SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

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NO. 562
MEETING OF THE

REGIONAL COUNCIL

Thursday, September 11, 2014
12:15 p.m. – 2:00 p.m.

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

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

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

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

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SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Regional Council

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	20. Hon. Larry McCallon	*Highland*	District 7
	21. Hon. Deborah Robertson	*Rialto*	District 8
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	24. Hon. Bill Jahn	*Big Bear Lake*	District 11
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	29. Hon. John Nielsen	*Tustin*	District 17
	30. Hon. Leroy Mills	*Cypress*	District 18
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Regional Council

Members – September 2014

Members		**Representing**
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42. VACANT	*Long Beach*	District 30
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55. Hon. Steven Hofbauer	*Palmdale*	District 43
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61. Hon. Bob Blumenfield	*Los Angeles*	District 50
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Regional Council

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71. Hon. Mitch O'Farrell	*Los Angeles*	District 60
72. Hon. José Huizar	*Los Angeles*	District 61
73. Hon. Joe Buscaino	*Los Angeles*	District 62
74. Hon. Karen Spiegel	*Corona*	District 63
75. Hon. Jim Katapodis	*Huntington Beach*	District 64
76. Hon. Ryan McEachron	*Victorville*	District 65
77. Hon. Michael Wilson	*Indio*	District 66
78. Hon. Dante Acosta	*Santa Clarita*	District 67
79. Hon. Rusty Bailey	*Riverside*	District 68
80. Hon. Julio Rodriguez	*Perris*	District 69
81. Hon. Andrew Masiel, Sr.	*Pechanga Band of Luiseño Indians*	Tribal Government Representative
82. Hon. Lisa Bartlett	*Dana Point*	TCA
83. Mr. Randall Lewis	*Lewis Group of Companies*	(Ex-Officio)
84. Hon. Eric Garcetti	*Los Angeles*	(At-Large)

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REGIONAL COUNCIL
AGENDA
SEPTEMBER 11, 2014

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. Carl Morehouse, President)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

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

- Recap of SCAG/SCLC – "Fifty Years into the War on Poverty" Summit, August 20, 2014

PRESIDENT'S REPORT

- New Members
- Committee Appointments
- Business Update
- Air Resources Board – Update

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

Executive/Administration Committee (EAC) Report
(Hon. Carl Morehouse, Chair)

1. 2014 Quadrennial Federal Certification of SCAG **Attachment 1**
   (Hasan Ikhrata, Executive Director)

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

2. Public Transportation Representative on the SCAG Regional Council **Attachment** **34**
(Hasan Ikhrata, Executive Director)

   Recommended Action: Adopt Resolution No. 14-562-5 approving the addition of a public transportation representative on the SCAG Regional Council.

3. SCAG's 2014 Title VI Program Update and Limited English Proficiency (LEP) Plan **Attachment** **45**
(Joann Africa, Chief Counsel)

   Recommended Action: Adopt Resolution No. 14-562-6 approving SCAG's 2014 Title VI Program and related LEP Plan.

4. Resolution No. 14-562-7 for the Federal Highway Administration (FHWA) First Mile/Last Mile Greenhouse Gas Demonstration Analysis **Attachment** **51**
(Basil Panas, Chief Financial Officer)

   Recommended Action: Approve Resolution No. 14-562-7 authorizing SCAG to accept, if awarded, FHWA funds to support the First Mile/Last Mile Greenhouse Gas Demonstration Analysis.

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

5. Transportation Conformity Determination for Amendment No. 2 to 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) and 2015 Federal Transportation Improvement Program (FTIP) **Attachment** **60**
(Huasha Liu, Director, Land Use and Environmental Planning)

   Recommended Action: Approve the transportation conformity determination for Amendment No. 2 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2015 Federal Transportation Improvement Program (FTIP), and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

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

6. Addendum No. 2 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report (PEIR) — **Attachment** — **131**
   (Huasha Liu, Director, Land Use and Environmental Planning)

   Recommended Action: Adopt Resolution No. 14-562-1 to approve the Addendum No. 2 to the PEIR to the 2012-2035 RTP/SCS.

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

7. Amendment No. 2 to the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the 2015 Federal Transportation Improvement Program (FTIP) — **Attachment** — **152**
   (Rich Macias, Director, Transportation Planning)

   Recommended Actions: 1) Adopt Resolution No. 14-562-2 approving Amendment No. 2 to the 2012-2035; and (2) adopt Resolution No. 14-562-3 approving the 2015 FTIP.

8. Amendment 1 of the Fiscal Year (FY) 2014-15 Overall Work Program (OWP) — **Attachment** — **238**
   (Basil Panas, Chief Financial Officer)

   Recommended Action: Adopt Resolution No. 14-562-4 approving Amendment 1 to the FY 2014-15 OWP and authorize the Executive Director, or his designee, to submit the necessary administrative documentation to the California Department of Transportation (Caltrans).

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

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

CONSENT CALENDAR

Approval Items

9. Minutes of the August 7, 2014 Meeting — **Attachment** — **242**

REGIONAL COUNCIL
AGENDA
SEPTEMBER 11, 2014

CONSENT CALENDAR - *continued*

			Page No.
10.	Contracts $200,000 or Greater: Contract No. 14-020-C1, 48-Month Lease of Production Copier/Printer Equipment and Print Management Software	**Attachment**	**252**
11.	Contracts $200,000 or Greater: Contract No. 15-010-C1, Microsoft Enterprise Software License Agreement	**Attachment**	**259**
12.	Proposition 1 – Water Quality, Supply, and Infrastructure Improvement Act of 2014 - Support	**Attachment**	**263**
13.	SB 498 (Lara): Solid Waste: Biomass Conversion – Support	**Attachment**	**267**
14.	SCAG Sponsorships	**Attachment**	**270**

Receive & File

15.	SCAG Sustainability Planning Grants Program – Monthly Update	**Attachment**	**273**
16.	Funding Awarded to SCAG for the Southern California Active Transportation Safety and Encouragement Campaign	**Attachment**	**281**
17.	Annual "Walk To School Day" and the Success of Riverside County's Safe Routes to School Program	**Attachment**	**283**
18.	2014 Active Transportation Program (ATP) Statewide Competition Funding Awards	**Attachment**	**290**
19.	2014 Regional Council and Policy Committees Meeting Schedule	**Attachment**	**294**
20.	Purchase Orders $5,000 but less than $200,000; Contracts $25,000 but less than $200,000; and Amendments $5,000 but less than $75,000	**Attachment**	**295**
21.	Cap-and-Trade Funding Update: Allocation Guideline Development and Schedule	**Attachment**	**309**
22.	September 2014 State and Federal Legislative Update	**To be distributed under separate cover**	
23.	CFO Monthly Report	**Attachment**	**336**

FUTURE AGENDA ITEM/S

ADJOURNMENT

The next meeting will be held on Thursday, October 2, 2014, at the SCAG Los Angeles Office.

REPORT

AGENDA ITEM NO. 1

DATE: September 11, 2014

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

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

SUBJECT: 2014 Quadrennial Federal Certification of SCAG

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Receive and File.

EXECUTIVE SUMMARY:
Federal regulations require the United States Department of Transportation (USDOT), specifically the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), to jointly review and evaluate every four (4) years, the metropolitan transportation planning process of all urbanized areas that have populations totaling 200,000 or greater. In August 2014, the USDOT reviewed and evaluated SCAG's transportation planning process and issued a final certification report that will remain valid for the next four (4) years. The report did not include any corrective action and commended SCAG's RTP Outreach process as a best practice.

BACKGROUND:
Pursuant to the federal requirements, FHWA and FTA jointly initiated review and evaluation of SCAG's transportation planning processes in December of 2013, to be conducted once every four (4) years. Over a period of several months, the process involved review of SCAG's transportation planning; decision making; public involvement, as well as administrative processes based on written materials provided by SCAG staff in response to specific questions posed by FHWA and FTA; and interview of key staff, elected officials as well as transit operators and transportation partners. As a result of the extensive review process, FHWA and FTA jointly concluded that SCAG met all of the federal requirements leading to issuance of a Final Certification report in August of 2014. The report did not include any corrective action and commended SCAG's RTP Outreach process as a best practice. The certification will remain valid for the next four (4) years through August, 2018.

A copy of the Final Certification Report is attached to this memo for reference.

ATTACHMENT:
Final Report on Transportation Planning Certification Review of SCAG, August 2014

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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Transportation Planning Certification Review

Final Report
August 2014

Prepared by:

The Federal Highway Administration
California Division

The Federal Transit Administration
Region IX

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Appendix B: SCAG's Address of 2010 Certification Review Corrective Actions *27*
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Executive Summary

Federal regulations require the United States Department of Transportation (USDOT) – specifically the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) – to jointly review and evaluate the metropolitan transportation planning process of all urbanized areas that have populations totaling 200,000 or greater every four years. The Southern California Association of Governments (SCAG) Metropolitan Planning Area's (MPA) last transportation planning process certification was completed in August 2010.

A Federal review team, of FHWA and FTA staff, conducted a desk audit and site visit. The desk audit was completed first and included an in-depth review of SCAG's metropolitan transportation planning process and products, and SCAG's staff provided detailed written responses to the review team's request for information. Ensuing desk audit completion, the review team conducted the site visit on February 4-6. Integrated discussions between the review team and SCAG staff, a public listening session, and interviews with SCAG local elected, transit, and Native American Tribal Government officials occurred.

SCAG's 2014 certification review focused on assessing SCAG's compliance with updated metropolitan transportation planning provisions of Moving Ahead for Progress in the 21st Century (MAP-21), and strategic FHWA and FTA initiatives including:

- Organizational Structure and Board Administration
- Metropolitan Planning Area Boundaries, Agreements, and Contracts
- Financial Planning and Fiscal Constraint
- Federal Transportation Improvement Program (FTIP), Air Quality/Transportation Conformity, and Congestion Mitigation
- Public Participation, Visualization, Title VI/Environmental Justice (EJ), and Tribal Governments
- Regional Transportation Plan (RTP)
- Project Selection and Monitoring, and Program Delivery
- Overall Work Program (OWP), Planning Factors, Planning Studies, and Self-Certification
- Transportation Planning Safety and Security
- Congestion Management Process (CMP)
- Travel Demand Forecasting and Modeling
- Freight and Goods Movement Planning
- Management and Operations (M&O) and Intelligent Transportation Systems (ITS)
- Consultant Selection and Procurement

The body of this report contains applicable findings, corrective actions, recommendations, and best practices observed. Findings document conditions perceived. Corrective actions detail areas of concern, where MPO practices unsuccessfully meet Federal requirements. If left unaddressed, MPO program restrictions may be imposed. Recommendations provide potential

MPO practice improvements, and best practices highlight items found as exemplary. A summary of these items are provided in Table 1.

Review Outcome

FHWA and FTA jointly certify that the metropolitan transportation planning process performed by SCAG substantially meets requirements of 23 Code of Regulations (CFR) § 450, and all other applicable requirements. Additional information regarding all findings and recommendations may be found in the relevant sections of this report.

Table 1: Findings, Corrective Actions, Recommendations, and Best Practices Summary

Focus Area	Findings	Corrective Actions	Recommendations	Best Practices
Organizational Structure and Board Administration (23 CFR § 450.310)	Zero significant changes warrant SCAG to make organizational structure or Board modifications since 2010 review	-	-	-
Metropolitan Planning Area (MPA) Boundaries (23 CFR § 450.312)	SCAG's MPA was adjusted per the 2010 Census and newly includes Mission Viejo urbanized area (UZA) and population 11 of Santa Barbara's UZA	-	SCAG should enter into a Memorandum of Understanding (MOU) with Santa Barbara County Association of Governments (SBCAG) regarding Census 2010 UZA boundary changes for population 11 of Santa Barbara UZA extending Ventura County	-
Metropolitan Planning Agreements and Contracts (23 CFR § 450.314)	Sufficient agreements and contracts as required in place	-	Consider update of existing agreements and contracts that are greater than eight years old, or those due near to expire	-
Financial Planning and Fiscal Constraint (23 CFR §§ 450.322, 450.324)	Financial planning and fiscal constraint requirements met as RTP financial plan and FTIP financial analysis are consistent, which include revenues, expenditure forecasts, strategies, assumptions, and methodologies made through stakeholder collaborations	-	-	-

FTIP (23 CFR § 450.324)	2013 FTIP last transportation improvement program developed, next update set for 2015. FTIP consistent with RTP and meets CFR requirements	-	-	-
Air Quality/ Transportation Conformity, and Congestion Mitigation (40 CFR § 93, Clean Air Act)	Conformity analyses and determinations, as well as congestion mitigation practices, found prepared and carried out in accordance to legislative requirements. Interagency consultation efforts deemed acceptable	-	-	-
Public Participation, Visualization, Title VI/EJ, and Tribal Governments (23 CFR § 450.316, Executive Order (E.O.) 12898)	Public participation plan updated in 2014, visualization techniques present in RTP and planning functions, and EJ measures, benchmarks, and criteria developed through outreach to include EJ input. Legislative requirements met	-	Utilize National Rural Transportation Assistance Program (www.nationalrtap.org) to get resources for Native American Tribal Governments	-
RTP (23 CFR § 450.322)	RTP meets CFR requirements and was developed through extensive outreach to involve a broad spectrum of stakeholders	-	View examples to implement MAP-21 requirements: 1. 2013 North Dakota Peer Exchange on Introducing Performance Management into the Metropolitan Planning Process – http://www.planning.dot.gov/Peer/NorthDakota/MPO_Performance_Mgt_06-13.pdf 2. Performance-Based Planning & Programming Guidebook – http://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/index.cfm	RTP public outreach activities, viewable in detail at: http://rtpscs.scag.ca.gov/documents/2012/final/sr/2012fRTP_PublicParticipation.pdf - pp. 1 -17

