pm (30 minutes)

Call to Action Panel

Title: Let’s say “YES” to housing

Topic: The California housing crisis is well known but strategy implementation needs to be done on multiple levels in order to have a meaningful impact. Community involvement, stakeholder partnerships are a critical key to this strategy and will ultimately lead to “YES” to housing

1:45 - 2:00 pm (15 minutes)

Closing remarks

- *Hon. Michele Martinez, President of SCAG*
- *Hasan Ikhtrata, Executive Director of SCAG*

Housing Summit Steering Committee Members

City of Santa Ana	Michele Martinez	Regional Council Member/President
City of Duarte	Margaret Finlay	Regional Council Member/First Vice President
City of El Centro	Cheryl Viegas-Walker	Regional Council/Immediate Past President
City of Big Bear Lake	Bill Jahn	Community, Economic and Human Development Committee Chair
City of Claremont	Joe Lyons	Community, Economic and Human Development Committee Member
City of Eastvale	Clint Lorimore	Regional Council Member
City of Glendale	Vartan Gharpetian	Regional Council Member
City of Rolling Hills Estates	Frank Zerunyan	Community, Economic and Human Development Committee Member
City of San Buenaventura	Carl Morehouse	Regional Council Member
City of Santa Monica	Pam O'Connor	Regional Council Member
OCCOG/City of Mission Viejo	Wendy Bucknum	Community, Economic and Human Development Committee Member
AIA Los Angeles	Will Wright	Director
BIA Southern California	Mark Knorringa	CEO
BizFed	Tracy Rafter	Founding CEO
California Association of Councils of Governments	Bill Higgins	Executive Director
California Department of Housing and Community Development	Lisa Bates	Deputy Director
California Forward	Susan Lovenburg	Director
California Renters Legal Advocacy and Education Fund	Sonja Trauss	Director
Climate Resolve	Bryn Lindblad	Associate Director
Gateway Cities Council of Governments	Nancy Pfeffer	Director
Inland Empire Economic Partnership	Paul Granillo	President & CEO
Kennedy Commission	Cesar Covarrubias	Executive Director
Kosmont Companies	Larry Kosmont	President & CEO
LA n Sync	Ellah Ronen	Program Administrator
LA Thrives	Thomas Yee	Initiative Officer
Lewis Management Corp.	Randall Lewis	Executive Vice President
Los Angeles Business Council	Adam Lane	Legislative Director
Los Angeles Housing and Community Investment Department	Claudia Monterrosa	Director
Metropolitan Transportation Commission	Ken Kirkey	Director
Mobility 21	Jenny Larios	Executive Director
Move LA	Denny Zane	Executive Director
National CORE	Steve PonTell	President & CEO
Newhall Land and Farming Company	Greg McWilliams	President
Orange County Business Council	Lucy Dunn	President & CEO
Orange County Council of Governments	Marnie O'Brien Primmer	Executive Director
Sacramento Area Council of Governments	Mike McKeever	Executive Director
San Diego Association of Governments	Gary Gallegos	Executive Director
Southern California Association of Non-Profit Housing	Alan Greenlee	Executive Director
Southern California Leadership Council	Kish Rajan/Richard Lambros	President/Managing Director
Urban Land Institute Los Angeles	Gail Goldberg	Executive Director
Western Riverside Council of Governments	Rick Bishop	Executive Director

REGISTER TODAY

CALIFORNIA

HOUSING

Summit

THE COST OF NOT HOUSING

TUESDAY, OCTOBER 11, 2016

8:00 a.m. - 2:00 p.m.

L.A. HOTEL
333 S. Figueroa St.
Los Angeles, CA 90071

www.scag.ca.gov/housingsummit



CALIFORNIA

HOUSING SUMMIT

There is a chronic shortage of housing throughout California. Major institutions, employers, and startups cite lack of housing options as a serious impediment to recruiting and retaining talent. The impact of housing affordability is a critical challenge to local, regional, and Statewide economies, particularly as people from all income groups are increasingly frustrated with the lack of affordable options to rent or buy and instead opt to develop their careers in more affordable areas. The California Housing Summit will focus on resources and opportunities created by State legislation and local policies to build more housing, including affordable housing, and will provide innovative tools to get to **YES** for housing development in local communities. The program will also include speakers on funding infrastructure to support housing and how to convey the health, economic, and accessibility benefits to communities.

Learn more at:

www.scag.ca.gov/housingsummit

IN PARTNERSHIP WITH

American Institute of Architects -- Los Angeles • BizFed: Los Angeles County Business Federation • Building Industry Association, Southern California • CALCOG • California Department of Housing and Community Development • California Economic Summit • California Forward • California Renters Legal Advocacy and Education Fund • Climate Resolve • Gateway Cities Council of Governments • Inland Empire Economic Partnership • Kennedy Commission • Kosmont Companies • LA n Sync • LA Thrives • Lewis Group of Companies • Los Angeles Business Council • Los Angeles Housing and Community • Investment Department • Metropolitan Transportation Commission • Mobility 21 • Move LA • National Community Renaissance • Newhall Land and Farming Company • Orange County Business Council • Orange County Council of Governments • Sacramento Area Council of Governments • San Diego Association of Governments • San Gabriel Valley Council of Governments • Southern California Association of Governments • Southern California Association of Nonprofit Housing • Southern California Leadership Council • University of Southern California, Executive Education Forum • Urban Land Institute Los Angeles • Western Riverside Council of Governments

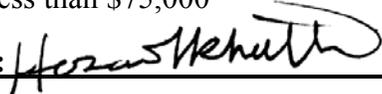
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DATE: September 1, 2016

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

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

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

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

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

BACKGROUND:

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

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
Caliper Corporation	FY17 TransCAD Software Licenses	\$56,430
ESRI	FY17 ArcGIS Software Licenses	\$40,693
The LA Hotel Downtown	2016 Economic Summit Deposit	\$30,001
Office Depot Business Services Div.	FY17 Office Supplies	\$30,000
SAS Institute, Inc.	FY17 SAS Software Licenses	\$29,300
Software One Inc.	FY17 VMWARE Software Licenses	\$23,984
CQ Roll Call	FY17 Subscription	\$18,580
Harvard Kennedy School	Executive Education Training Program	\$12,400
CDW Government, Inc.	FY17 VEEAM Software Licenses	\$10,066
Hyland Software, Inc.	OnBase Training Video Subscription	\$8,500
Southern Calif. Leadership Network	Tuition for RC Member	\$6,500
American Public Transportation Asso.	FY17 Membership Renewal	\$5,687
Data Processing Air Corporation	Condenser Fan Replacement in HVAC	\$5,489
California Contract Cities Association	FY17 SCAG Membership Renewal	\$5,000