			Visit Transportation Planning Capacity Building (TPCB) Program Website often for upcoming events and webinars: http://planning.dot.gov/events.asp	
Project Selection and Monitoring, and Program Delivery (23 CFR § 450.330)	Requirements met: project selection follows "bottom up" principle in establishment of procedures that detail project additions, modifications, and amendments. Project monitoring and overall program delivery facilitated through internal database	-	Stay tuned to notices of discretionary funding opportunities. SCAG is encouraged to compete where they may receive award to further facilitate the organization's transportation planning efforts To effectively engage planning partners of non-urbanized areas into decision-making processes – review "Transit at the Table III": http://www.planning.dot.gov/documents/TransPlanning/TAT_III_FinalReport.pdf	-
OWP, Planning Factors, Planning Studies, and Self-Certification (23 CFR §§ 450.308, 450.306, 450.318, and 450.334)	SCAG, through self-certification, adequately develops an OWP adhering to USDOT and State established guidelines that addresses planning factors and incorporates planning studies	-	-	-
Transportation Planning Safety and Security (23 CFR § 450.306)	Transportation safety and security goals, objectives, policies, and performance measures incorporated into SCAG's RTP. Transportation improvement program clearly communicates safety and security goals and objectives. Safety and security requirements determined met	-	Keep eye out for Strategic Highway Safety Program (SHSP) update process, and actively participate in interagency consultation to communicate regional priorities To address planning process security issues, refer to National Cooperative Highway Research Program (NCHRP) resource at: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_525v3.pdf	-
CMP (23 CFR § 450.320)	2010 review CMP corrective actions	-	-	-

	adequately addressed, CMP developed to meet CFR requirements, FTIP documents how projects are moved through the CMP, and SCAG has begun implementation of eliminating $50M project threshold from CMP review process			
Travel Demand Forecasting and Modeling (23 CFR § 450.322)	Due to complexity, modeling efforts are "state of the art". Forecasting and analysis models undergoing major updates, and activity-based model (ABM) to replace trip-based model. All requirements found to be met	-	Encouraged to explore dynamic traffic assignment (DTA) models for a more enabled assessment of corridor plan operational strategies, and for a foundation to build stronger ties between planning and operations Encouraged to conduct validation comparisons as a way to demonstrate the detail afforded by new methods, and to verify the authenticity of information produced by models	-
Freight and Goods Movement Planning (23 CFR §§ 450.306, 450.316, 450.104)	Requirements satisfied as region is critical link for freight movement. Comprehensive Regional Goods Movement Plan and Implementation Strategy consistent with RTP, and each process accounts for various stakeholder involvement	-	Consider submission of mega region planning project on freight and goods movement in partnership with the San Diego Association of Governments (SANDAG) Checkout Georgia Statewide Freight and Logistics Plan (2012 Transportation Planning Excellence Award Winner): https://www.fhwa.dot.gov/planning/tpea/2012/2012winners.cfm#w3 View Freight Professional Development Program: http://ops.fhwa.dot.gov/freight/fpd/	-
M&O and ITS (23 CFR §§ 450.322, 450.940)	All requirements fulfilled. Mobility pyramid evaluates performance measures to ensure best-performing projects and strategies	-	-	-

	get included into RTP, and ITS Architecture integrated into planning process			
Consultant Selection and Procurement (23 CFR §§ 172.9, 172.5, 49 CFR § 18)	Procurement procedures found comprehensive and conform to required regulations and internal control standards	-	Provide copy of Procurement Procedures Manual to FHWA Include statement in procurement manual related to compliance with federal/state regulation for prime and sub-consultants' cost including adequate financial system requirements Further substantiate compliance with 49 CFR § 18.42 through incorporation of appropriate language related to records retention in procurement manual Incorporate an evaluation of consultants into procedures manual upon completion of contracts Update procurement manual to clearly define noncompetitive procurement Visit ProcurementPro to ensure appropriate federal clauses are included in all types of federal procurements: http://www.nationalrtap.org/WebApps/ProcurementPRO.aspx	-

Certification Review Introduction, Purpose, and Process

Background

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required at least every four years to jointly review and evaluate metropolitan transportation planning processes for each urbanized area with population greater than 200,000, hereto referred as transportation management areas (TMA). After completion of these reviews a joint certification by the FHWA and FTA results if transportation planning processes are determined to substantially meet federal planning requirements. Each review covers actions by all agencies (States, metropolitan planning organizations (MPO), transit operators, and local governments) charged with cooperatively carrying out day-to-day processes. Failure to certify is significant and may result in withholding of United States Department of Transportation (USDOT) funds. Other reasons the review is conducted are for enhanced planning process quality, and for an assurance that federally funded projects are being advanced without delay.

Purpose and Objective

Planning certification reviews serve several purposes: to evaluate the transportation planning process in metropolitan areas; provide recommendations that may help strengthen planning process aspects; and offer opportunity to recognize planning process best practices – which is equally important as identifying potential improvements.

For this review of the Southern California Association of Government's (SCAG) transportation planning processes, the review team evaluated products and materials including the Regional Transportation Plan (RTP), Federal Transportation Improvement Program (FTIP), Overall Work Program (OWP), Congestion Management Process (CMP), and other relevant areas that all may be referred to in the "Results of Certification Review" section of this document.

Specific objectives of this review focused on determining if:

1) Overall planning activities of SCAG are conducted in accordance with USDOT regulations, policies, and procedures – including provisions of Moving Ahead for Progress in the 21st Century Act (MAP-21), 23 Code of Federal Regulations (CFR), Clean Air Act (CAA), Title VI of Civil Rights Act, etc. as applicable.
2) SCAG's regional transportation planning processes are continuing, cooperative, and comprehensive, which result in development, implementation, and support of transportation system preservation and improvements.
3) SCAG's OWP adequately documents transportation planning activities and other significant transportation planning activities occurring in the region.
4) Regional transportation planning products, including the FTIP and RTP, reflect identified transportation needs, priorities, and funding resources.
5) RTP is multimodal in perspective, meets the needs of the traveling public and community, and is based on current data.

6) Concerns documented during SCAG's 2010 certification review have been adequately addressed.

Previous Certification Review

SCAG's last review was completed in August 2010, and in specific resulted with four corrective actions. In advance of this review, SCAG provided USDOT with a completion status update of corrective actions from the 2010 certification review (Appendix B). USDOT determined each corrective action was completed satisfactorily (Table 2).

Table 2: 2010 Certification Review Corrective Action Statuses

Corrective Action	Status
1. As Los Angeles County has fallen behind in their County CMP update cycle, SCAG staff should work with the local congestion management agency (CMA) to produce an update that provides the data and input necessary to maintain the integrity of the regional CMP. (23 Code of Federal Regulations (CFR) § 450.322)	Completed
2. SCAG staff shall consider the formulation of a non-recurring congestion system-level performance measure to add to existing measures that are part of the regional CMP. The discussion of non-recurring congestion and its role in the regional CMP should be more fully integrated into the "Congestion Management Strategy" section of the next long-range planning (LRP) document. (23 CFR § 450.322 (c)(4,6))	Completed
3. Imperial County was missing from the regional CMP analyses. SCAG staff should extend their regional congestion management analysis activities to cover the appropriate hierarchy of roads in the County, identifying congested roadway segments and evaluating appropriate management strategies. (23 CFR § 450.322(a))	Completed
4. As portions of the SCAG region are classified as a nonattainment area for meeting federal ozone, particulate matter (PM) 10 and PM2.5 air quality standards, it is imperative that SCAG enhance the documentation of alternative strategies (e.g. transportation demand modeling (TDM), operations, bike/pedestrian, etc.) selected for implementation in major corridors where significant capacity additions are planned or programmed. (23 CFR § 450.322(e))	Completed

Methodology

For SCAG's 2010 certification review, USDOT's team consisted of staff from the FHWA California Division Office, FHWA Office of Planning, and FTA Region 9. Subject experts from FHWA's Resource Center also participated during applicable sessions. Prior to meeting onsite, USDOT's review team prepared a request for information desk audit that asked questions about SCAG's structure and planning processes. SCAG's responses to the request for information helped provide focus for discussions during the site visit.

The review site visit began February 4 and concluded February 6, 2014. In addition to discussions with SCAG's staff, a public listening session was held to afford the public an opportunity to provide oral and written comments. Interviews were also conducted with SCAG elected and transit operator officials, and a regional Native American Tribal Government representative. Overall the feedback gleaned from the public listening session and interviews of officials was positive in support of transportation planning processes that SCAG performs. Appendix C provides a list of the officials interviewed.

How to Use this Report

Significant findings, corrective actions, recommendations, and best practices of SCAG's planning processes are summarized in Table 1, which is shown after the Executive Summary section of this report above. In interpretation of information this report provides, users should be aware of the definitions as follows:

Findings – are statements of fact based on USDOT observations made during the site visit and review of planning documents.

Corrective Actions – are improvements needed to correct statutory or regulatory deficiencies, which if left unaddressed could lead to a "failure to certify" finding and possible disruption of federal funds to programs and projects.

Recommendations – are other than statutory or regulatory deficiencies, yet actions identified by USDOT that represent strongly endorsed practices.

Best Practices – are those actions or procedures identified by USDOT as outstanding.

Description and Overview SCAG

Founded in 1965, SCAG is a Joint Powers Authority under California state law established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. SCAG is the MPO for 191 cities in six southern California counties: Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial. SCAG's region of 38,000 square miles is home to over 18.7 million residents, and by 2030 the

population expects growth to over 22 million people. Employment opportunities will increase to over 10 million from a current base of over 7 million. SCAG is the largest MPO in the country.

SCAG develops a long-range regional transportation plan, which includes sustainable community strategy and growth forecast components, a transportation improvement program, regional housing needs allocation, and a portion of South Coast's Air Quality management plan. In 1992 SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by federal and state governments, and to provide a more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for a more diverse representation. Districts were formed with the intent to serve equal populations and communities of interest. Currently the Regional Council consists of 86 members.

In addition to the six counties and 191 cities that make up SCAG's region – there are six County Transportation Commissions (CTC) primarily responsible for programming and implementing transportation projects, programs, and services. Additionally, SCAG Bylaws provide for representation of Native American tribes and Air Districts on SCAG's Regional Council (RC) and Policy Committees.

Certification Review Results

Federal Regulations

Through the desk audit and site visit, the review team assessed information and details that SCAG provided in areas required for evaluation in accordance with federal statutes and regulations.

Organizational Structure and Board Administration

Basic Requirement: Federal legislation (23 United States Code (U.S.C.) § 134(d)) requires designation of a MPO for each urbanized area with a population more than 50,000 individuals. When a MPO representing all or part of a TMA is initially designated or re-designated according to 23 CFR § 450.310(d), the policy board of the MPO shall consist of (a) local elected officials, (b) officials of public agencies that administer or operate major modes of transportation within the metropolitan area, and including representation by providers of public transportation, (c) appropriate State transportation officials. Voting membership of a MPO designated – or re-designated prior – will remain valid until a new MPO is re-designated. Re-designation is required whenever the existing MPO seeks to substantially change the proportion of voting members representing individual jurisdictions or the State or the decision-making authority or procedures established under MPO bylaws. An addition of jurisdictional or political bodies into the MPO, or of members to the policy board, generally goes without MPO re-designation requirement.

Review Finding:
SCAG's staff is directed by various policy and technical advisory boards. SCAG's General Assembly comprises representatives from each member jurisdiction, and meets annually to approve the budget as well as any Bylaw amendments. SCAG's RC serves as the main governing board and consists of 86 members who approve the federally required Regional Transportation Plan as well as other plans and policies. SCAG has three policy committees – Transportation; Community, Economic and Human Development; and, Energy and Environment) – that make recommendations to the RC. There is one representative from a regional Native American Tribal Government that serves on the planning board, and all RC members have voting privileges.

Currently the RC is represented by five CTCs that have responsibility to plan and program transportation projects region-wide. Of those, two are transit operators: Los Angeles County Metropolitan Transportation Authority (Metro), and Orange County Transportation Authority (OCTA). CTCs propose county projects, implement RTP policies, programs, and projects, and also guide cities and local agencies through the "Call for Projects" process that is used to select projects. Locally prioritized projects are then forwarded to SCAG for review and acceptance. SCAG subsequently develops the Federal Transportation Improvement Program (FTIP) consistent with the RTP, inter-county connectivity, financial constraint, and air quality conformity. Numerous entities in the region, e.g. regional transit operators, thereafter receive federal, state, and local funds programmed through SCAG's process.

SCAG's organizational structure and Board administration practices meet regulatory requirements.

Metropolitan Planning Area Boundaries

Basic Requirement: The metropolitan planning area (MPA) boundary refers to the geographic area that metropolitan transportation planning processes must be carried out on. MPA's shall, at minimum, cover the Census-defined urbanized area (UZA) and contiguous geographic area(s) likely to become urbanized within the 20-year forecast period covered by the RTP. UZA's subject to the transportation planning process are typically referred to by the USDOT as the urbanized area boundary (UAB). In accordance with 23 U.S.C. § 134 (e) and 23 CFR § 450.312, the boundary should foster an effective planning process that ensures connectivity between modes and promotes overall efficiency. Boundaries should include Environmental Protection Agency (EPA)-defined nonattainment and/or maintenance areas, if applicable, in accordance with the National Ambient Air Quality Standard (NAAQS) for ozone or carbon monoxide.

Review Finding:
SCAG's geographic study area has changed since the last census in 2010. In result, SCAG entered into Memorandum of Understanding (MOU) with the San Diego Association of Governments (SANDAG) regarding the Census 2010 urbanized area boundary changes.

Another boundary change resulting from the Census 2010 is for the Santa Barbara UZA that extends into the northwest corner of Ventura County. SCAG and the Santa Barbara Association of Governments (SBCAG) have yet to commence MOU discussions on the modification.

SCAG's MPA boundaries meet regulatory requirements.

Other Comments:
As performed with SANDAG, SCAG should establish a schedule to commence discussions with SBCAG on the planning area boundary change that resulted from the 2010 Census.

Metropolitan Planning Agreements and Contracts

Basic Requirement: In accordance with 23 U.S.C. § 134 and 23 CFR § 450.314, MPOs are required to establish relationships with State and public transportation agencies under specified agreements between the parties to work in cooperation to carry out a continuing, cooperative, and comprehensive (3C) metropolitan planning process. Agreements must identify mutual roles, responsibilities, and procedures governing cooperative efforts, and must identify the designated agency for air quality planning under the Clean Air Act to address responsibilities and situations that arise in the metropolitan area.

Review Finding:
SCAG has written agreements in place to facilitate regional planning in Southern California that include:

a. Comprehensive Federal Transportation Planning MOU
b. California Department of Transportation (Caltrans) Division of Transportation Planning Master Fund Transfer Agreement
c. Transit MOUs with area transit operators
d. Consultation Procedures of Transportation and Air Quality Conformity MOU

All of SCAG's metropolitan planning agreements and contracts adequately meet regulatory regulations.

Other Comments:
It was noticed that the Caltrans Division of Transportation Planning Master Fund Transfer Agreement expires on December 31, 2014. Discussions to update this agreement should be engaged.

Financial Planning

Basic Requirement: The metropolitan planning statute states the RTP and FTIP (23 U.S.C. § 134 (j)(2)(B)) must include a "financial plan" that "indicates resources from public and private sources expected reasonably available to carry out the program". Additionally, the Statewide Transportation Improvement Program (STIP) may include a similar financial plan (23 U.S.C. § 135 (g)(5)(F)). The financial plan purpose is to

demonstrate fiscal constraint, and these requirements are implemented for the RTP, FTIP, and STIP. Essentially these regulations provide that the RTP, FTIP, and STIP include only projects for which funding "can reasonably be expected available" [(23 CFR § 450.322(f)(10) – for RTP), 23 CFR § 450.324(h) – for FTIP), and 23 CFR § 450.216(m) – for STIP)]. Regulations additionally provide that inclusion of projects in air quality nonattainment and maintenance areas be integrated in the FTIP's and STIP's first two years only if funds are "available or committed". Finally, the Clean Air Act's transportation conformity regulations specify that conformity determinations may only be made on a fiscally constrained RTP and FTIP (40 CFR § 93.108).

Review Finding:
SCAG's financial planning process is extensive, which is a collaborative process that integrates regional technical advisory, an evaluation of data, trend-line vetting, funding scenarios, etc. To establish fiscal constraint SCAG documents key assumptions and normalizes data. SCAG accounts for cost escalations, and has made use of USDOT's Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.

All regulatory required financial planning and fiscal constraint practices were found as performed by SCAG. RTP financial plan and FTIP financial analysis are consistent, which include revenues, expenditure forecasts, strategies, assumptions, and methodologies made through stakeholder collaborations.

FTIP

Basic Requirement: 23 CFR § 450.324 requires the MPO to develop a FTIP in cooperation with State and public transit operators. Specific requirements and conditions specified in the regulations that MPOs must meet include, without limits:

- Completed FTIP update that covers a period of at least four years compatible with STIP development and approval (23 CFR § 450.324 (a))
- FTIP identifies all eligible state implementation plan (SIP) transportation control measures (TCM) with priority, and for projects included in first two years funds are available and committed (23 CFR 450.324 (i))
- FTIP includes capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, and Federal Lands Highway and safety projects included in the State's Strategic Highway Safety Plan; FTIP includes all regionally significant projects that require USDOT approval, even if projects are funded with other dollars besides Title 23 or 49; all federal and non-federal funded regionally significant projects are included in the FTIP consistent with the RTP for information purposes, and for air quality analysis in nonattainment and maintenance areas (23 CFR § 450.324 (c)(d))

Review Finding:
SCAG's FTIP development process is collaborative with regional CTCs that work with local agencies, transit operators, and the state to prioritize projects for inclusion into

individual county transportation improvement programs (TIP). Thereafter, county TIPs are worked on with SCAG and integrated into SCAG's FTIP. SCAG's FTIP is consistent with the RTP, accounts for regional emission tests, sufficiently displays TCMs, was subject to extensive interagency consultation and public involvement, and demonstrates fiscal constraint. All FTIP requirements were determined fulfilled.

Air Quality/Transportation Conformity, and Congestion Mitigation

Basic Requirement: For MPOs the EPA classifies as air quality nonattainment or maintenance areas, many special requirements apply to the metropolitan planning process. Section 176 (c)(1) of the Clean Air Act Amendments of 1990 (CAAA) states: "Zero MPO designated under section 134 of Title 23 U.S.C shall give approval to any project, program, or plan that fails conformance to an implementation plan approved or promulgated under section 110". The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) includes provisions in response to CAAA mandates.

Review Finding:
SCAG collaborates with regional air quality stakeholders to prepare conformity analyses and determinations for the RTP and FTIP. SCAG also works closely with all air districts to coordinate regional transportation planning and air quality planning policies, programs, technical methodologies and assumptions, public involvement processes, and congestion mitigation practices that benefit air quality. Extensive, ongoing, collaborative, and inclusive interagency consultation is implemented during development of all transportation planning products that SCAG delivers. SCAG's processes meet all air quality conformity requirements.

Public Participation, Visualization, Title VI/Environmental Justice (EJ), and Tribal Governments

Basic Requirement: The MPO is required under 23 CFR § 450.316 to engage in a metropolitan planning process that creates opportunities for public involvement, participation, and consultation through RTP and FTIP development. Consultations should include (1) a comparison of the RTP with State conservation plans or maps, if available – or (2) a comparison of the MTP with inventories of natural or historic resources, if available. Use of explicit procedures, strategies, and desired outcomes for employing visualization techniques in the RTP and FTIP are also detailed under requirements of 23 CFR § 450.316.

It has been a long-standing policy of USDOT to actively ensure nondiscrimination under Title VI of the Civil Rights Act of 1964, which states "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance". Title VI bars intentional discrimination, i.e. disparate treatment, as well as disparate-impact discrimination stemming from neutral policy or practice that has the effect of a disparate impact on protected groups based on race, color, or national origin. Planning regulations (23 CFR § 450.334 (a)(3)) require MPOs to self-certify that "the planning process is being carried out in accordance with

all applicable requirements of Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. § 2000d-1) and 49 CFR part 21".

Environmental Justice Executive Order (E.O.) 12898, issued February 11, 1994, provides that "each Federal agency shall make achieving EJ part of its mission by identifying and addressing, as appropriate, disproportionately high or adverse human health and environmental effects of its programs, policies, and activities on minority populations and low-income populations…". In compliance with this Executive Order, USDOT's order on EJ was issued April 15, 1997. Furthermore, FHWA issued order number 6640.23 on December 2, 1998, entitled "FHWA Actions to Address EJ in Minority Populations and Low-Income Populations", to establish policies and procedures for FHWA to use in complying with E.O. 12898. FTA Circular 4703.1, EJ Policy Guidance for FTA recipients was published August 15, 2012.

Planning regulations 23 CFR § 450.316 (a)(1)(vii) require that the needs of those "traditionally underserved" by existing transportation systems – such as low-income and/or minority households that may face challenges accessing employment and other services – be sought out and considered.

Limited English Proficiency E.O. 13166, issued August 11, 2000, directs federal agencies to evaluate services provided to Limited English Proficient (LEP) persons and implements a system that ensures LEP persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency. Additionally, each federal agency shall ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. Other requirements related to this section are included in 23 CFR § 450.322 (f)(7) and (g)(1)(2), and 23 CFR § 450.324 (b).

Review Finding:
SCAG's public participation plan (PPP) guides the public involvement process and 3C planning process among stakeholders to ensure ongoing opportunity for broad-based participation in development and review of regional transportation plans and programs. SCAG consulted with a broad range of interested parties – involving outreach to cities and counties, CTCs, sub-regional organizations, transit operators, federal and state resource agencies, Tribal Governments, representatives of the disabled, pedestrian walkways, and bicycle facilities, environmental groups, etc. – to develop public participation plan goals, strategies, procedures, and techniques. SCAG's PPP was last updated and adopted on April 3, 2014, which resulted from the consultation and evaluation process. This document is available at: http://scag.ca.gov/participate/Pages/PublicParticipationPlan.aspx.

SCAG employs visualization techniques as a strategy to better describe plans, programs, and products to a variety of stakeholders via traditional mechanisms like PowerPoint presentations, fact sheets, and electronic newsletters. Monthly RC meetings are

broadcast using streaming video with archives made available. Interactive maps are made available on a variety of subjects – e.g. renewable energy fueling/charging stations, electricity generation facilities, etc.

SCAG's EJ program includes two main elements: technical analysis and public outreach. SCAG's role is to ensure when transportation decisions are made that low-income and minority communities have ample opportunity to participate in the decision-making process and that they receive an equitable distribution of benefits without a disproportionate share of burdens. In result, SCAG's RTP includes a robust EJ report that assesses impacts of EJ population groups – and provides a set of measures for potential mitigation of adverse impacts. Many of the EJ benchmarks, measures, and criteria were developed and adopted following public and stakeholder outreach, comment, and input.

SCAG's public participation, visualization, Title VI/EJ, and Tribal Government responsibilities meet all applicable legislative requirements.

Other Comments:
SCAG does well with Native American Tribal Government communications and is encouraged to utilize the National Rural Transportation Assistance Program (www.nationalrtap.org) to obtain resources for Native American Tribal Governments.

RTP

Basic Requirement: In accordance with 23 CFR § 450.322 (a), "The metropolitan transportation planning process shall include development of a transportation plan that addresses at least a 20-year planning horizon…the transportation plan shall include both long-range and short-range strategies/actions that lead to development of a multi-modal transportation system to facilitate the safe and efficient movement of people and goods to address current and future transportation demand".

Review Finding:
SCAG's most recent RTP was developed through extensive outreach that involved workshops and meetings with many interested public and private sector parties, academia, and other stakeholders including bicycle users and advocates, citizens, environmental groups, freight shippers and service providers, ethnic and minority groups, non-profit organizations, etc. Various SCAG policy and technical committees and subcommittees guided development of RTP goals, objectives, performance measures, project prioritization, environmental mitigation, air quality conformity and timely implementation of TCMs, cost revenue estimates, and operations and management. Active transportation solutions to help address public health issues and greenhouse gas reductions were given a great interest, and EJ was a key concern through development.

SCAG's RTP was found to meet CFR and all other applicable requirements, and the public outreach efforts performed to reach 2012 RTP adoption have been identified as a best practice that others may embrace – viewable in detail at: http://rtpscs.scag.ca.gov/documents/2012/final/sr/2012fRTP_PublicParticipation.pdf, pp. 1 -17.

Other Comments:
MAP-21 is the current transportation legislation in effect. SCAG is encouraged to view the examples as follows toward continued implementation of MAP-21 requirements:

1. 2013 North Dakota Peer Exchange on Introducing Performance Management into the Metropolitan Planning Process – http://www.planning.dot.gov/Peer/NorthDakota/MPO_Performance_Mgt_06-13.pdf
2. Performance-Based Planning & Programming Guidebook – http://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/index.cfm

As a resource for building SCAG's technical planning expertise, SCAG is recommended to visit USDOT's Transportation Planning Capacity Building (TPCB) Program Website often for upcoming events and webinars: http://planning.dot.gov/events.asp.

Project Selection and Monitoring, and Program Delivery

Basic Requirement: After a FTIP meets requirements of 23 CFR § 450.324, MPOs must develop an "agreed to" list of projects for project selection purposes (23 CFR § 450.330). Nonattainment and maintenance areas must give selection priority to TCMs. Zero additional project selection thereafter is required to proceed unless appropriated Federal funds available to the MPA are significantly less than authorized amounts or where there is significant shifting of projects between years. In areas designated as TMAs, all funding shall be selected by the MPO in consultation with the state and public transit operators.

Review Finding:
The process for a project to receive federal and state funds follows a "bottom up" process and begins at the CTC level where projects are nominated by local jurisdictions and selected by counties. CTCs develop criteria consistent with the RTP to determine projects that best enhance the transportation network to address regional goals of improving mobility and promoting sustainability. Expedited project selection procedures are in place, and utilized as needed.

SCAG monitors timely completion of projects through the Federal Transportation Improvement Program (FTIP) database that CTCs are required to update, and project status discussions are frequently facilitated. SCAG's FTIP database may be viewed at: http://webapp.scag.ca.gov/tip/login.aspx.

SCAG works in consultation with the state and CTCs to develop the annual listing of obligated projects, which is accessible at: http://ftip.scag.ca.gov/Pages/default.aspx. SCAG's project selection and monitoring, and program delivery practices meet all related requirements.

Other Comments:
SCAG is recommended to stay tuned as to notices of discretionary funding opportunities and encouraged to compete where they may receive award to further facilitate transportation planning efforts. Also, to effectively engage planning partners of non-urbanized areas into decision-making processes – SCAG is encouraged to review "Transit at the Table III", viewable at: http://www.planning.dot.gov/documents/TransPlanning/TAT_III_FinalReport.pdf.

OWP, Planning Factors, Planning Studies, and Self-Certification

Basic Requirement: MPOs are required to develop OWPs in TMAs in cooperation with State and public transit agencies that include all required elements, e.g. planning factors and planning studies, to govern work programs for expenditure of FHWA and FTA planning and research funds (23 CFR §§ 450.306, 450.308, 450.318).

Metropolitan planning process self-certification is required at least once every four years (23 CFR § 450.334). States and MPOs shall certify to FHWA and FTA that planning processes address major issues facing the area conducted in accordance with applicable requirements of 23 CFR § 450.300, and:

- 23 U.S.C. § 134 and 49 U.S.C. § 5303 and Sections 174 and 176(c) and (d) of the Clean Air Act (as applicable)
- Title VI of the Civil Rights Act of 1964
- 49 U.S.C. § 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity
- Section 1101(b) of the Safe Accountable Flexible Efficiency Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and 49 CFR Part 26, regarding involvement of disadvantaged business enterprises (DBE) in USDOT-funded planning projects
- 23 CFR § 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts
- Americans with Disabilities Act (ADA) and USDOT regulations governing transportation for people with disabilities (49 CFR Parts 27, 37, and 38).
- Older Americans Act as amended, prohibiting discrimination on the basis of age (Section 324 of Title 23 U.S.C.), regarding the prohibition of discrimination based on gender
- Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities

- All other applicable provisions of Federal law (e.g. while short of specific note in self-certification, the prohibited use of Federal funds for "lobbying" still applies and should be covered in all grant agreement documents (see 23 CFR § 630.112).

Review Finding:
SCAG's OWP is produced collaboratively with CTCs, air quality districts, the state, and USDOT. Following SCAG RC approval the OWP is released for public review and comment, circulated in accordance with procedures outlined in SCAG's PPP. All comments are considered and addressed in the final OWP prior to being forwarded for state and federal approval.

SCAG's OWP includes regionally significant planning projects and studies funded through the Consolidated Planning Grant (CPG), as well as those projects funded with sources outside of the CPG. OWP tasks and products are linked to federal and state planning requirements, planning factors, and USDOT established planning emphasis areas (PEA).

SCAG strives to ensure the metropolitan transportation planning process is performed in accordance with all applicable federal and state requirements. Following RC approval of the OWP, SCAG's Executive Director and Chief Counsel – for SCAG – declares compliance with all laws and regulations.

Transportation Planning Safety and Security

Basic Requirement: 49 U.S.C. § 5303 requires MPOs to consider safety as one of the eight planning factors, and as stated in 23 CFR § 450.306 – the metropolitan transportation planning process must provide for consideration and implementation of projects, strategies, and services that will increase transportation system safety for motorized and non-motorized users.

Federal legislation has separated security as a stand-alone element of the planning process (both for metropolitan planning (23 CFR § 450.306 (a)(3), and statewide planning (23 CFR § 450.206 (a)(3)). Regulations also state that the degree and consideration of security should be based on the scale and complexity of many different local issues.

Review Finding:
Safety is a SCAG priority and this message is conveyed to all SCAG region implementing agencies. SCAG's RTP incorporates safety performance measures to assess safety investment performance, and SCAG is engaged with Caltrans to ensure the Strategic Highway Safety Plan (SHSP) is integrated into regional transportation planning processes. SCAG's RTP also incorporates transportation safety and security goals, objectives, and policies, which were developed through a collaborative and cooperative process involving and engaging key stakeholder agencies. SCAG's RTP transportation

safety and security details may be viewed at: http://www.scagrtp.net/MediaViewer/10938?print=true.

All safety and security requirement met via SCAG's relevant procedures.

Other Comments:
As SCAG stays up to date with Caltrans' SHSP work, for continued collaborations it is encouraged that SCAG keep an eye out for the SHSP update process and to actively participate in interagency consultation to communicate regional priorities.

To continue to meet transportation security requirements, SCAG is encouraged to refer to the National Cooperative Highway Research Program (NCHRP) resource at: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_525v3.pdf.

CMP

Basic Requirement: The State and MPO must develop a systematic approach for managing congestion through a process that "provides for safe and effective integrated management and operation of the multimodal transportation system. The CMP applies to TMAs based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities eligible for funding under 23 U.S.C. and Title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operational management strategies" (23 CFR § 450.320 (a)).