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

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
1. Stratiscope (17-03-SS1)	The Consultant shall provide policy guidance and technical assistance for earthquake preparedness planning and provide strategic solutions to improve	\$195,000



REPORT

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

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
	resiliency in the SCAG Region. Thereby, helping to minimize the damage and disruption to transportation and other systems in the event of significant earthquake in Southern California.	
2. Digital Map Products (16-030-C1)	The consultant shall provide SCAG with a parcel database for use in development of an integrated land use database. The database is crucial to SCAG's goal to develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.	\$55,000
3. ICF Jones & Stokes, Inc. (16-043-C1)	The consultant shall develop a SCAG regional emission dispersion model that can be used to estimate the concentration of criteria pollutants, including Carbon Monoxide (CO), Nitrogen Oxide (NOx), and Particulate Matter (PM) as they travel away from an emission source by replicate atmospheric condition such as wind speed, wind direction, air temperature and terrain in the SCAG region.	\$34,960
4. California Forward 17-006-SSG1	SCAG, in partnership with 18 non-profit, private and public entities, is planning a Housing Summit which is scheduled for October 11, 2016. The shortage of housing and lack of affordability would have adverse impacts not only on the well-being of individuals and households in the region, but also the competitiveness of the regional economy. The Housing Summit will address both the causes and possible solutions for the housing challenges.	\$30,000

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

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

ATTACHMENT:
Contract Summaries



CONSULTANT CONTRACT 17-003-SS1

Recommended Consultant: Stratiscope

Background & Scope of Work: SCAG is seeking a consultant to promote earthquake preparedness in Southern California through education of civic leadership into the nature of the earthquake threat and active support of risk reduction partnerships between local governments and regional community leadership to minimize disruption to regional and local transportation systems in the event of a major earthquake.

The consultant shall provide policy guidance and technical assistance for earthquake preparedness planning and provide strategic solutions to improve resiliency in the SCAG Region. Thereby, helping to minimizing the damage and disruption to transportation and other systems in the event of significant earthquake in Southern California.

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

- Developing actions that local governments can use to reduce their risk from earthquakes including legislation to improve seismic performance, investments in transportation and other infrastructure, and community engagement;
- Creating collaborations with transportation agencies and other utility providers, both public and private, to use available earth science information to remove predictable risks to our local and regional lifelines; and
- Providing technical expertise on preparedness and reduce potential risk to our local and regional transportation systems, water, telecommunications and other utilities through a series of educational training programs and meetings.

Strategic Plan This item supports SCAG's Strategic Plan Goal 2: 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.

Additionally, this item supports SCAG's President's priority to support local and regional earthquake preparedness and resiliency efforts minimizing the damage and disruption to transportation and other systems in the event of significant earthquake in Southern California.

Contract Amount:	Total not-to-exceed	\$199,500
	Stratiscope (prime consultant)	\$79,500
	Dr. Lucile Jones (subconsultant)	\$70,000
	Pearce Global Partners (subconsultant)	\$50,000

Contract Period: Notice-to-Proceed through June 30, 2018

Project Number: 095-04097.01 \$199,500

Request for Information and Qualifications (RFIQ): SCAG was aware of one consultant, Stratiscope, offering the best reputation and expertise in the field of earthquake preparedness planning. However, to help ensure that Stratiscope was the best overall firm with the qualifications desired, SCAG staff notified 3,269 firms of the RFIQ via SCAG's Solicitation Management

System, and also emailed the RFIQ to 10 additional firms found through an Internet search. SCAG received the following two (2) responses to the RFIQ, excluding Stratiscope:

Stratiscope (2 subconsultants)	N/A – Labor Hour
Stantec (no subconsultants)	N/A – Labor Hour
EUR Consulting & Development, Inc. (no subconsultants)	N/A – Labor Hour

Basis for Selection: As stated above, SCAG received two other responses to its RFIQ, and while both respondents had significant experience in the field of engineering and earthquake retrofits, neither showed that they possessed the extensive policy background, name-recognition, and media experience needed to be successful in executing the desired scope of work. Therefore staff determined that competition was inadequate, and awarded the contract to Stratiscope, consistent with SCAG's Procurement Manual (dated 11/01/14), section 6.2. C, which authorizes staff to award a Sole Source contract if after solicitation of a number of sources, competition is determined to be inadequate.

Staff also awarded the contract to Stratiscope because of its excellent reputation and expertise in earthquake resilience in Southern California. Stratiscope, with the services of Dr. Lucile Jones, possesses the reputation and credibility within Southern California to ensure SCAG is able to engage with local governments and other partner agencies to successfully perform the tasks associated with this project. Lastly Stratiscope has shown to be a well-known and trusted expert in the field, as demonstrated by Dr. Lucile Jones's appearance on news shows and in articles. Her name recognition and the expertise credibility will be a valuable asset as we engage our member cities.

CONSULTANT CONTRACT 16-030-C1

Recommended Consultant:	Digital Map Products
Background & Scope of Work:	<p>SCAG is seeking a consultant to provide a regional parcel database. The database is crucial to SCAG's goal to develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.</p> <p>The consultant shall provide SCAG with a parcel database for use in development of an integrated land use database. The data will be made available to SCAG's member agencies to assist with their local planning activities and will allow SCAG to share regional and local planning data with up to 500 end users.</p>
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• Current parcel data including boundaries and characteristics; and• The ability to share this data and web application with 500 users that includes SCAG member agencies and other stakeholders.
Strategic Plan:	<p>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 and Objective c: Maintain a leadership role in the modeling and planning data/GIS communities.</p>
Contract Amount:	<p>Total not-to- exceed \$55,000 Digital Map Products (prime consultant) Note: Digital Map Products originally proposed \$68,000, but staff negotiated the price down to \$55,000 without reducing the scope of work.</p>
Contract Period:	June 23, 2016 through June 23, 2017
Project Number:	055.SCG0133.05 \$55,000 Funding source: Consolidated Planning Grant (CPG)
Request for Proposal (RFP):	<p>SCAG staff notified 2,320 firms of the release of RFP 16-030 and posted the RFP on SCAG's Solicitation Management System. A total of 43 firms downloaded the RFP. SCAG received one (1) proposal in response to the solicitation:</p> <p>Digital Map Products (no subconsultants) \$68,000</p> <p>After receiving only one proposal, staff surveyed the other 42 firms that downloaded the RFP to determine why each did not submit a proposal. Fifteen firms responded to staff's survey and provided various reasons as to why they did not respond ranging from, they did not have sufficient staff, resources, or expertise; to they did not feel they were going to be successful. SCAG staff followed its standard procurement policies and procedures (which included having a Caltrans Representative participate in the evaluation process and advertising this RFP for six (6) weeks rather than the standard four (4) weeks) and did not find any valid reason to withhold awarding the contract from Digital Map Products.</p>

Selection Process: The Proposal Review Committee (PRC) evaluated the proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposal, the PRC did not conduct interviews because the proposal contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

Choel-Ho Lee, Senior Regional Planner, SCAG
John Cho, Associate Regional Planner, SCAG
Jung Seo, Regional Planner Specialist, SCAG
Rachel Rodriguez, Research Program Specialist, Caltrans District 7

Basis for Selection: The PRC recommended Digital Map Products for the contract award because the consultant:

- Demonstrated an excellent understanding of the proposed scope of work and the key elements involved. Specifically, they proposed all the data elements specified in the RFP (parcels, aerial imagery, streets) and could have the application up and running within hours of the Notice to Proceed, meeting the aggressive schedule needed to complete the work;
- Demonstrated the extensive experience with projects of similar size and scope. For example, they have a national presence with over 200,000 registered users across twenty-three (23) states and have been doing this type of work since 1997;
- Demonstrated the capability to acquire different data sets and provide an easy to use navigation tool. Their system allows SCAG to add additional data layers to the application making it a more robust system and one that will facilitate analyses by both SCAG and its member agencies; and
- Provided an application platform that is in a secure facility in Irvine ensuring that the system will be available to users around the clock (24/7).

CONSULTANT CONTRACT 16-043-C1

Recommended Consultant:	ICF Jones & Stokes, Inc.				
Background & Scope of Work:	The consultant shall develop a SCAG regional emission dispersion model that can be used to estimate the concentration of criteria pollutants, including Carbon Monoxide (CO), Nitrogen Oxide (NOx), and Particulate Matter (PM) as they travel away from an emission source by replicating atmospheric condition such as wind speed, wind direction, air temperature and terrain in the SCAG region.				
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• A working regional air dispersion model and the model application tool that will assist staff with its analysis of regional transportation planning, and policies, such as transportation conformity, public health, and environmental justice;• A means to more accurately predict pollutants concentration emitted from vehicles; and• Final project report documenting the project and modeling application.				
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: c) Provide practical solutions for moving new ideas forward.				
Contract Amount:	<p>Total not-to-exceed \$34,960 ICF Jones & Stokes, Inc. Note: ICF Jones & Stokes, Inc. originally proposed \$59,984, but staff negotiated the price down to \$34,960 without reducing the required scope of work.</p>				
Contract Period:	June 27, 2016 through August 31, 2016				
Project Number(s):	055-0133B.05 \$10,000 150-4096B.02 \$25,000 Funding source(s): Consolidated Planning Grant (CPG) and Federal Highway Administration (FHWA).				
Request-for-Proposal (RFP):	<p>SCAG staff notified 695 firms of the release of RFP 16-043 via SCAG's Solicitation Management System. A total of 36 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:</p> <table border="0" style="width: 100%;"><tr><td style="width: 80%;">ICF Jones & Stokes, Inc. (no subconsultants)</td><td style="text-align: right;">\$59,984</td></tr><tr><td>University of California, Riverside (no subconsultants)</td><td style="text-align: right;">\$23,586</td></tr></table>	ICF Jones & Stokes, Inc. (no subconsultants)	\$59,984	University of California, Riverside (no subconsultants)	\$23,586
ICF Jones & Stokes, Inc. (no subconsultants)	\$59,984				
University of California, Riverside (no subconsultants)	\$23,586				
Selection Process:	The Proposal Review Committee (PRC) evaluated both proposals in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.				

The PRC consisted of the following individuals:

Mana Sangkapichai, Transportation Modeler, SCAG

Rongsheng Luo, Program Manager, SCAG

John Cho, Associate Regional Planner, SCAG

Basis for Selection:

The PRC initially awarded the contract to the University of California, Riverside. However, they would not accept SCAG's standard contract terms and conditions. Consequently, staff awarded the contract to ICF Jones & Stokes, Inc. Staff negotiated the ICF Jones & Stokes, Inc.'s cost down from \$59,984 to \$34,960 by removing items that were not required to complete the scope of work (i.e., were above and beyond what was required).

The PRC also recommended ICF Jones & Stokes, Inc. for the contract award because the consultant:

- Demonstrated an excellent understanding of the project, specifically ICF Jones & Stokes, Inc. brings a long history of supporting Environmental Justice issues specific to air pollution and in particular air dispersion modeling; and
- Provided an excellent technical approach, for example meteorological data is critical to defining dispersion of air pollutants. SCAG region is large and to prepare the meteorological data for entire SCAG region, which meteorological conditions are vary widely, will represent a challenge. ICF Jones & Stokes, Inc. is able to recommend an appropriate air dispersion model, along with preprocessed meteorological data that can be utilized and publicly available. This approach reduces both times and costs for data preparation.

CONSULTANT CONTRACT 17-006-SSG1

Recommended Consultant:	California Forward
Background & Scope of Work:	<p>SCAG, in partnership with 18 non-profit, private and public entities, is planning a Housing Summit which is scheduled for October 11, 2016. The shortage of housing and lack of affordability may have adverse impacts not only on the well-being of individuals and households in the region, but also the competitiveness of the regional economy. The Housing Summit will address both the causes and possible solutions for the housing challenges.</p> <p>The consultant shall provide expert professional services to create local fiscal incentives and develop sources of funding for housing development.</p>
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• Providing advice on the program design and implementation of the Housing Summit;• Conducting timely strategic issues analysis;• Determining how to establish fiscal incentives to encourage local government to approve housing;• Determining how to increase state financial participation in local housing development;• Recommending and recruiting speakers and panelists; and• Supporting follow-up recommendations from the Housing Summit.
Strategic Plan	<p>This item supports SCAG's Strategic Plan Goal 2: 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.</p>
Contract Amount:	Total not-to-exceed \$30,000 California Forward (prime consultant)
Contract Period:	July 5, 2016 through December 30, 2016
Project Number:	800-0160.04 \$30,000 Funding Source: General Fund
Selection Process:	<p>The subject contract award is in accordance with the Regional Council Policy Manual, Article VIII, Section 1.2 (updated September 2009, pg. 26), and the SCAG Procurement Manual (sections 3.3. and 3.4) which authorizes the Executive Director or his designee (the Chief Financial Officer) to approve a consultant contract without competition, if the contract is less than \$200,000 and paid for from the General Fund.</p>
Basis for Selection:	<p>California Forward is recommended for the contract award due to Mr. Fred Silva, the company's Project Manager, being widely regarded as the foremost expert in addressing housing challenges with fiscal incentives and opportunities. He was with the Public Policy Institute of California and currently serves as senior fiscal policy advisor for California Forward. He has spent over 40 years developing</p>

public policy at the state and local government level, and is considered an expert in fiscal policies related to housing. Mr. Silva has authored nearly two dozen publications and commentaries regarding government fiscal issues, many of which are directly related to state wide and local funding strategies with respect to California's housing crisis. Mr. Silva has provided professional services and has conducted presentations throughout the state. Recently, Mr. Silva has been in the forefront in informing state and local government and local residents, about the importance of Enhanced Infrastructure Financing Districts (EIFDs) and other tools that would spur local and regional investments. For these reasons, it was in the agency's best interest to retain Mr. Silva to provide the needed services.