Review Finding:
Each of the CMP corrective actions from the 2010 certification review were determined adequately addressed, as shown in Table 2 earlier in this report. SCAG's CMP is integrated into the metropolitan planning process, which is evident in the RTP. Since SCAG's region consistently ranks as the most congested in the nation, congestion management factors into RTP visions, goals, performance measures, and investment strategies with mobility being a key principle.

SCAG's CMP was developed in accord with the 8-step CMP approach. Interagency consultation and public involvement processes were performed in CMP development. SCAG's regional travel demand model is the primary technical tool that identifies CMP congestion, and the two demonstrate overall consistency. SCAG's CMP was developed to meet CFR requirements, the FTIP documents how projects are moved through the CMP, and SCAG has begun implementation of fully eliminating the $50M threshold on projects running through the CMP from the process.

Travel Demand Forecasting and Modeling

Basic Requirement: Pursuant 23 CFR § 450.322, a RTP requires valid forecasts of future demand for transportation services, which are frequently made using travel demand models that allocate estimates of regional population, employment, and land use to person-trips and vehicle-trips by travel mode, route, and time period. Outputs of travel

demand models are used to estimate regional vehicle activity for use in motor vehicle emission models for transportation conformity determinations in nonattainment and maintenance areas, and to evaluate the impacts of alternative transportation investments being considered in the RTP.

Review Finding:
SCAG's forecasting and analysis models are currently undergoing major updates, and the regional activity-based model is intended to replace the current trip-based model. SCAG's activity-based model will offer improved analytical capabilities for a more expansive detailed range of transportation alternatives.

Development of small area population and employment projects for nearly 200 local jurisdictions presents unique challenges. In consequence, SCAG has undergone a reorganization more closely aligned to travel and demographic forecasters where particular attention is given to age cohorts – e.g. millennial and older populations – that may have unique preferences that travel models must account for. SCAG is currently evaluating locational choice and auto-ownership behavior of millennial populations and actively working across 15 sub-regions and 190 districts to develop, coordinate, and review local growth policies and projections.

SCAG implements a "state of the art" travel model, and the addition of experienced Parsons Brinckerhoff consultant staff should increase the likelihood that models will be available in time to support the next RTP update. A parallel technical support track for the enhanced trip-based model will ensure that local jurisdictions continue to have access to reliable forecasting methods for planning and project development activities.

SCAG's travel demand forecasting and modeling processes meet all relevant requirements.

Other Comments:
To enable a more complete assessment of operational strategies in corridor plans and for a foundation to build stronger ties between planning and operations, SCAG is encouraged to explore the potential for dynamic traffic assignment (DTA) models. For demonstrated detail afforded by new methods and for verification of information produced by models, SCAG is encouraged to conduct validation comparisons – similar to those conducted by the Metropolitan Transportation Commission (MTC) in Northern California.

Freight and Goods Movement Planning

Basic Requirement: 23 U.S.C. § 134 (a) and 23 CFR §§ 450.306(4), 450.316(a)(b), 450.104 of the metropolitan transportation planning section indicates: "It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development

within and between states and urbanized areas while minimizing transportation related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and to encourage continued improvement and evolution of metropolitan and statewide transportation planning processes by MPOs, State departments of transportation (DOT), and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d) of 23 U.S.C".

Review Finding:
SCAG's region is a critical link in freight and goods movement nationally, and SCAG's RTP reflects and accounts for issues and strategies as such, which may be viewed at: http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012RTP_GoodsMovement.pdf. SCAG's other transportation planning products integrate freight and goods movement, e.g. the OWP, FTIP, etc. In parallel with RTP development, SCAG finalized its Comprehensive Regional Goods Movement Plan, and that document is viewable at: http://www.freightworks.org/DocumentLibrary/CRGMPIS%20-%20Final%20Report.pdf. SCAG facilitates a steering committee that consists of railroads, ports, etc., and this group meets regularly to discuss how freight and goods movement projects may be accelerated. SCAG also leads the Southern California Goods Movement Working Group that includes regional partners such as CTCs, regional ports, and local cities.

SCAG's processes meet all freight and goods movement planning requirements.

Other Comments:
In the case of discretionary funding availability, and with respect to the shared Mexican border, SCAG is encouraged to consider submission of a mega-region planning project on freight and goods movement in partnership with SANDAG. For more ideas and freight and goods movement input, SCAG is encouraged to check out the Georgia Statewide Freight and Logistics Plan – the 2012 Transportation Planning Excellence Award Winner: https://www.fhwa.dot.gov/planning/tpea/2012/2012winners.cfm#w3. Also as an additional freight resource, SCAG's recommended to view the Freight Professional Development Program at: http://ops.fhwa.dot.gov/freight/fpd/.

Management & Operations (M&O) and Intelligent Transportation Systems (ITS)

Basic Requirement: Federal statute 23 U.S.C. § 134 (h)(1)(G) requires the metropolitan planning process to include consideration of projects and strategies that promote efficient system management and operation. 23 U.S.C. § 134 (i)(2)(D) provides the basis for 23 CFR § 450.322 (f)(3) that specifies operational and management strategies must improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. The RTP financial plan (23 CFR § 450.322 (f)(10)(i)) and FTIP financial plan (23 CFR § 450.324 (h)) are required to contain system-level estimates of costs and revenue sources reasonably

expected available to adequately operate and maintain Federal-aid highways and public transportation.

FHWA's Final Rule and FTA Policy on ITS Architecture and Standards, issued January 8, 2001 and codified under 23 CFR Part 940 – ITS Architecture and Standards, requires all ITS projects funded by the Highway Trust Fund and Mass Transit Account to conform with national ITS architecture and USDOT-adopted ITS standards. 23 CFR § 940 states that:

- Regions and MPOs implementing ITS projects yet to advance final design prior April 8, 2005 must have a regional ITS architecture in place. All other regions and MPOs without ITS project implementations must develop a regional ITS architecture within four years their first ITS project advances to final design.
- All ITS projects funded by the Highway Trust Fund (including the Mass Transit Account) must be consistent with 23 CFR § 940 provisions – regardless whether a stand-alone or non-ITS combined project.
- Major ITS projects should move forward based on project-level architecture that clearly reflects consistency with the national ITS architecture.
- All projects shall be developed using a systems engineering process.
- Projects must use USDOT-adopted ITS standards (as appropriate).
- Compliance with the regional ITS architecture will be in accordance with USDOT oversight and Federal-aid procedures, similar to non-ITS projects.

Review Finding:
SCAG advocates a system management approach to improving the region's transportation system, which integrates an approach based on comprehensive system monitoring and evaluation and use of performance measurements to ensure the best-performing projects and strategies are integrated into SCAG's RTP. SCAG collects M&O data from a variety of sources – e.g. via Caltrans' Performance Measurement System (PeMS). SCAG informs elected officials and the public on M&O goal and objective progress through the Transportation Committee (TC) and Transportation Working Group (TWG), where also additional coordination of M&O and ITS activities are discussed.

SCAG's ITS Regional Architecture is the regional planning tool for ensuring a cooperative process to prioritize and deploy ITS technologies, and for identifying critical data connections between institutional stakeholders. SCAG's ITS Regional Architecture is integrated into the transportation planning process, and may be viewed at: http://scag.ca.gov/programs/Pages/IntelligentTransportation.aspx.

SCAG's M&O and ITS practices meet all regulatory requirements.

Consultant Selection and Procurement

Basic Requirement: 49 CFR Part 18 covers uniform administrative requirements for grants and cooperative agreements to state and local governments while 23 CFR § 172

gives specifics on conditions to administer engineering and design related service contracts and methods of procurement, with procedures focused on competitive negotiation, small purchases, noncompetitive negotiation, and approvals. FHWA's Auditing Transportation Programs Internal Controls Guidance Appendix C provides a checklist that details how to control the environment and activity, and how to appropriately assess risks in facilitation of consultant selection and procurement procedures.

Review Finding:
Focus was placed on discussing SCAG's Procurement Policy and Procedures Manual governing purchasing and procurement, and on non-Architecture and Engineering (A&E) consultant services. SCAG has never been audited on their procurement procedures, yet with an organizational interest to stay abreast with the most current procedures USDOT provided an Audits and Investigations contact. Overall, SCAG's procurement procedures were found comprehensive and in general conformance to Federal regulations and internal control standards.

Other Comments:
SCAG is able to provide greater assurance of conformance with Federal requirements and strengthened internal controls through update revision of its Procurement Policy and Procedures Manual, and providing USDOT a copy for review. Specifics to incorporate into the update include: related statement of compliance with federal/state regulations for prime and sub-consultant costs, including adequate financial system requirements; appropriate language related to records retention; and, information that clearly defines the term "noncompetitive procurement". SCAG's also encouraged to visit "ProcurementPro", to ensure appropriate federal clauses are included in all types of federal procurements at the following link: http://www.nationalrtap.org/WebApps/ProcurementPRO.aspx.

Conclusion

The outcome of this review is a determination whereby FHWA and FTA jointly certify that SCAG's planning process meets the requirements of 23 CFR § 450, and all other applicable legislation. SCAG is commended for its public outreach engagements and strong collaboration with regional partner agencies in development of transportation solutions and delivery of technical competencies. We wish to thank SCAG's staff for its tremendous assistance and cooperation in making the certification review informative, productive, and a positive exchange of frank discussions between the Federal review team, SCAG staff, State, local elected, transit operator, and Native American Tribal Government officials.

Appendix A
Certification Review Participants

Michael Morris	Federal Highway Administration, California Division
Ted Matley	Federal Transit Administration, Region IX
Rick Backlund	Federal Highway Administration, California Division
Jack Lord	Federal Highway Administration, California Division
Lance Yokota	Federal Highway Administration, California Division
Jesse Glazer	Federal Highway Administration, California Division
Veneshia Smith	Federal Highway Administration, California Division
David Cohen	Federal Highway Administration, California Division
Brenda Pérez	Federal Highway Administration, California Division
Eric Pihl	FHWA, Resource Center (Lakewood)
Brian Betlyon	FHWA, Resource Center (Baltimore)
Connie Yew	FHWA, Headquarters
Ray Tellis	Federal Transit Administration, LA Metro
Charlene Lee Lorenzo	Federal Transit Administration, LA Metro
Jonathan Klein	Federal Transit Administration, LA Metro
Mary Nguyen	Federal Transit Administration, LA Metro
Tomika Monterville	Federal Transit Administration, Headquarters
Rebecca Sanchez	California Department of Transportation, District 7
Hasan Ikhrata	Southern California Association of Governments
Sharon Neely	Southern California Association of Governments
Debbie Dillon	Southern California Association of Governments
Rich Macias	Southern California Association of Governments
Huasha Liu	Southern California Association of Governments
Joann Africa	Southern California Association of Governments
Naresh Amatya	Southern California Association of Governments
Mark Butala	Southern California Association of Governments
Bernice Villanueva	Southern California Association of Governments
Frank Wen	Southern California Association of Governments
Jonathan Nadler	Southern California Association of Governments
Jacob Lieb	Southern California Association of Governments
Annie Nam	Southern California Association of Governments
Philip Law	Southern California Association of Governments
Pablo Gutierrez	Southern California Association of Governments
Leyton Morgan	Southern California Association of Governments
Catherine Kirschbaum	Southern California Association of Governments
Mervin Acebo	Southern California Association of Governments
Kimberly Clark	Southern California Association of Governments
Jeff Liu	Southern California Association of Governments

Appendix B
SCAG's Address of 2010 Certification Review Corrective Actions

CORRECTIVE ACTION

1. As Los Angeles County has fallen behind in their County CMP update cycle, SCAG staff should work with the local CMA to produce an updated local program that provides the data and input necessary to maintain the integrity of the regional CMP. (23 CFR 450.322)
   SCAG worked with the Los Angeles County Metropolitan Transportation Authority to ensure their county CMP was updated in a timely manner resulting in adoption of the updated County CMP in October 2010 by the Los Angeles County Metropolitan Transportation Authority Board. Subsequently, SCAG incorporated this update into its 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and regional CMP efforts. SCAG is continuing to work the Los Angeles County Metropolitan Transportation Authority as it updates its county CMP to ensure appropriate data and input are incorporated into the next RTP/SCS and regional CMP update in 2016.

2. The SCAG staff shall consider the formulation of a non-recurring congestion, system-level performance measure to add to the existing measures that are part of the regional CMP. The discussion of non-recurring congestion and its role in the regional CMP should be more fully integrated into the "Congestion Management Strategy" section of the next LRP document. (23 CFR 450.322 (c)(4,6))
   SCAG's 2012-2035 RTP/SCS includes a new performance indicator for non-recurrent highway congestion. Based on data from Caltrans' freeway PeMS, SCAG estimates that approximately 45 percent of freeway congestion is estimated to be non-recurrent. Non-recurrent congestion and strategies to manage this congestion are discussed in further detail in the Congestion Management Strategy technical report. The 2012-2035 RTP/SCS complete report, along with technical appendices, are available at: http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx.

3. Imperial County was missing from the regional CMP analyses. SCAG staff should extend their regional congestion management analysis activities to cover the appropriate hierarchy of roads in the County, identifying congested roadway segments and evaluating appropriate management strategies. (23 CFR 450.322(a))
   SCAG worked cooperatively with the Imperial County Transportation Commission (ICTC) to update the Imperial County 2012 Transportation Plan to address congestion management. The updated County Plan includes a congestion management element and also addresses transit, goods movement, and land use. County Plan strategies were subsequently incorporated into SCAG's 2012-2035 RTP/SCS and regional CMP update. SCAG will continue its cooperative efforts with ICTC to ensure that the appropriate data and input are incorporated into the next RTP/SCS and regional CMP update in 2016.

4. As portions of the SCAG region are classified as a nonattainment area for meeting the federal ozone, PM10 and PM2.5 air quality standards, it is imperative that SCAG enhance the documentation of alternative strategies (e.g., TDM, operations, bike/pedestrian, etc.) selected for implementation in major corridors where significant capacity additions are planned or programmed. (23 CFR 450.322(e))
   SCAG has developed and implemented procedures with respect to the development of the FTIP to enhance documentation of alternative strategies selected for implementation in major corridors where significant capacity additions are planned or programmed. These procedures are documented in the FTIP Guidelines published biennially by SCAG to guide the development of the FTIP. As part of these procedures, project sponsors must identify and document the travel demand reduction and operational management strategies that have been incorporated into the project to address the CMP requirements. The 2013 FTIP Guidelines are available at: http://ftip.scag.ca.gov/Pages/2013/adopted.aspx.