2016 MEETING SCHEDULE

REGIONAL COUNCIL AND POLICY COMMITTEES

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

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 Alan Wapner, San Bernardino
 Associated Governments
 Immediate Past President
 Cheryl Viegas-Walker, El Centro

Executive/Administration Committee Chair
 Michele Martinez, Santa Ana

Policy Committee Chairs
 Community, Economic and Human Development
 Bill Jahn, Big Bear Lake
 Energy & Environment
 Carmen Ramirez, Oxnard
 Transportation
 Barbara Messina, Alhambra

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

February 4, 2016

March 3, 2016

April 7, 2016

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

June 2, 2016

July 7, 2016

August 4, 2016 (DARK)

September 1, 2016

September 29, 2016*

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

November 3, 2016

December 1, 2016

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DATE: September 1, 2016

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

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

SUBJECT: CFO Monthly Report

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only-No Action Required.

STRATEGIC PLAN:

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

MEMBERSHIP DUES

As of August 17, 2016, 140 cities and 3 counties had renewed their memberships with SCAG. There were 49 cities and 3 counties outstanding.

AUDITS

The Caltrans auditors are scheduled to return to SCAG on August 29, 2016 to commence their transactions testing. They will return in mid-September for additional testing.

BUDGET & GRANTS (B&G):

On June 27, 2016, SCAG received final approval for the FY 2016-17 Overall Work Program (OWP).

On July 29, 2016 staff submitted the FY 2015-16 OWP 4th Quarter Progress Report with preliminary expenditures to Caltrans for their review. The 4th Quarter Progress Report with final expenditures will be delivered to Caltrans in September.

The Call for Applications for the 2017-18 Caltrans Sustainable Transportation Planning Grant Program is expected in late August. B&G staff, in collaboration with Caltrans, District 7 staff, will be hosting a Regional Workshop in September to review guidelines and answer questions from potential applicants.

CONTRACTS:

In July 2016, the Contracts Department issued three (3) Request for Proposal (RFP); awarded six (6) contracts; issued eight (8) contract amendments; and processed 169 Purchase Orders to support ongoing business and enterprise operations. Contracts staff continued to negotiate better pricing and reduced costs for services and for fiscal year 2016 negotiated a cumulative budget savings of approximately \$395,827.

ATTACHMENT:

July 2016 CFO Monthly Status Report



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Office of the Chief Financial Officer

Monthly Status Report

JULY 2016



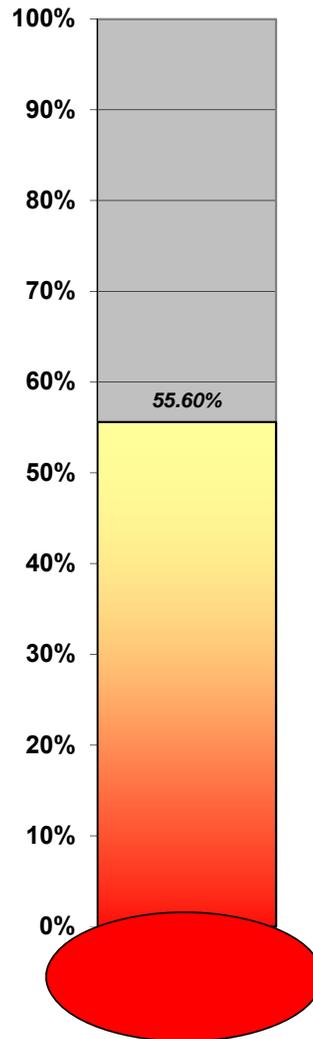
OVERVIEW

As of August 16, 2016, 140 cities and counties have renewed their memberships. Forty-nine cities and three counties have yet to renew and there were two cities in the SCAG region still being recruited for membership.

SUMMARY

FY17 Membership Dues	<u><u>\$1,947,180.67</u></u>
Total Collected	<u><u>\$1,082,661.00</u></u>
Percentage Collected	<u><u>55.60%</u></u>

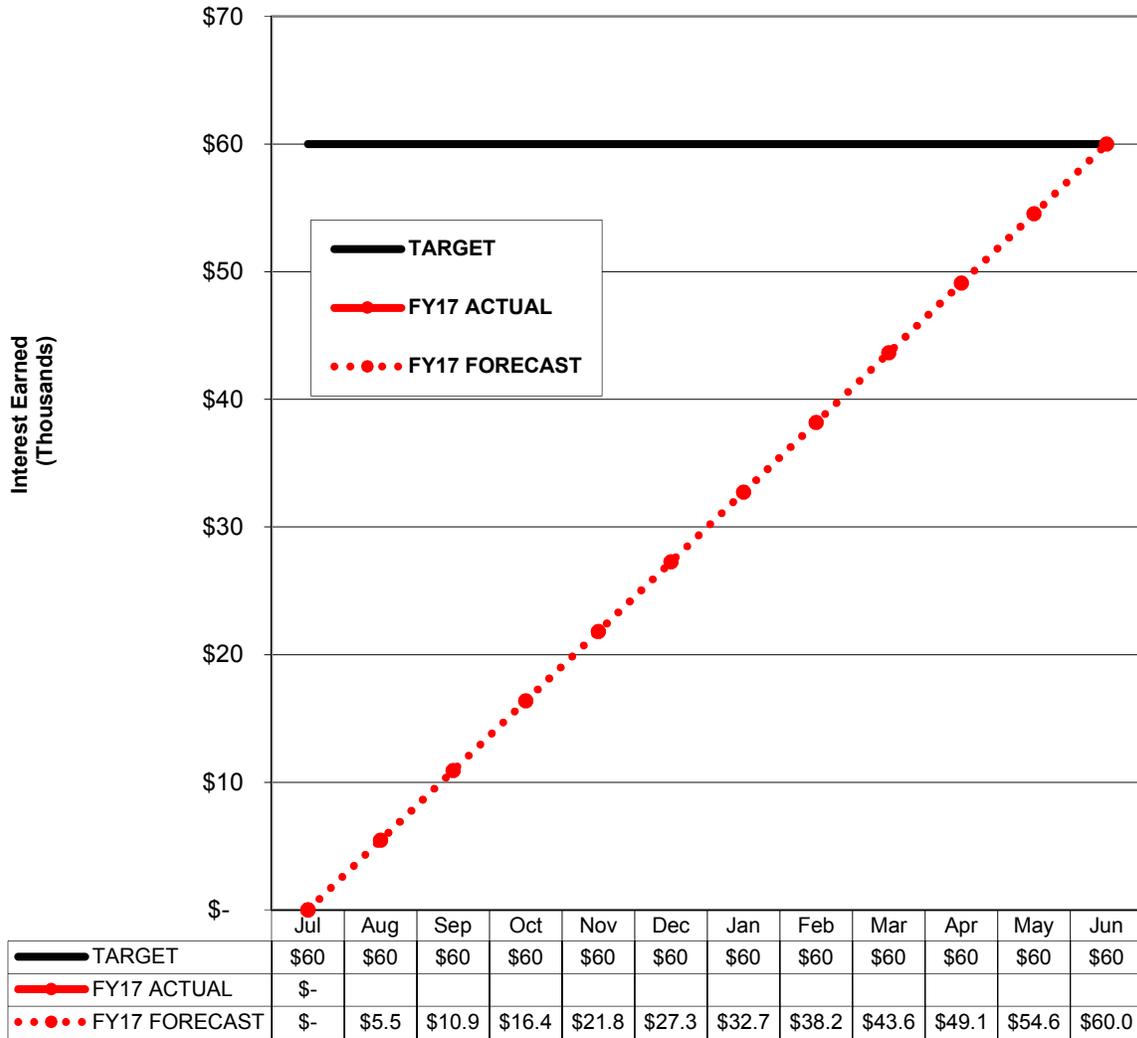
FY17 Membership Dues Collected



Office of the CFO
Interest Earnings Variance



INTEREST EARNINGS VARIANCE



OVERVIEW

Actual interest income is plotted against the target amount. The amount credited to SCAG's account through July was zero because there is a one-month reporting lag. The LA County Pool earned 0.95% in June.

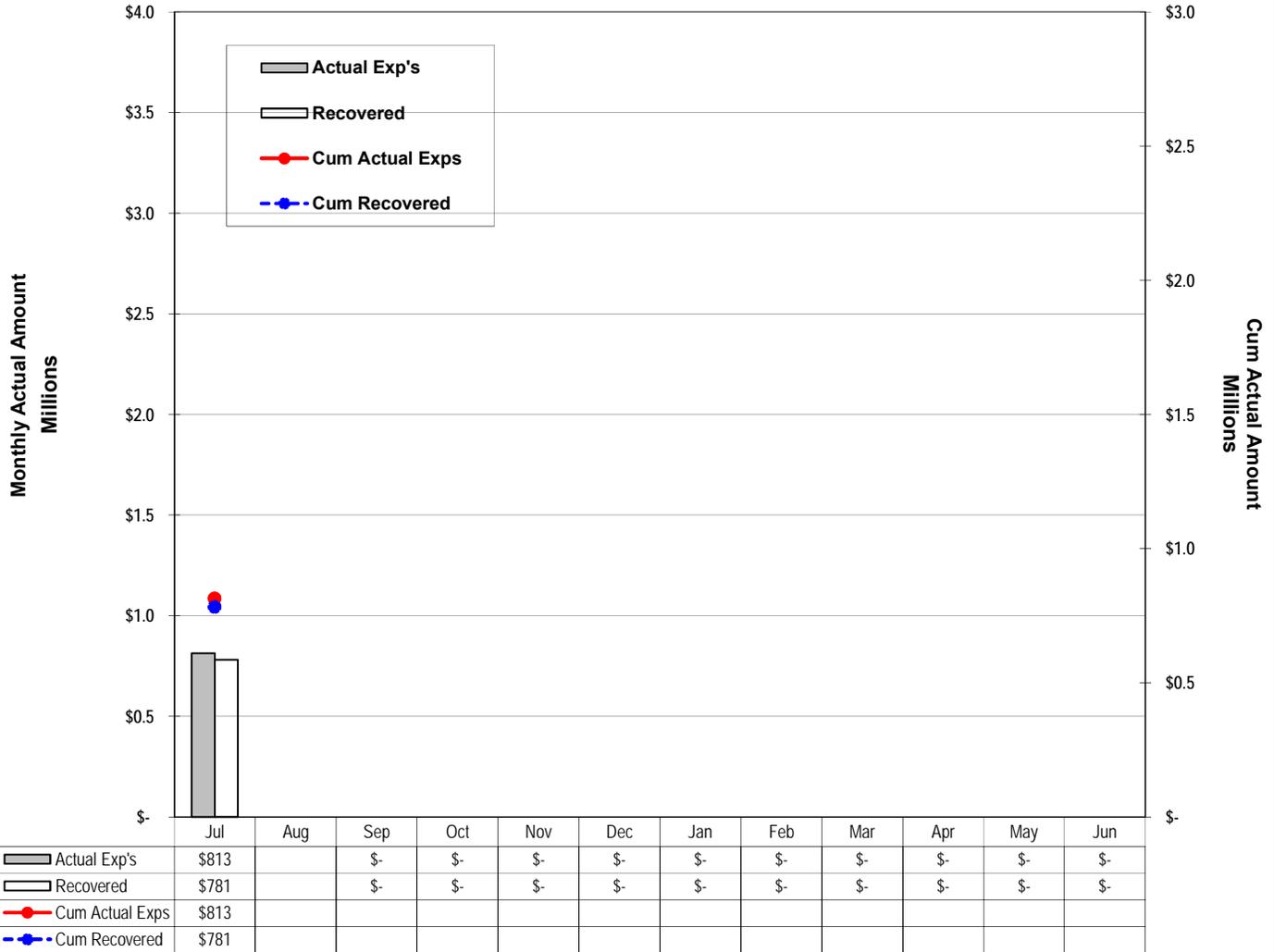
SUMMARY

The amount projected for FY17 is \$60,000.