Appendix C
Interviewed Local Elected, Transit Operator, and Native American Tribal Government Officials

Elected Officials

Honorable Pam O'Connor, SCAG Past President, Councilmember, City of Santa Monica

Honorable Cheryl Viegas-Walker, SCAG 2nd Vice President, Councilmember, City of El Centro

Honorable Greg Pettis, SCAG President, Councilmember, City of Cathedral City

Transit Operators

Julie Austin, Executive Director, Antelope Valley Transit Authority

Wayne Wassell, Transportation Planning Manager – Service Planning and Scheduling, Los Angeles Metro; and, SCAG Transit Technical Advisory Committee Chair
Brad McAllester, Executive Officer – Long Range Planning, Los Angeles Metro

Anna Rahtz, Acting Director of Planning, Omnitrans
Jeremiah Braynt, Planning and Scheduling Manager, Omnitrans

Native American Tribal Government Official

Honorable Andrew Masiel, Sr., Councilmember, Tribal Representative: Pechanga Band of Luiseno Indians

Appendix D
Public Meeting Notice

Public listening session notices were posted to SCAG's website on January 14, 2014, viewable at:

http://newsletter.scag.ca.gov/scagupdate/011414.htm.

Notification of USDOT's public listening session additionally was disseminated according to SCAG's PPP procedures.

Appendix E
Certification Review Concurrence and Closure

From: Rich Macias
To: Morris, Michael (FHWA)
Cc: Joann Africa; Chidsey, Darin
Subject: RE: 2014 SCAG Certification Review Draft Report
Date: Wednesday, August 06, 2014 2:36:41 PM

Thank you Michael, we have completed our review of your final draft document and are in concurrence with the edits made per our comments. Thank you for the opportunity, we look forward to continuing to work with you as we pursue out 2015 FTIP, and 2016 RTP/SCS.

From: Morris, Michael (FHWA)
Sent: Tuesday, July 22, 2014 2:03 PM
To: Hasan Ikhrata (IKHRATA@scag.ca.gov); Sharon Neely (neely@scag.ca.gov); 'dchidsey@scag.ca.gov'; 'Garth.Hopkins@dot.ca.gov' (Garth.Hopkins@dot.ca.gov); Erin Thompson (erin.thompson@dot.ca.gov); 'muhaned_aljabiry@dot.ca.gov' (muhaned_aljabiry@dot.ca.gov); Abhijit Bagde (abhijit.bagde@dot.ca.gov); 'OConnor.Karina@epamail.epa.gov' (OConnor.Karina@epamail.epa.gov)
Cc: Matley, Ted (FTA); Sukys, Raymond (FTA); Pihl, Eric (FHWA); Betlyon, Brian (FHWA); Backlund, Richard (FHWA); Hannon, Jermaine (FHWA); Lord, Jack (FHWA); Yokota, Lance (FHWA); Glazer, Jesse (FHWA); Smith, Veneshia (FHWA); Cohen, David (FHWA)
Subject: 2014 SCAG Certification Review Draft Report
Importance: High

Hi All,

First, I'd like to thank you all for your partnership to complete SCAG's 2014 Federal Certification Review desk audit and site visit. Please find attached the resulting draft report. Please review the document and respond with any comments, additions, corrections, etc. by **COB, Tuesday July 29th**. Very soon thereafter, the report will be moved on for finalization.

If you should have any questions, please feel free to contact me. Thanks again!

Regards,

Michael Morris Jr.

Michael Morris Jr.
Southern CA Transportation Planner
FHWA Cal-South
888 S. Figueroa Street, Suite 750
Los Angeles, CA 90017
Phone: (213) 894-4014
Fax: (213) 894-6185

REPORT

AGENDA ITEM NO. 2

DATE: September 11, 2014

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

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

SUBJECT: Public Transportation Representative on the SCAG Regional Council

EXECUTIVE DIRECTOR'S APPROVAL: Hasan Ikhrata

RECOMMENDED ACTION FOR TC:
For Information Only – No Action Required.

RECOMMENDED ACTION FOR EAC:
Recommend that the Regional Council adopt Resolution No. 14-562-5 approving the addition of a Public Transportation Representative on the SCAG Regional Council

RECOMMENDED ACTION FOR RC:
Adopt Resolution No. 14-562-5 approving the addition of a Public Transportation Representative on the SCAG Regional Council.

EXECUTIVE SUMMARY:
On June 2, 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued final policy guidance on implementation of provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) that requires representation by providers of public transportation (hereinafter referred to as "Public Transportation Representative") in each MPO that serves a transportation management area (TMA) by October 1, 2014. Since then, SCAG staff has been engaged in addressing the requirement including consultation with the County Transportation Commissions (CTCs). Based upon this process, it is recommended there be one Public Transportation Representative appointed to the Regional Council (RC) to represent the transit interests of all the operators in the SCAG region. The Representative would serve a two-year appointment consistent with the two-year term for existing RC members and, because the position is mandated by MAP-21, it is further recommended that there be no dues requirement,. The position would rotate among the six counties, and the appropriate CTC would make the two-year appointment subject to the SCAG President's official appointment. Given that it is the largest transit operator in the SCAG region, it is also recommended a representative from the Los Angeles County Metropolitan Transportation Authority serve as the initial Public Transportation Representative appointed to the RC. These recommendations are reflected in the attached Resolution which staff recommends the Regional Council approve.

STRATEGICPLAN:
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.

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

BACKGROUND:
MAP-21 establishes a performance management framework that facilitates performance-based planning and programming. MPOs are also given new transit-related responsibilities to establish performance targets with respect to transit state of good repair and transit safety, and to address these targets in their Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs). Accordingly, MAP-21 requires representation by providers of public transportation in each MPO that serves an area designated as a TMA (defined as an urbanized area with a population of over 200,000 individuals as determined by the 2010 Census). The FTA and FHWA jointly issued proposed policy guidance on MPO representation on September 30, 2013. SCAG staff provided comments to FTA and FHWA on the proposed guidance, indicating, among other things, that SCAG considered its current Regional Council structure to be compliant with the new requirement since SCAG already had representatives from the CTCs (four of which are transit operators, and all of whom are responsible for countywide multi-modal planning and programming in each of their respective counties) on the Regional Council. TC and the RC were informed of these comments at its November 7, 2013 meetings.

On June 2, 2014, the FTA and FHWA jointly issued is final Policy Guidance (see attached) requiring representation by "providers of public transportation" (hereinafter referred to as a "Public Transportation Representative") on each MPO serving an area designated as a TMA by no later than October 1, 2014. The intent is for the Public Transportation Representative, once designated, to have equal decision-making rights and authorities as other members on the MPO's Board. The role of the Public Transportation Representative is to consider the needs of all eligible providers of public transportation in the metropolitan planning area and to address those issues that are relevant to the responsibilities of the MPO. According to the Policy Guidance, the Public Transportation Representative should be an elected or appointed member of the provider's board of directors or a senior officer of the provider (e.g., chief executive officer or general manager).The Public Transportation Representative also should not represent the specific interests of any other entities on the MPO Board.

Based upon the Policy Guidance, SCAG's current board structure will not comply with the new requirement and there must be a separate Public Transportation Representative on the Regional Council.
MPOs have flexibility to determine the most effective process for selecting the Public Transportation Representative. For MPOs serving a TMA that has multiple providers of public transportation, selection of the Public Transportation Representative must be done in a cooperative manner with all eligible providers (defined in the final policy guidance as those providers who are eligible to be a designated recipient, a direct recipient, or a sub-recipient of the Urbanized Area Formula funding program).The MPO must document the cooperative selection process, and the MPO must formally adopt the structure of including a Public Transportation Representative on the MPO Board through a resolution, bylaws amendment, a metropolitan planning agreement or other documentation, as appropriate.

This matter was discussed by the executives of the six CTCs and SCAG at the Regional Chief Executive Officers (CEOs) meeting on June 20, 2014. The CEOs recommended that there be one Public Transportation Representative appointed to the Regional Council (RC) to represent the transit interests of all the operators in the SCAG region. The representative would serve a two-year appointment consistent with the two-year term for existing RC members. The position would rotate among the six counties, and the

appropriate CTC would make the two-year appointment subject to the SCAG President's official appointment. Given that it is the largest transit operator in the SCAG region, the CEOs also recommended that a representative from the Los Angeles County Metropolitan Transportation Authority serve as the initial public transportation representative appointed to the RC.

SCAG staff also consulted with the Regional Transit Technical Advisory Committee (RTTAC) at its July 30, 2014 meeting. The RTTAC is composed of staff representatives from the region's transit operators and provides a forum for coordination of technical input in the development of the Regional Transportation Plan. SCAG staff also updated TC of the matter at its August 7, 2014 meeting. Both the RTTAC and TC were in support of the recommendations so as to comply with the new requirement by the October 1st deadline and to initiate implementation of having a formal Public Transportation Representation on the Regional Council.

These recommendations are reflected in the attached Resolution which directs the immediate addition of a Public Transportation Representative to the RC in accordance with the requirements of MAP-21. Staff seeks approval of this Resolution by the Regional Council. In addition, staff intends to present a proposed Bylaw Amendment addressing the inclusion of a Public Transportation Representative in the Regional Council, consistent with the above recommendations, to SCAG's Bylaws and Resolutions Committee as part of SCAG's annual review of its Bylaws commencing in January, 2015.

FISCAL IMPACT:
Funding for SCAG staff's work on the matter is included in FY 2014-15 OWP 140.SCG00121.01.

ATTACHMENTS:
(1) FTA and FHWA Policy Guidance on MPO Representation
(2) Resolution No. 14-562-5

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open or closed when the person who will be exposed approaches the equipment and the text shall be at least 10 millimeters (height). Labeling on the device must include the following statement:

Attention: This sunlamp product should not be used on persons under the age of 18 years.

(B) Manufacturers shall provide validated instructions on cleaning and disinfection of sunlamp products between uses in the user instructions.

(ii) *Sunlamp products and UV lamps intended for use in sunlamp products.* Manufacturers of sunlamp products and UV lamps intended for use in sunlamp products shall provide or cause to be provided in the user instructions, as well as all consumer-directed catalogs, specification sheets, descriptive brochures, and Web pages in which sunlamp products or UV lamps intended for use in sunlamp products are offered for sale, the following contraindication and warning statements:

(A) "Contraindication: This product is contraindicated for use on persons under the age of 18 years."

(B) "Contraindication: This product must not be used if skin lesions or open wounds are present."

(C) "Warning: This product should not be used on individuals who have had skin cancer or have a family history of skin cancer."

(D) "Warning: Persons repeatedly exposed to UV radiation should be regularly evaluated for skin cancer."

(c) *Performance standard.* Sunlamp products and UV lamps intended for use in sunlamp products are subject to the electronic product performance standard at § 1040.20 of this chapter.

Dated: May 27, 2014.

Leslie Kux,

Assistant Commissioner for Policy.

[FR Doc. 2014–12546 Filed 5–29–14; 11:15 am]

BILLING CODE 4160–01–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

49 CFR Part 613

Federal Highway Administration

23 CFR Part 450

[Docket No. FTA–2013–0029]

Policy Guidance on Metropolitan Planning Organization (MPO) Representation

AGENCIES: Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), DOT.

ACTION: Policy guidance.

SUMMARY: The FTA and FHWA are jointly issuing this guidance on implementation of provisions of the Moving Ahead for Progress in the 21st Century Act (MAP–21), that require representation by providers of public transportation in each metropolitan planning organization (MPO) that serves a transportation management area (TMA) no later than October 1, 2014. The purpose of this guidance is to assist MPOs and providers of public transportation in complying with this new requirement.

DATES: Effective June 2, 2014.

FOR FURTHER INFORMATION CONTACT: Dwayne Weeks, FTA Office of Planning and Environment, telephone (202) 366–4033 or *Dwayne.Weeks@dot.gov;* or Harlan Miller, FHWA Office of Planning, telephone (202) 366–0847 or *Harlan.Miller@dot.gov.*

SUPPLEMENTARY INFORMATION:

Introduction

The FTA and FHWA are jointly issuing this policy guidance on the implementation of 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B), as amended by sections 1201 and 20005 of MAP–21, Public Law 112–141, which require representation by providers of public transportation in each MPO that serves an area designated as a TMA by October 1, 2014.[1] A TMA is defined as an urbanized area with a population of over 200,000 individuals as determined by the 2010 census, or an area with a population of fewer than 200,000 individuals that is designated as a TMA by the request of the Governor and the MPO designated for the area.[2] As of the date of this guidance, of the approximately 420 MPOs throughout the Nation, approximately 210 MPOs serve an area designated as a TMA. The FTA and FHWA will issue a joint notice of proposed rulemaking to amend 23 CFR part 450 and 49 CFR part 613 to make these planning regulations consistent with these and other current statutory requirements. Once FTA and FHWA issue a final rule amending the planning regulations, MPOs must comply with the requirements in those regulations.

To increase the accountability and transparency of the Federal-aid highway and Federal transit programs and to improve project decisionmaking through performance-based planning and programming, MAP–21 establishes a performance management framework. The MAP–21 requires FHWA to establish, through a separate rulemaking, performance measures and standards to be used by States to assess the condition of the pavements and bridges, serious injuries and fatalities, performance of the Interstate System and National Highway System, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System.[3] The MAP–21 also requires FTA to establish, through separate rulemakings, state of good repair and safety performance measures, and requires each provider of public transportation to establish performance targets in relation to these performance measures.[4]

To establish performance targets that address these performance measures, States and MPOs must coordinate their targets with each other to ensure consistency, to the maximum extent practicable.[5] For transit-related performance targets, States and MPOs must coordinate their targets relating to safety and state of good repair with providers of public transportation to ensure consistency with other performance-based provisions applicable to providers of public transportation, to the maximum extent practicable.[6] An MPO must describe in its metropolitan transportation plans the performance measures and targets used to assess the performance of its transportation system.[7] Statewide and metropolitan transportation

[1] "Not later than 2 years after the date of enactment of the Federal Public Transportation Act of 2012, each metropolitan planning organization that serves an area designated as a transportation management area shall consist of . . . officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation." 49 U.S.C. 5303(d)(2)(B). See also 23 U.S.C. 134(d)(2)(B).

[2] 23 U.S.C. 134(k)(1); 49 U.S.C. 5303(k)(1).

[3] 23 U.S.C. 150(c).

[4] 49 U.S.C. 5326(b), (c), 5329(b), (d).

[5] 23 U.S.C. 134(h)(2); 49 U.S.C. 5303(h)(2).

[6] 23 U.S.C. 134(h)(2); 49 U.S.C. 5303(h)(2).

[7] 23 U.S.C. 134(i)(2)(B); 49 U.S.C. 5303(i)(2)(B).

improvement programs (STIPs and TIPs) must include, to the maximum extent practicable, a description of the anticipated effect of the program toward achieving the performance targets established in the statewide or metropolitan transportation plan, linking investment priorities and the highway and transit performance targets.[8] These changes to the planning process will be addressed in FHWA and FTA's anticipated joint rulemaking amending 23 CFR part 450 and 49 CFR part 613.[9]

As part of its performance management framework, MAP–21 assigns MPOs the new transit-related responsibilities described above, i.e., to establish performance targets with respect to transit state of good repair and transit safety and to address these targets in their transportation plans and TIPs. Representation by providers of public transportation in each MPO that serves a TMA will better enable each MPO to define performance targets and to develop plans and TIPs that support an intermodal transportation system for the metropolitan area. Including representation by providers of public transportation in each MPO that serves an area designated as a TMA is an essential element of MAP–21's performance management framework and will support the successful implementation of a performance-based approach to transportation decisionmaking.