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

FY17 INDIRECT COST & RECOVERY



OVERVIEW

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

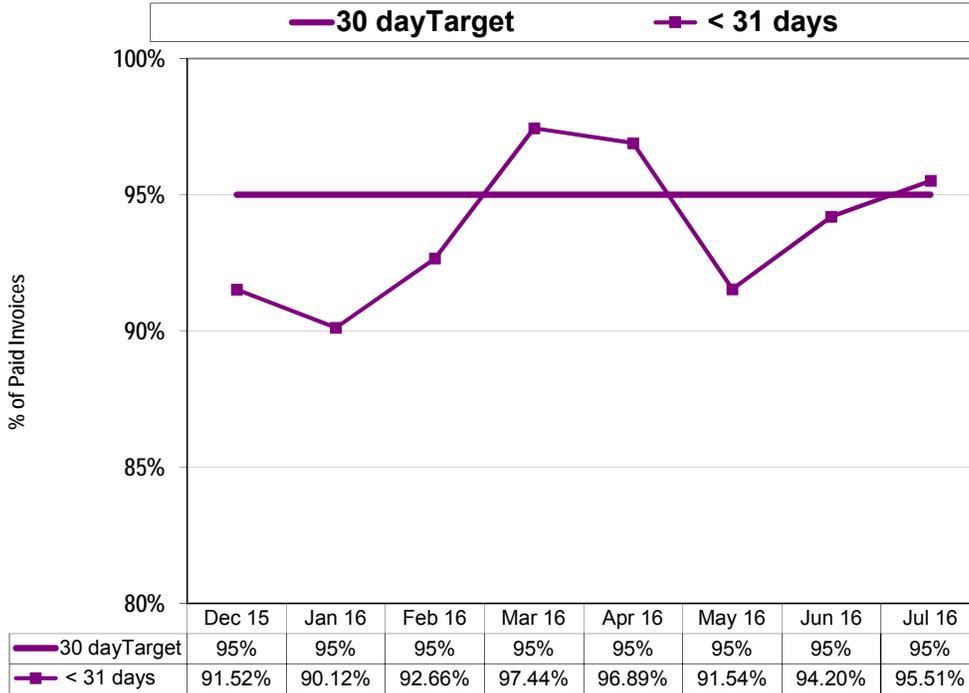
SUMMARY

Through July 2016, SCAG was under-recovered by \$32,389 due to lower than budgeted labor and fringe benefits charges and the recapture of prior over-recovery.

Office of the CFO
Invoice Aging



INVOICE AGING



OVERVIEW

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

SUMMARY

95.51% of July 2016's payments were made within 30 days of invoice receipt.

At month-end, 88 invoices remained unpaid less than 30 days.

Actual

OVERVIEW

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

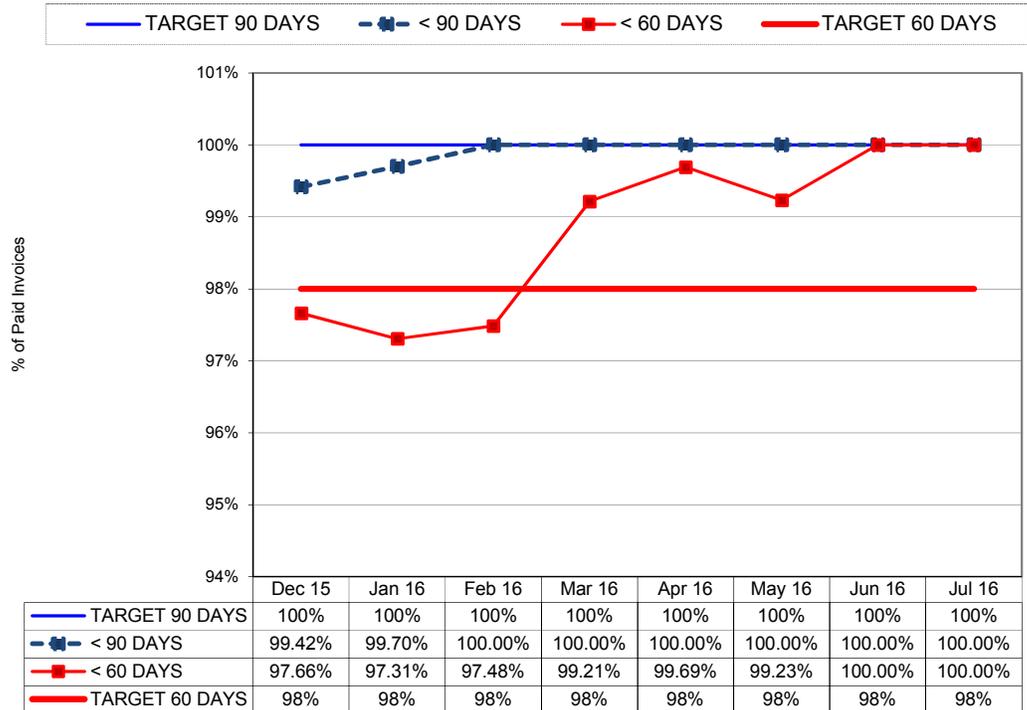
SUMMARY

These goals were met during this period.

100.00% of July 2016's payments were within 60 days of invoice receipt and 100.00% within 90 days. Invoices unpaid 30-60 days totaled 27; 60-90 days: 8; >90 days: 7.



INVOICE AGING



Office of the CFO
Consolidated Balance Sheet

	6/30/2016	7/31/2016	Incr (decr) to equity	COMMENTS
1				
2	Cash at Bank of the West	\$ 920,706	\$ 2,490,119	
3	LA County Investment Pool	\$ 9,813,519	\$ 9,012,984	
4	Cash & Investments	\$ 10,734,225	\$ 11,503,103	\$ 768,878 Grant collections increased
5				
6	Accounts Receivable	\$ 6,696,316	\$ 5,829,643	\$ (866,673) July billings are always less than June billings
7				
8	Fixed Assets - Net Book Value	\$ 547,814	\$ 547,814	\$ - No change
9				
10	Total Assets	\$ 17,978,355	\$ 17,880,561	\$ (97,795)
11				
12	Accounts Payable	\$ (1,862,818)	\$ (1,051,873)	\$ 810,945 AP backlog was reduced
13				
14	Employee-related Liabilities	\$ (288,636)	\$ (320,217)	\$ (31,581) June had four unpaid workdays, July had five
15				
16	Other Current Liabilities	\$ 326,191	\$ 273,968	\$ (52,224) July saw a \$32K IC under-recovery
17				
18	Deferred Revenue	\$ (676,710)	\$ (699,210)	\$ (22,500) Received \$22.5K from Dept. of Energy
19				
20	Total Liabilities and Deferred Revenue	\$ (2,501,973)	\$ (1,797,333)	\$ 704,640
21				
22	Fund Balance	\$ 15,476,382	\$ 16,083,228	\$ 606,846
23				
24				
	WORKING CAPITAL			
25		6/30/2016	7/31/2016	Incr (decr) to working capital
26	Cash	\$ 10,734,225	\$ 11,503,103	\$ 768,878
27	Accounts Receivable	\$ 6,696,316	\$ 5,829,643	\$ (866,673)
28	Accounts Payable	\$ (1,862,818)	\$ (1,051,873)	\$ 810,945
29	Employee-related Liabilities	\$ (288,636)	\$ (320,217)	\$ (31,581)
30	Working Capital	\$ 15,279,086	\$ 15,960,656	\$ 681,570

Office of the CFO
Fiscal Year-To-Date Expenditure Report Through July 31, 2016



COMPREHENSIVE BUDGET

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	Staff & Allocated Fringe Benefits	158,335	158,335	14,183		144,152	9.0%
2	51001 Allocated Indirect Costs	125,937	125,937	10,097		115,840	8.0%
3	54300 SCAG Consultants	414,000	414,000	50,000	61,639	302,361	12.1%
4	54340 Legal costs	120,000	120,000	-	75,000	45,000	0.0%
6	55441 Payroll, bank fees	15,000	15,000	732		14,268	4.9%
7	55510 Office Supplies	25,000	25,000	-	0	25,000	0.0%
8	55600 SCAG Memberships	21,250	21,250	-		21,250	0.0%
9	55610 Professional Membership	15,000	15,000	-		15,000	0.0%
10	55730 Capital Outlay	1,355,619	1,355,619	-		1,355,619	0.0%
11	55830 Conference - Registration	15,000	15,000	6,500		8,500	43.3%
12	55860 Scholarships	32,000	32,000	-		32,000	0.0%
13	55910 RC/Committee Mtgs	25,000	25,000	2,011	2,989	20,000	8.0%
14	55912 RC Retreat	5,000	5,000	-		5,000	0.0%
15	55914 RC General Assembly	500,000	500,000	-	75,708	424,292	0.0%
17	55915 Demographic Workshop	18,000	18,000	-		18,000	0.0%
18	55916 Economic Summit	80,000	80,000	5,000	30,001	44,999	6.3%
19	55920 Other Meeting Expense	45,000	45,000	7,806	71	37,123	17.3%
20	55930 Miscellaneous other	12,000	12,000	97	11,904	0	0.8%
21	55940 Stipend - RC Meetings	220,752	220,752	10,010	0	210,742	4.5%
22	56100 Printing	12,500	12,500	-		12,500	0.0%
23	58100 Travel - outside SCAG region	55,000	55,000	1,945	0	53,055	3.5%
24	58101 Travel - local	26,000	26,000	216	0	25,784	0.8%
25	58110 Mileage - local	23,500	23,500	26	0	23,474	0.1%
26	58200 Travel - Reg Fees	1,000	1,000	-		1,000	0.0%
27	58800 RC Sponsorships	135,000	135,000	-		135,000	0.0%
28	Total General Fund	3,455,893	3,455,893	108,622	257,311	3,089,960	3.1%
29				-			
30	Staff & Fringe Benefits	15,468,852	15,468,852	1,082,560		14,386,292	7.0%
31	51001 Allocated Indirect Costs	12,303,677	12,303,677	770,675		11,533,002	6.3%
32	54300 SCAG Consultants	9,421,216	9,421,216	-	7,159,019	2,262,197	0.0%
33	54360 Pass-through Payments	23,368,912	23,368,912	-		23,368,912	0.0%
34	55210 Software Support	247,231	247,231	99,131	33,061	115,039	40.1%
35	55280 Third Party Contribution	3,651,163	3,651,163	-		3,651,163	0.0%
36	55620 Resource Materials - subscrib	910,000	910,000	17,250	72,001	820,750	1.9%
37	55810 Public Notices	30,000	30,000	-		30,000	0.0%
38	55830 Conference - Registration	50,000	50,000	-		50,000	0.0%
39	55920 Other Meeting Expense	70,000	70,000	-		70,000	0.0%
40	55930 Miscellaneous - other	108,108	108,108	-	1,298	106,810	0.0%
41	56100 Printing	60,000	60,000	-		60,000	0.0%
42	58100 Travel	330,800	330,800	-		330,800	0.0%
43	Total OWP	66,019,959	66,019,959	1,969,616	7,265,379	56,784,964	3.0%
44				-			
45	Comprehensive Budget	69,475,852	69,475,852	2,078,238	7,522,690	59,874,924	3.0%

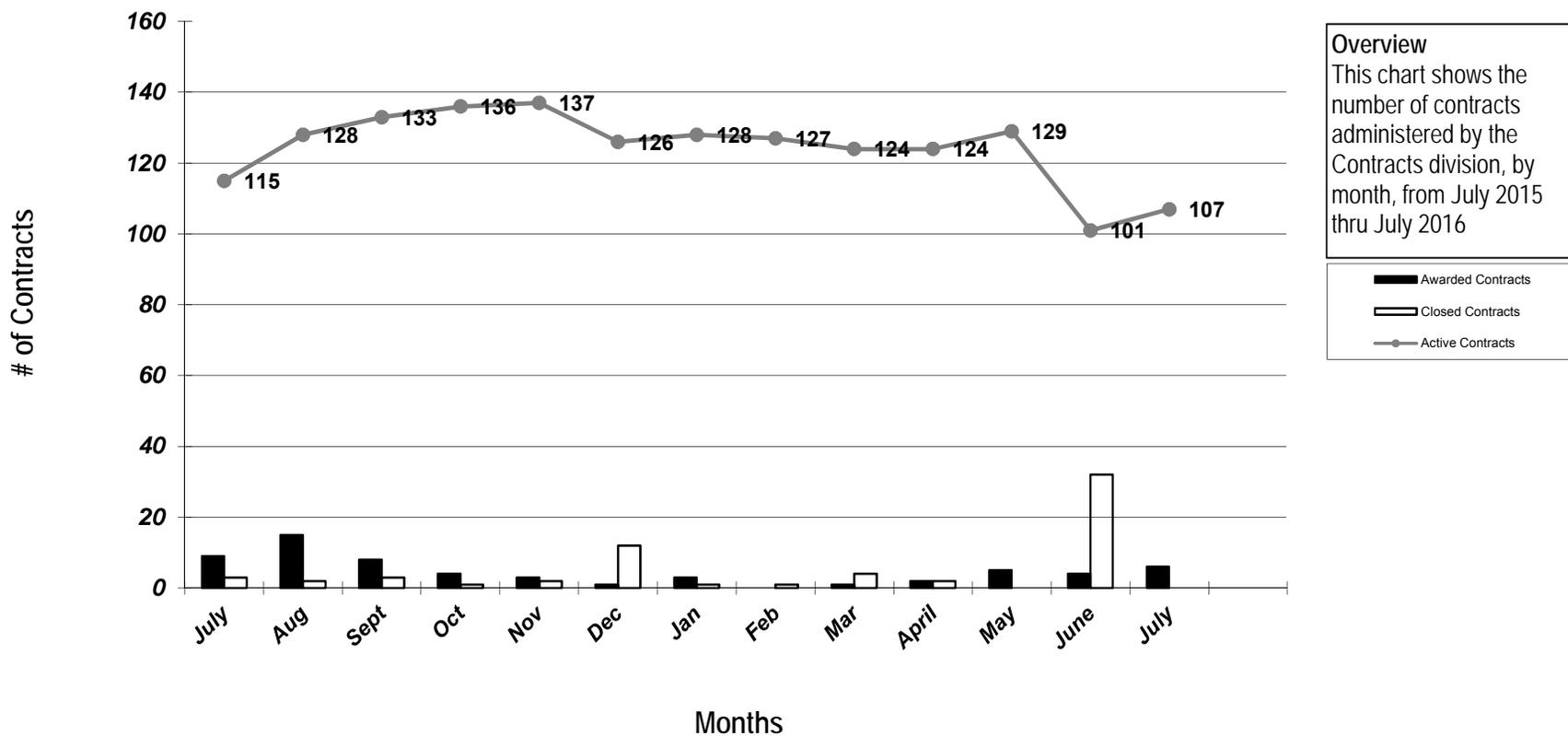
Office of the CFO
Fiscal Year-To-Date Expenditure Report Through July 31, 2016