The FTA conducted an On-Line Dialogue on the MAP–21 requirement to include representation by providers of public transportation in each MPO that serves an area designated as a TMA from March 5 through March 29, 2013. Through this forum, FTA received input from MPOs, local elected officials, transit agencies, and the general public, with over 3,000 visits to the Web site. Over 100 ideas were submitted from 340 registered users who also provided hundreds of comments and votes on these ideas. Participants discussed the complex nature of MPOs and the advantages of providing flexibility for MPOs and providers of public transportation to decide locally how to include representation by providers of public transportation in the MPO.

To assist MPOs and providers of public transportation in understanding and satisfying the new requirement by the statutory deadline, FTA and FHWA issued proposed policy guidance for review and comment on September 30, 2013, with a 30-day comment period, under Docket Number FTA–2013–0029.[10] The FTA and FHWA received 53 individual responses that contained approximately 160 comments. This guidance incorporates FTA and FHWA's responses to those comments.

Summary Discussion of Comments Received in Response to the Proposed Guidance

The proposed guidance sought comments on several specific issues: (1) The specifically designated representative; (2) the eligibility of representatives of providers of public transportation to serve as specifically designated representatives; (3) the cooperative process to select a specifically designated representative in MPOs with multiple providers of public transportation; (4) the role of the specifically designated representative; and (5) restructuring the MPOs to include representation by providers of public transportation.

The FTA and FHWA received 53 individual responses that contained approximately 160 comments: 25 MPOs, 10 providers of public transportation, 9 individuals, 4 trade associations, 4 others (including municipalities and advocacy organizations), and a State department of transportation. Several comments were outside the scope of this guidance and are therefore not addressed in this guidance. For example, some comments were specific to a situation in a particular metropolitan area. Where appropriate, FTA has reached out to the commenters to address their concerns. Comments pertaining to the guidance and FTA and FHWA's responses are discussed below.

The Need for Guidance in General

The FTA and FHWA received 19 comments supporting the need for policy guidance to implement MAP–21's changes to 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B). These commenters agreed that policy guidance would provide needed direction on how MPOs and providers of public transportation may meet the MAP–21 requirements for representation of providers of public transportation on MPOs.

The FTA and FHWA received three comments that stated the change in language to 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B) does not warrant policy guidance because of the long history of granting MPOs latitude in deciding the composition of their policy boards. Moreover, these comments stated that the responsibilities added by the new language can be addressed through the existing certification review process and do not warrant additional guidance.

The FTA and FHWA have determined that policy guidance is necessary to provide direction to MPOs and providers of public transportation on how to meet this new statutory provision within the 2-year time frame.

A Specifically Designated Public Transportation Representative

Twenty-three commenters expressed concurrence with the proposed guidance that the intent of the MAP–21 provision to include "representation by providers of public transportation" is that representatives of providers of public transportation, once designated, should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. Thirteen commenters indicated that they did not support that interpretation of the provision and urged FTA and FHWA to provide flexibility to allow MPOs to include transit representation in ways that would fit the unique circumstances of each metropolitan area. Two of these commenters asserted that MAP–21 did not change a local jurisdiction's authority to assign voting rights to policy board members. One commenter stated there is no basis in law for requiring MPOs to alter their board compositions. Many asserted that including public transit agencies as non-voting members or on MPO technical or policy committees is adequate to satisfy 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B). A few commenters stated that a policy or technical committee would be more appropriate for transit decisionmaking, as MPO policy boards deal with many issues outside of transportation.

The clear intent of this legislative provision is to ensure that providers of public transportation are represented on the MPO board and should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. Contrary to the conclusions of some of the commenters, 23 U.S.C. 134(d)(2) and 49 U.S.C. 5303(d)(2) expressly provide that MPOs serving TMAs must alter their board compositions, if necessary, in order to attain the statutorily required structure. Congress amended 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B) to provide that, among other mandatory MPO members, MPOs serving an area designated as a TMA specifically "shall consist of . . . representation by providers of public transportation." Congress also amended 23 U.S.C.

[8] 23 U.S.C. 134(j)(2)(D); 49 U.S.C. 5303(i)(2)(D) (TIPs) and 23 U.S.C. 135(g)(4); 49 U.S.C. 5304(g)(4) (STIPs).

[9] FHWA RIN 2125–AF52; FTA RIN 2132–AB10.

[10] 78 FR 60015 (Sept. 30, 2013).

134(d)(5)(B) and 49 U.S.C. 5303(d)(5)(B) to provide that an MPO "may be restructured to meet the requirements of paragraph (2) without undertaking a redesignation." Additionally, the Conference Report accompanying MAP–21 states, "The conference committee requires the structure of all Metropolitan Planning Organizations include officials of public agencies that administer or operate public transportation systems within two years of enactment." [11] Congress also made clear that the term *metropolitan planning organization* refers to "the policy board" of the organization, not its advisory or non-decisionmaking elements.[12]

Multiple MPOs that serve areas designated as TMAs commented that 23 U.S.C. 134(d)(3) and 49 U.S.C. 5303(d)(3) exempt them from having to comply with 23 U.S.C. 134(d)(2) and 49 U.S.C. 5303(d)(2) because the MPOs are acting pursuant to authority created under State law that was in effect on December 18, 1991. The exemption has existed in statute in some form since 1991. The FTA and FHWA's long-standing interpretation of this provision is that an exemption from the MPO structure requirements is only appropriate for an MPO where (1) the MPO operates pursuant to a State law that was in effect on or before December 18, 1991; (2) such State law has not been amended after December 18, 1991, as regards to the structure or organization of the MPO; and (3) the MPO has not been designated or re-designated after December 18, 1991. An MPO that claims an exemption should self-certify its exempt status with FTA and FHWA as part of the MPO certification process described at 23 CFR 450.334 or through some other documentation.

With respect to who should be eligible to represent providers of public transportation on the MPO, two commenters, including a transit industry trade association, requested that FTA and FHWA establish that the representative "must" be an elected official on the policy board of a provider being represented or a direct representative employed by a provider being represented. Another commenter expressed concern that the proposed qualifications of the representative were too specific. A few commenters requested that, in addition to the representative being an officer of a provider of public transportation or an elected official that serves on the board of directors of the provider of public transportation, the representative may also be a non-elected member appointed to the board of directors of the provider of public transportation. The FTA and FHWA concur that an appointed member of a public transportation provider's board of directors also can serve as a representative of providers of public transportation on the MPO. In keeping with FTA and FHWA's goal of providing flexibility to MPOs, the representative should be either a board member (elected or appointed) or officer of a provider of public transportation being represented on the MPO. The guidance remains suggestive rather than mandatory in this respect.

Fourteen entities requested that the guidance state definitively that a representative of providers of public transportation cannot fulfill multiple roles on an MPO board, for example, due to that person's position as a local elected official or an appropriate State official. These commenters asserted that an "MPO board member cannot simultaneously represent multiple organizations" and that an elected official who is appointed to the MPO as a representative of that official's local government does not necessarily represent the interests of transit, even if he or she happens to be on the public transportation provider's board. Eight commenters asserted that the presence on the MPO of local elected officials should fully satisfy the new requirement. Seven commenters sought clarity generally on this provision. The FTA and FHWA agree that this proposed provision needed clarification. The policy guidance states that a public transportation representative on an MPO should not serve as one of the other mandatory MPO members set forth in 23 U.S.C. 134(d)(2) and 49 U.S.C. 5303(d)(2). For example, a member of an MPO board whose assignment comes by virtue of his or her position as an elected official should not also attempt to serve as a representative of providers of public transportation on the MPO board.

A few commenters highlighted the potential conflict that could arise when a representative of providers of public transportation is the subordinate of another MPO board member and the superior board member's and the public transportation providers' interests do not align. Two commenters noted that when a local government is the provider of public transportation, that local government effectively would be given an additional vote, upsetting a carefully constructed balance on the MPO. Another commenter noted that a conflict could result when a public transportation provider other than the designated recipient [13] serves as the representative of the providers of public transportation on the MPO board. The FTA and FHWA appreciate that recommending a separate and distinct representative of providers of public transportation could introduce a conflict or upset a carefully constructed balance on the MPO. However, 23 U.S.C. 134(a)(2) and 49 U.S.C. 5303(a)(2) state that "it is in the national interest . . . to encourage the continued improvement and evolution of the metropolitan and statewide planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators." The MAP–21's establishment of a performance-based approach to transportation decisionmaking evolves and improves the metropolitan and statewide planning processes, increasing the accountability and transparency of the Federal surface transportation program and improving project decisionmaking. The inclusion of a representative of providers of public transportation in each MPO that serves a TMA is a critical element of MAP–21's performance management framework as it will enable the MPO to establish balanced performance targets and improve its ability to develop plans and programs that support an intermodal transportation system for the metropolitan area. As such, it contributes to the continued improvement and evolution of the cooperative and collaborative metropolitan planning process.

Three commenters suggested that the term FTA and FHWA used to refer to a public transportation representative on an MPO board, "specifically designated representative," implied a role and responsibilities that differed from other members of the MPO board or "create[d] a subclass of board member." This was not the intention of the proposed guidance. The guidance affirms that a representative of providers of public transportation on an MPO that serves a TMA, once designated, should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. The FTA and FHWA

[11] H.R. Conf. Rep. 112–557 (2012).

[12] 23 U.S.C. 134(b)(2); 49 U.S.C. 5303(b)(2).

[13] The term "designated recipient" means "(A) an entity designated, in accordance with the planning process under sections 5303 and 5304, by the Governor of a State, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under section 5336 to urbanized areas of 200,000 or more in population; or (B) a State or regional authority, if the authority is responsible under the laws of a State for a capital project and for financing and directly providing public transportation." 49 U.S.C. 5302(4).

recognize that the term "specifically designated representative" generated considerable confusion. Consequently, the terms "representative of providers of public transportation" and "public transportation representative" replace it in the guidance.

Providers of Public Transportation

Eight commenters stated that to require the representative of providers of public transportation to be a direct recipient of the Urbanized Area Formula funding program is too restrictive, arguing that many large urbanized areas allocate transit funding through sub-recipients that would be precluded from participating in the MPO process. Four additional commenters interpreted this language to mean that a city or county that is not a direct recipient would be precluded from being able to represent transit interests on the MPO board. One commenter asserted that "all public transportation agencies within the MPO should be eligible to serve in this important role."

The FTA and FHWA agree that the use of the term "direct recipient" was overly restrictive. The policy guidance clarifies that the representative of providers of public transportation on an MPO that serves an area designated as a TMA should be a provider of public transportation in the metropolitan planning area and a designated recipient, a direct recipient, or a sub-recipient of Urbanized Area Formula funding, or another public transportation entity that is eligible to receive Urbanized Area Formula funding. The FTA and FHWA recommend selecting a representative from among those public transportation providers that are eligible to receive Urbanized Area Formula funding because most Federal transit funding planned by MPOs serving TMAs is awarded under this program, and an eligible recipient of Urbanized Area Formula funding will be in the best position to represent transit interests on the MPO.

Process for the Selection of Public Transportation Representatives

Three providers of public transportation expressed support for the proposed policy that MPOs that serve an area designated as a TMA should cooperate with providers of public transportation and the State to amend their metropolitan planning agreements to include the cooperative process for selecting representatives of providers of public transportation on the MPO board. Conversely, while agreeing that MPOs should use a cooperative process to select representatives of providers of public transportation, eight MPOs encouraged either the elimination or the softening of this policy recommendation, which would be "an unnecessary burden" that is not needed to meet the goals of MAP–21.

The metropolitan planning agreement is a productive mechanism that facilitates the working relationships among MPOs, States, and providers of public transportation as they fulfill their metropolitan transportation planning requirements. Regulations require that MPOs, States, and public transportation operators cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process and that these responsibilities be clearly identified in written agreements among the MPO, the State, and the public transportation operators serving the metropolitan planning area.[14] The process to select representatives of the providers of public transportation for the MPO board is one of the mutual responsibilities of the MPO, the State, and the providers of public transportation. Thus, FTA and FHWA encourage, but do not require, MPOs, States, and providers of public transportation to amend their metropolitan planning agreements to document the process for selecting representatives of providers of public transportation. However, given the statutory deadline of October 1, 2014, and the expectation that MPOs, States, and providers of public transportation may need to update their agreements to address the MAP–21 performance management requirements once finalized through rulemaking, the policy guidance clarifies that an MPO board resolution, or other documentation, adopting the process to select representatives of providers of public transportation should be sufficient.

While the guidance recommends that MPOs formally adopt some kind of process for the selection of public transportation representatives, the guidance does not prescribe a specific selection process. This guidance affords the flexibility for providers of public transportation, States, and MPOs to determine the process to select representatives of providers of public transportation for the MPO policy board. This could include the selection of representatives by the providers of transit services themselves, as suggested by one commenter who said that "it should be up to the transit agencies to select whom they want to represent their interests [and] the vote for this representative should occur solely between the transit operators, and should be completely independent of the MPO board and staff's decision making." By analogy, in many urbanized areas, providers of public transportation engage with each other to select a designated recipient or to allocate Urbanized Area Formula funds that have been apportioned to the urbanized area. The guidance clarifies that MPOs, States, and providers of public transportation have the flexibility to determine the most effective process that best serves the interests of the metropolitan planning area.

Role of the Public Transportation Representative

Four commenters expressed concern that the requirement to specify the role and responsibilities of the representative of providers of public transportation would place restrictions on the role of the transit representative. This is not the intent. In the guidance, FTA and FHWA recommend that MPOs establish, at a minimum, that a representative must consider the needs of all eligible public transportation providers that provide service in the metropolitan planning area and, in exercising this responsibility, the representative should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. This guidance is intended to recommend a base level for effective representation and is not intended to restrict the role of a transit representative on an MPO.

While one commenter expressed support for the proposal that MPOs serving TMAs should amend their bylaws to describe the collaborative process of selecting representatives of providers of public transportation and the role the selected representative should play "because it would help ensure that transit-related issues and interests are appropriately and meaningfully represented in MPO decision-making," 10 commenters expressed strong concern, claiming that the proposal was unnecessary, onerous, and that it had no basis in law. The proposed policy guidance did not propose to require MPOs to establish or amend bylaws, but only recommended such action. The FTA and FHWA have retained in the policy guidance that MPOs should amend their bylaws, if the MPO has them, to provide that a public transportation representative should consider the needs of all eligible public transportation providers that provide service in the metropolitan planning area and that, in exercising this responsibility, the representative should have equal decisionmaking rights and

[14] 23 CFR 450.314.

authorities as the other members that are on the policy board of an MPO that serves a TMA. The guidance also recommends that an MPO could affirm these two policies in a board resolution or other documentation.