INDIRECT COST EXPENDITURES

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	Regular Staff	3,729,813	3,729,813	273,170		3,456,643	7.3%
2	50013	Regular OT	-	1,000	181		819	18.1%
3	50014	Interns, Temps, Annuity	169,202	168,202	6,093		162,109	3.6%
5	51000	Allocated Fringe Benefits	2,792,611	2,792,611	267,925		2,524,686	9.6%
6	54300	SCAG Consultants	200,000	200,000	-	200,000	0	0.0%
7	54301	Consultants - Other	1,313,016	1,313,016	21,453	659,630	631,934	1.6%
8	54340	Legal	200,000	200,000	-	65,179	134,821	0.0%
10	55210	Software Support	497,337	497,337	37,591	25,789	433,957	7.6%
11	55220	Hardware Supp	64,320	64,320	1,365	0	62,955	2.1%
12	55240	Repair & Maint Non-IT	27,450	27,450	480	26,970	0	1.7%
14	55400	Office Rent 818 Offices	1,660,000	1,660,000	125,083	1,348,550	186,367	7.5%
15	55410	Office Rent Satellite	245,883	245,883	14,475	218,594	12,814	5.9%
16	55420	Equip Leases	124,500	124,500	-	83,649	40,851	0.0%
17	55430	Equip Repairs & Maint	11,323	11,323	77	11,245	0	0.7%
18	55435	Security Services	100,000	100,000	-	0	100,000	0.0%
19	55440	Insurance	154,999	154,999	12,917		142,082	8.3%
20	55441	Payroll / Bank Fees	20,000	20,000	1,183		18,817	5.9%
21	55445	Taxes	6,200	6,200	-		6,200	0.0%
22	55460	Mater & Equip < \$5,000	17,500	17,500	-	525	16,975	0.0%
23	55510	Office Supplies	73,800	73,800	48	73,752	0	0.1%
24	55520	Graphic Supplies	2,000	2,000	-		2,000	0.0%
25	55530	Telephone	175,000	175,000	7,188	0	167,812	4.1%
26	55540	Postage	10,000	10,000	-	10,000	0	0.0%
27	55550	Delivery Services	6,250	6,250	183	6,066	0	2.9%
28	55600	SCAG Memberships	189,575	189,575	-		189,575	0.0%
30	55620	Res Mats/Subscrip	54,205	54,205	23,788		30,417	43.9%
31	55700	Deprec - Furn & Fixt	40,000	40,000	-		40,000	0.0%
32	55710	Deprec - Computer Equipment	70,000	70,000	-		70,000	0.0%
33	55715	Amortiz - Software	173,140	173,140	-		173,140	0.0%
34	55720	Amortiz - Leasehold Improvements	8,000	8,000	-		8,000	0.0%
35	55800	Recruitment Notices	50,000	50,000	-		50,000	0.0%
36	55801	Recruitment - other	25,000	25,000	604	24,396	0	2.4%
37	55810	Public Notices	5,000	5,000	-		5,000	0.0%
38	55820	Training	81,500	61,500	-		61,500	0.0%
39	55830	Conference/workshops	21,350	21,350	336	0	21,014	1.6%
40	55920	Other Mtg Exp	3,200	3,200	-		3,200	0.0%
41	55930	Miscellaneous - other	5,000	5,000	-	60	4,940	0.0%
42	55950	Temp Help	38,500	38,500	-	13,367	25,133	0.0%
43	56100	Printing	50,500	50,500	-	1,000	49,500	0.0%
44	58100	Travel - Outside	106,400	106,400	-		106,400	0.0%
45	58101	Travel - Local	14,150	14,150	194		13,956	1.4%
46	58110	Mileage - Local	46,825	46,825	26		46,799	0.1%
47	58200	Travel - Reg Fees	-	20,000	18,800		1,200	94.0%
50		Total Indirect Cost	12,583,549	12,583,549	813,160	2,768,773	9,001,616	6.5%

SCAG Contracts (Year to Date)



Overview

This chart shows the number of contracts administered by the Contracts division, by month, from July 2015 thru July 2016

- Awarded Contracts
- Closed Contracts
- Active Contracts



Summary

The chart shows that the Contracts Department is managing 107 active consultant contracts. Fifty-three of these are Cost Plus Fixed Fee contracts, 15 are fixed price contracts, and the remaining 39 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Department anticipates issuing approximately Forty contracts for the remainder of FY 2016-17. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

GROUPS	Authorized Positions	Filled Positions	Vacant Positions
Executive	5	4	1
Legal	3	2	1
Strategy, Policy & Public Affairs	21	19	2
Administration	42	39	3
Planning & Programs	69	63	6
Total	140	127	13

OTHER POSITIONS

GROUPS	Limited Term Positions	Temp Positions	Agency Temps
Executive	0	0	0
Legal	0	0	0
Strategy, Policy & Public Affairs	1	1	0
Administration	5	5	0
Planning & Programs	3	19	0
Total	9	25	0