Restructuring MPOs To Include Representation by Providers of Public Transportation

Eighteen commenters expressed support for the proposal that an MPO that serves a TMA that has multiple providers of public transportation should cooperate [15] with the eligible providers to determine how the MPO will include representation by providers of public transportation on its policy board. The example methods that FTA and FHWA described in the proposed guidance included having all providers represented by a single board position, rotating the board position among several providers, or proportional representation of all eligible providers on the board. Many commenters proposed that representation should not be limited to a single transit representative. Thirteen commenters proposed that all providers of public transportation that operate in a TMA should be given representation on the MPO board. One commenter opined that "each transit agency/provider should have a vote in matters before the MPO rather than having several transit providers share a single vote." Another commenter suggested that "the best approach is one that rotates the board position among all eligible providers." Still another commenter proposed that "all efforts be made to include the largest providers of public transportation in a region" as this policy would "ensure that the majority of public transportation users were represented in [the] MPO decision making process."

The FTA and FHWA acknowledge that there are multiple ways to include representation of providers of public transportation on MPO boards and note that many MPOs currently do so. For example, the Regional Transportation Council of the North Central Texas Council of Governments (NCTCOG); the Portland, Oregon, MPO (JPACT); the Miami Valley Regional Planning Commission; the National Capital Region Transportation Planning Board that serves the Washington, DC, metropolitan area; and the Ozarks Transportation Organization in Springfield, Missouri, all cited their inclusion of transit representatives as voting members on their MPO boards.

An MPO serving one of the Nation's newest TMAs, the Portland Area Comprehensive Transportation System (PACTS) MPO in Portland, Maine, accommodates representation by providers of public transportation on the MPO policy board through a cooperative process. As documented in the PACTS bylaws, seven providers of public transportation serve on the Transit Committee of PACTS. The PACTS Transit Committee identifies a representative from the seven providers to serve on the Policy Committee, the Technical Committee, the Planning Committee, and the Executive Committee, and to represent transit for the entire metropolitan planning area. The representatives serve for 2 years and may serve successive terms.

The policy guidance provides MPOs, States, and providers of public transportation with the flexibility to determine the most effective arrangement to best serve the interests of the metropolitan planning area.

Policy Guidance

Representatives of Providers of Public Transportation

By October 1, 2014, MPOs that serve an area designated as a TMA must include "(A) local elected officials; (B) officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and (C) appropriate State officials." [16] The requirement to include "representation by providers of public transportation" is a new requirement under MAP–21. The intent of this provision is that representatives of providers of public transportation, once designated, should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. This expectation reflects the long-standing position of FHWA and FTA with respect to statutorily required MPO board members.

A representative of providers of public transportation should be an elected or appointed member of the provider's board of directors or a senior officer of the provider, such as a chief executive officer or a general manager.

A representative of providers of public transportation should not also attempt to represent other entities on the MPO. For example, if a local elected official is also a member of the board of directors of a provider of public transportation and the elected official represents his or her local jurisdiction's interests on the MPO, the local official should not also serve as a representative of public transportation providers generally.

An MPO is exempt from the structure requirements of 23 U.S.C. 134(d)(2) and 49 U.S.C. 5303(d)(2) if (1) the MPO operates pursuant to a State law that was in effect on or before December 18, 1991; (2) such State law has not been amended after December 18, 1991, as regards the structure or organization of the MPO; and (3) the MPO has not been designated or re-designated after December 18, 1991. An MPO that claims an exemption should self-certify its exempt status with FTA and FHWA as part of the MPO self-certification process described at 23 CFR 450.334 or through some other documentation.

Eligible Providers of Public Transportation

To satisfy 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B), a representative of a provider of public transportation that operates in a TMA should be eligible to be a designated recipient, a direct recipient, or a sub-recipient of the Urbanized Area Formula funding program.

Process for the Selection of Representatives of Providers of Public Transportation

To select representatives of providers of public transportation, MPOs, States, and providers of public transportation have the flexibility to determine the most effective process that best serves the interests of the metropolitan planning area. The FTA and FHWA encourage MPOs that serve an area designated as a TMA to amend their metropolitan planning agreements in cooperation with providers of public transportation and the State to include the cooperative process they have developed to select representatives of providers of public transportation for inclusion on the MPO board. The Metropolitan Transportation Planning rule at 23 CFR 450.314 provides for metropolitan planning agreements in which MPOs, States, and providers of public transportation cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. Alternatively, an MPO should formally adopt the cooperative selection process through a board resolution or other documentation.

[15] Cooperation means that "the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective." 23 CFR 450.104.

[16] 23 U.S.C. 134(d)(2); 49 U.S.C. 5303(d)(2).

Role of a Representative of Providers of Public Transportation

A representative of providers of public transportation should consider the needs of all eligible public transportation providers that provide service in the metropolitan planning area. In exercising this responsibility, the representative should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. An MPO serving a TMA should formally establish through a board resolution the role and responsibilities of a representative of providers of public transportation, including, at a minimum, that the transit representative should (1) consider the needs of all eligible providers of public transportation in the metropolitan planning area and to address those issues that are relevant to the responsibilities of the MPO, and (2) have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA.

To the extent that an MPO has bylaws, the MPO should, in consultation with transit providers in the TMA, develop bylaws that describe the establishment, roles, and responsibilities of transit representatives. These bylaws should explain the process by which the public transportation representative will identify transit-related issues for consideration by the MPO policy board and verify that transit priorities are considered in planning products to be adopted by the MPO. In TMAs with multiple providers of public transportation, the bylaws also should outline how representatives will consider the needs of all eligible providers of public transportation and address issues that are relevant to the responsibilities of the MPO.

Restructuring MPOs To Include Representation by Providers of Public Transportation

Title 23 U.S.C. 134(d)(5)(B) and 49 U.S.C. 5303(d)(5)(B) provide that an MPO may be restructured to meet the law's representation requirements without having to secure the agreement of the Governor and units of general purpose government as part of a redesignation.

There are multiple providers of public transportation within most TMAs. An MPO that serves an area designated as a TMA that has multiple providers of public transportation may need to cooperate with the eligible providers to determine how the MPO will meet the requirement to include representation by providers of public transportation. There are various approaches to meeting this requirement. For example, an MPO may allocate a single board position to eligible providers of public transportation collectively, providing that one representative of providers of public transportation must be agreed upon through a cooperative process. The requirement for representation might also be met by rotating the board position among all eligible providers or by providing all eligible providers with proportional representation. However the representation is ultimately designated, the MPO should formally adopt the revised structure through a board resolution, bylaws, a metropolitan planning agreement, or other documentation, as appropriate.

Apart from the requirement for representation on the MPO's policy board, an MPO also may allow for transit representation on policy or technical committees. Eligible providers of public transportation that do not participate on the MPO's policy board may hold positions on advisory or technical committees.

The FHWA and FTA encourage MPOs, States, local stakeholders, and providers of public transportation to take this opportunity to determine the most effective governance and institutional arrangements to best serve the interests of the metropolitan planning area.

Issued on: May 21, 2014.

Therese McMillan,

Deputy Administrator, Federal Transit Administration.

Gregory G. Nadeau,

Deputy Administrator, Federal Highway Administration.

[FR Doc. 2014–12163 Filed 5–30–14; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 31

[TD 9662]

RIN 1545–BJ31

Designation of Payor To Perform Acts Required of an Employer; Correction

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Correcting amendment.

SUMMARY: This document contains corrections to final regulations (TD 9662) that were published in the **Federal Register** on Monday, March 31, 2014 (79 FR 17860) relating to section 3504 of the Internal Revenue Code (Code) providing circumstances under which a person (payor) is designated to perform the acts required of an employer and is liable for employment taxes with respect to wages or compensation paid by the payor to individuals performing services for the payor's client pursuant to a service agreement between the payor and the client.

DATES: This correction is effective on June 2, 2014, and is applicable March 31, 2014.

FOR FURTHER INFORMATION CONTACT: Jeanne Royal Singley at (202) 317–6798 (not a toll-free number).

SUPPLEMENTARY INFORMATION:

Background

The final regulations that are subject of this document are under section 3504 of the Internal Revenue Code.

Need for Correction

As published, final regulations (TD 9662) contain errors that may prove to be misleading and are in need of clarification.

Correction of Publication

Accordingly, 26 CFR part 31 is corrected by making the following correcting amendments:

PART 31—EMPLOYMENT TAXES AND COLLECTION OF INCOME TAX AT THE SOURCE

■ **Paragraph 1.** The authority citation for part 31 continues to read in part as follows:

Authority: 26 U.S.C. 7805 * * *

§ 31.3504–2 [Corrected]

■ **Par. 2.** In § 31.3504–2, paragraph (e)(9) *Example 9.* the language "Corporation U" is removed and the language "Corporation V" is added in its place.

Martin V. Franks,

Chief, Publications and Regulations Branch, Legal Processing Division, Associate Chief Counsel (Procedure and Administration).

[FR Doc. 2014–12614 Filed 5–30–14; 8:45 am]

BILLING CODE 4830–01–P

RESOLUTION NO. 14-562-5

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OFGOVERNMENTS APPROVING THE ADDITION OF A PUBLIC TRANSPORTATION REPRESENTATIVE ON THE REGIONAL COUNCIL

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;

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) requires representation by providers of public transportation (hereinafter referred to as "Public Transportation Representative") in each MPO that serves a transportation management area (TMA) by October 1, 2014:

WHEREAS, on June 2, 2014, the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) jointly issued its final Policy Guidance reaffirming the requirement of having a Public Transportation Representative on each MPO Board;

WHEREAS, to address the requirement, SCAG consulted the County Transportation Commissions (CTCs) in the SCAG region and the Regional Transit Technical Advisory Committee. Based upon this consultation, it is recommended there be one Public Transportation Representative be appointed to the Regional Council (RC) to represent the transit interests of all the operators in the SCAG region, serving a two-year term with said position rotating among the six counties without any dues requirement for the position, and the appropriate CTC would make the two-year appointment subject to the SCAG President's official appointment.

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

1. To satisfy the requirement of MAP-21 of having representation by providers of public transportation in each MPO by October 1, 2014, the Regional Council (RC) hereby authorizes the immediate addition of one Public Transportation Representative to be appointed to and to serve on the RC to represent the transit interests of all the operators in the SCAG region.

2. The Public Transportation Representative will serve a two-year appointment consistent with the two-year term for existing RC members.

3. The position of Public Transportation Representative will rotate among the six counties without any dues requirement for the position, and the appropriate CTC will make the two-year appointment subject to the SCAG President's official appointment. This position shall also be discussed with the Chief Executive Officers (CEOs) of the CTCs who may develop additional procedures for the selection process.

4. A representative from the Los Angeles County Metropolitan Transportation Authority shall serve as the initial Public Transportation Representative to be appointed to the RC.

5. A proposed Bylaw Amendment incorporating the provisions of this Resolution shall be provided to SCAG's Bylaw and Resolutions Committee for consideration commencing in January of 2015.

6. That SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to submit this Resolution and other necessary documentation to FTA and FHWA or other applicable agency, if requested.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 11th day of September, 2014.

_____
Hon. Carl E. Morehouse
President, SCAG
Councilmember, City of San Buenaventura

Attested by:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joann Africa
Chief Counsel

REPORT

AGENDA ITEM NO. 3

DATE: September 11, 2014

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

FROM: Joann Africa, Chief Counsel, (213) 236-1928; africa@scag.ca.gov

SUBJECT: SCAG's 2014 Title VI Program and Limited English Proficiency (LEP) Plan

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION FOR EAC:
Recommend that the Regional Council adopt Resolution No. 14-562-6 approving SCAG's 2014 Title VI Program and related LEP Plan.

RECOMMENDED ACTION FOR RC:
Adopt Resolution No. 14-562-6 approving SCAG's 2014 Title VI Program and related LEP Plan.

The 2014 Title VI Program and LEP Plan will be sent to the EAC and RC under separate cover.

EXECUTIVE SUMMARY:
Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color or national origin in programs or activities receiving federal financial assistance. SCAG is required to demonstrate its compliance with the Department of Transportation (DOT)'s Title VI requirements. Specifically, as a direct recipient of Federal Transit Administration (FTA) funds, SCAG must submit a Title VI compliance report, known as its "Title VI Program," to FTA every three (3) years.

SCAG's current Title VI Program expires November 30, 2014 and an updated Program must be submitted to FTA by October 1, 2014. SCAG has developed its 2014 Title VI Program to comply with DOT's latest Title VI requirements as promulgated in Circular FTA C 4702.1B. This report summarizes key components of SCAG's 2014 Title VI Program, including its LEP Plan and related Language Assistance Program. Upon its review, SCAG staff seeks the Regional Council's adoption of Resolution No. 14-562-6 approving SCAG's Title VI Program and LEP Plan.

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

BACKGROUND:
Throughout its history, SCAG's policy has been to not discriminate against any person with respect to a SCAG program or service. This commitment is incorporated into all of SCAG's operations and activities. SCAG actively provides information regarding its Title VI obligations to the public using a variety of methods. For example, SCAG's Title VI policy, current LEP Plan and complaint procedure are available on SCAG's website at: http://www.scag.ca.gov/participate/Pages/CivilRights.aspx. Title VI clauses are included in all SCAG contracts and bid advertisements and SCAG annually certifies to its adherence to Title VI. Finally, SCAG integrates Title VI in all public outreach efforts by seeking to engage all segments of the population in the transportation planning process.

As a recipient of FTA funds, SCAG is required to submit a Title VI compliance report, also known as its "Title VI Program," to FTA every three (3) years, demonstrating its compliance with DOT's Title VI requirements. SCAG's current Title VI Program which was approved by FTA on February 2012 will expire November 30, 2014 and an update to SCAG's Title VI Program must be submitted to FTA by October 1, 2014. SCAG has updated the agency's Title VI Program by preparing the 2014 Title VI Program which was developed to meet DOT's latest Title VI requirements as published in Circular FTA C 4702.1B in September 2012.

a. Key Components of SCAG's 2014 Title VI Program

There are several components of the 2014 Title VI Program and this report summarizes some of the key components. These include, for example, SCAG's notice to the public of its Title VI rights and SCAG's procedures for Title VI complaints that may be filed against the agency, both of which are considered "vital documents" under Title VI and which SCAG will make available in English, Spanish, Chinese, Korean and Vietnamese. The 2014 Title VI Program also includes a description of the procedures by which the mobility needs of minority populations are identified and considered within SCAG's planning process. Here, SCAG staff notes how as part of the 2012-2035 Regional Transportation Plan/Sustainable Communities (RTP/SCS) process, SCAG conducted an environmental justice analysis, utilizing certain performance measures to analyze existing social and environmental equity in the region. It was found that the 2012-2035 RTP/SCS investments are distributed equitably, and generally in line with household share, tax burden and transportation system usage for Hispanics, Non-Hispanic Blacks, and Non-Hispanic Asians.

b. LEP Plan and related Language Assistance Program

Another key component of SCAG's 2014 Title VI Program is its Limited English Proficiency (LEP) Plan and related Language Assistance Program whereby staff has particularly worked toward improving its strategies to engage and seek input from traditionally underserved populations.

Individuals for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English are recognized as limited English proficient, or ''LEP." In the SCAG region, the largest LEP populations are Spanish, Chinese, Korean and Vietnamese speakers. SCAG's LEP Plan and Language Assistance Program for LEP Populations is intended to guide SCAG in the provision of meaningful access to its services, programs and activities by LEP persons, especially with respect to the four largest LEP groups identified. The LEP and Language Assistance Program complements in many ways the goals and strategies outlined in SCAG's Public Participation Plan, recently adopted by the Regional Council this past April 2014, to engage the public in regional planning efforts. Copies of the Public Participation Plan can be found on SCAG's website at: http://www.scag.ca.gov/participate/Pages/PublicParticipationPlan.aspx

The following summarizes some of the strategies identified in the SCAG's LEP Plan:

1. Identifying Languages Spoken

   To assist in identifying LEP individuals who need language assistance, SCAG will utilize the U.S. Census Bureau's "*I Speak*" language identification list. The list translates *"Mark this box if you read or speak* (language name)" into 38 different languages and will be an effective tool at SCAG's main office reception desk, public meeting rooms and regional offices.

2. Language Assistance Signage

SCAG will provide appropriate signage at public meeting rooms and in web postings on the agency's website notifying the public that they may request language assistance in advance. When placing a general public meeting notice, staff will translate text (see example below) into Spanish, Chinese and Korean, asking that persons who need language assistance to make arrangements with SCAG at least 72 hours in advance of the meeting or workshop.

Example: "*Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la* [insert staff name] *al teléfono* [insert phone number of contact], *cuando menos 72 horas antes de la junta*"

3. Translation of Vital and Non-Vital Documents

SCAG's analysis revealed over 30 languages that are spoken by more than 1,000 LEP persons in the SCAG six-county region. Spanish-speaking LEP persons are the largest group, representing 71.34% of the total LEP population, followed by Chinese (6.61%), Korean (4.48%), Vietnamese (4.16%), Tagalog (2.75%) and Armenian (2.21%). There is no other language that exceeds 2% of the LEP population share.

Based upon this analysis, SCAG has determined that it will translate documents it considers "vital" into the four largest LEP languages – Spanish, Chinese, Korean and Vietnamese – without a specific request for translation. Vital documents include:

- Notices of availability
- Display ads in ethnic newspapers
- Public hearing/meeting notices with information on free language assistance services
- Notice of a person's rights under Title VI
- Title VI complaint form

SCAG will determine, on a case-by-case basis, the effectiveness and appropriateness to translate other "non-vital" documents – such as long-range plans (in its entirety), executive summaries of plans or fact sheets. However, SCAG is committed to providing reasonable access to all individuals and complying with the DOT's Safe Harbor Provision. SCAG will provide translations of the agency's "vital" documents and subject to available resources, will provide translations of "non-vital" documents by request. Written requests can be made to the Media and Public Affairs Department.

4. Bilingual Staffing

SCAG relies on a core group of volunteer bilingual staff to assist in providing live interpreting, light document translation, and consultant translation review. Their assistance is provided on an ongoing basis to meet the day-to-day needs of the agency. A list of bilingual staff language availability is posted internally on SCAG's intranet and made available to all staff.

Special steps are taken during regular and special board meetings. Bilingual staff (fluent in Spanish, Chinese and Korean) will be on-hand to assist with interpreting, in particular during the public comment portion of the meetings. For program-related public hearings or workshops, bilingual staff will be briefed on the content of any presentation and have access to additional resources with which to reference.

SCAG's Human Resources Department is assessing the feasibility of utilizing a bilingual fluency examination to ensure that the volunteer bilingual staff possesses the requisite skill and proficiency to provide effective bilingual communication.

5. External Interpreter/Translation Services

SCAG will maintain a list of qualified interpreters and document translators. They may not need to be certified; however, interpreters will need to assess the reading level of the audience and speak to the target language group's vocabulary, phrases and/or dialects. Interpreters and translation services must also demonstrate proficiency in both English and the other language, as well as accurately communicate specialized terms or concepts in regional planning.

6. Special Group Presentations

To further engage rural and economically disadvantaged LEP populations, SCAG will conduct in-language presentations for groups as outlined in the Public Participation Plan. These presentations will be made upon request.

7. Monitoring and Evaluating the Plan

SCAG will institute a formal procedure to document the frequency with which LEP persons come into contact with agency staff, programs, or download translated documents available on the website, in addition to the nature of the interaction (i.e. an information request, request to translate new documents, etc.). SCAG will develop a survey for non-English speaking participants and community-based organizations serving LEP populations to assess the effectiveness of the language services and whether alternate services may need to be employed.

Upon its review, SCAG staff seeks the Regional Council's adoption of Resolution No. 14-562-6 approving SCAG's 2014 Title VI Program and LEP Plan. The LEP Plan will be sent to the EAC and RC under separate cover.

FISCAL IMPACT:
Funding to support the development of the SCAG's Title VI Program Update is included in the agency's FY 2014-15 Overall Work Program (OWP).

ATTACHMENTS:
1) Resolution No. 14-562-6
2) SCAG's 2014 Title VI Program and LEP Plan (to be sent under separate cover)

RESOLUTION NO. 14-562-6

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING SCAG's 2014 TITLE VI PROGRAM AND LIMITED ENGLISH PROFICIENCY (LEP) PLAN

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;

WHEREAS, Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.), hereinafter referred to as "Title VI," prohibits discrimination on the basis of race, color or national origin in programs or activities receiving federal financial assistance**;**

WHEREAS, on October 1, 2012, the Federal Transit Administration published Circular FTA C 4702.1B (Circular) to provide recipients of FTA financial assistance with guidance and instructions necessary to carry out the U.S. Department of Transportation (DOT) Title VI regulations (49 CFR part 21);

WHEREAS, as a direct recipient of funds from the FTA and Federal Highway Administration, SCAG is subject to Title VI and is required to submit a Title VI compliance report , or "Title VI Program" to FTA every three years;

WHEREAS, SCAG has developed its 2014 Title VI Program to comply with DOT's latest Title VI requirements as promulgated in the Circular, which is intended to serve as an update to the agency's current Title VI Program.

WHEREAS, included as part of SCAG's 2014 Title VI Program is its Limited English Proficiency (LEP) Plan and related Language Assistance Program to which SCAG staff has developed for the purpose of improving its strategies to engage and seek input from traditionally underserved populations; and

WHEREAS, the 2014 Title VI Program, along with its corresponding staff report, has been reviewed and discussed by SCAG's Executive/Administrative Committee and Regional Council.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments that it to approves SCAG's 2014 Title VI Program and LEP Plan.

BE IT FURTHER RESOLVED:

1. The Regional Council hereby authorizes submittal of SCAG's 2014 Title VI Program and LEP Plan to FTA and other applicable State and Federal agencies.

2. That SCAG's Executive Director, or his designee, is hereby designated and authorized to submit SCAG's 2014 Title VI Program, and to execute all related documents on behalf of the Regional Council.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 11th day of September, 2014.

_____
Hon. Carl E. Morehouse
President, SCAG
Councilmember, City of San Buenaventura

Attested by:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joann Africa
Chief Counsel

REPORT

AGENDA ITEM NO. 4

DATE: September 11, 2014

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

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

SUBJECT: Resolution No. 14-562-7 for the Federal Highway Administration (FHWA) First Mile/Last Mile Greenhouse Gas Demonstration Analysis

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION FOR EAC:
Recommend that the Regional Council approve Resolution No 14-562-7 authorizing SCAG to accept, if awarded, FHWA funds to support the First Mile/Last Mile Greenhouse Gas Demonstration Analysis.

RECOMMENDED ACTION FOR RC:
Approve Resolution No. 14-562-7 authorizing SCAG to accept, if awarded, FHWA funds to support the First Mile/Last Mile Greenhouse Gas Demonstration Analysis.

EXECUTIVE SUMMARY:
On July 3, 2014, FHWA released a solicitation for proposal of Greenhouse Gas and Energy Analysis Demonstration Projects. The solicitation requests State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to conduct a greenhouse gas (GHG) or energy analysis during their transportation planning process as part of a FHWA research project. On August 8, 2014, in partnership with the Los Angeles County Metropolitan Transportation Authority (Metro), and Arizona State University (ASU), as the lead applicant, SCAG submitted a letter of interest (attached) to FHWA to conduct an analysis to advance methods of analyzing GHG emissions. The analysis will provide a more comprehensive understanding of emissions generated from multimodal transit trips, including first mile/last mile access and egress from stations. The data gathered from the study will be available to member agencies to assist in the analysis of transit, active transportation, and climate planning processes to inform GHG reduction strategies. In order to receive the funds that may be awarded to SCAG, the Caltrans Division of Local Assistance requires SCAG to submit a governing board resolution that clearly identifies the project and the authorized official to execute the agreement.

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:
FHWA is soliciting proposals from State Departments of Transportation (DOTs) and MPOs to conduct a GHG or energy analysis of their transportation-related emission or energy-use sources in the planning process. FHWA is undertaking this project in an effort to obtain needed information on how such analysis might be conducted; the barriers and difficulties involved in performing a GHG or energy analysis; and what new information and tools FHWA needs to develop to address those issues. The demonstrations will serve to build capacity among the DOT and MPO communities to perform GHG and energy analyses, and

will also benefit the recipients by providing information and a better understanding to decision makers on the share of transportation emissions or energy use in a particular region, and the most effective reduction strategies.

In partnership with Metro and ASU - as the lead applicant, SCAG submitted a letter of interest to FHWA to conduct an analysis to advance methods of analyzing GHG emissions which, if funded, will provide a more comprehensive understanding of emissions generated from multimodal transit trips, including first mile/last mile access and egress from stations.

Since the adoption of the 2012 RTP/SCS, SCAG has partnered on a number of initiatives to expand the knowledge base and range of tools available for estimating the mode shift and GHG reduction impacts of active transportation investments. SCAG also collaborated with three counties (Orange, Los Angeles, San Bernardino) to complete first mile/last mile strategies and transit access plans. This demonstration project will focus specifically on Los Angeles County, where implementation of First Mile/Last Mile strategies has been identified as a primary vehicle for advancing the GHG and sustainability goals included in Metro's Countywide Sustainability Planning Policy. The analysis will fill a key research gap by providing SCAG and its member agencies with an understanding of the nexus and interactions between three distinct transportation strategies: transit; active transportation; and the creation of multi-modal hubs and networks around transit stations. The data gathered from the study will be available to member agencies to assist in the analysis of transit, active transportation, and climate planning processes to inform GHG reduction strategies.

The proposed study will support an effort in the Joint Work Program between SCAG and Metro to "Continue with implementation of the First Mile/Last Mile Strategic Plan to "extend" the station area and expand the reach of transit in the transit catchment area and at transit stops." The study also implements recommendation number 2 from the Active Transportation Subcommittee to "Consider and refine the availability of data and information to evaluate the RTP/SCS and its alternatives relative to active transportation policy" and recommendation number 3 "Develop, with partner agencies, a methodology for selecting and prioritizing regionally supported active transportation projects."

If approved for funding, the final analysis from the tool will be presented to SCAG's Regional Council, the Board of Directors for Metro and the other County Transportation Commissions (CTCs).

FISCAL IMPACT:
The combined grant program will authorize SCAG to receive $60,000 in Federal Highway Administration funds that will be utilized for the FHWA First Mile/Last Mile Greenhouse Gas Demonstration Analysis. SCAG will provide a $12,000 cash match for this project. The Los Angeles County Metropolitan Transportation Authority will provide $29,500 in-kind match for the analysis.

ATTACHMENTS:
1) Resolution No. 14-562-7
2) Letter of Intent to FHWA dated, August 8, 2014

RESOLUTION NO. 14-562-7

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE ACCEPTANCE OF FEDERAL HIGHWAY ADMINISTRATION (FHWA) GREENHOUSE GAS AND ENERGY ANALYSIS DEMONSTRATION PROGRAM FUNDS TO SUPPORT THE FIRST MILE/LAST MILE GREENHOUSE GAS DEMONSTRATION ANALYSIS

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;

WHEREAS, SCAG has applied for an award of $60,000 in the Federal Highway Administration (FHWA) Greenhouse Gas and Energy Analysis Demonstration Funds ("Grant Funds"), to support the First Last Mile Greenhouse Gas Demonstration Analysis;

WHEREAS, FHWA is soliciting proposals from State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to conduct a greenhouse gas (GHG) or energy analysis of their transportation-related emission or energy-use sources in the planning process as part of an FHWA research project, with the goal of obtaining needed information on how such analysis might be conducted; the barriers and difficulties involved in performing a GHG or energy analysis; and what new information and tools FHWA needs to develop to address those issues;

WHEREAS, the Grant Funds will be used for the First Last Mile Greenhouse Gas Demonstration Analysis, a partnership between SCAG, the Los Angeles County Metropolitan Transportation Authority and Arizona State University to provide a more comprehensive understanding of emissions generated from multimodal transit trips, including first-last mile access and egress from stations; and

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of Southern California Association of Governments to authorize SCAG to accept, if awarded, and administer the Grant Funds to support the First Last Mile Greenhouse Gas Demonstration Analysis.

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

1. That the Regional Council hereby authorizes SCAG to accept the Grant Funds in the amount of $60,000 from the FHWA to support the First Last Mile Greenhouse Gas Demonstration Analysis.

2. That SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to supporting the grant funds.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 11th day of September, 2014.

_____
Hon. Carl E. Morehouse
President, SCAG
Councilmember, City of San Buenaventura

Attested by:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joann Africa
Chief Counsel

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Federal Highway Administration
California Division
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
Phone: (916) 498-5001Division Office

August 8, 2014

Re: Solicitation for Greenhouse Gas and Energy Analysis Demonstration Projects

Dear Mr. Mammano,

The Southern California Association of Governments (SCAG), the Los Angeles County Metropolitan Transportation Authority (Metro), and Arizona State University (ASU) are pleased to submit a letter of interest regarding the Solicitation for Greenhouse Gas and Energy Analysis Demonstration Projects. The aforementioned parties respectfully request $60,000 to advance methods of analyzing greenhouse gas (GHG) emissions to provide a more comprehensive understanding of emissions generated from multimodal transit trips, including first-last mile access and egress from stations. The findings will be used to prioritize the most effective transportation and land-use planning strategies for optimizing the GHG reductions achieved from transit investments. These findings will inform regional policy development, transit planning practices, and land-use decisions in Southern California and serve as a case study for MPOs, transit agencies and local jurisdictions across the country.

Description of agency interest in GHG analysis, goals for GHG emission reductions and/or energy use, and sustainability.

With the adoption of the 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), SCAG has placed a greater emphasis than ever before on sustainability, environmental protection, and integrated planning. The RTP/SCS establishes a goal and plan for reducing GHG emissions from passenger vehicles by 9 percent per capita by 2020 and 16 percent per capita by 2035 compared to 2005. The RTP/SCS exceeds the GHG emission reduction goals established by California's Sustainable Communities and Climate Protection Act, and meets the transportation conformity requirements as set forth by the federal Clean Air Act. The GHG reductions to be achieved by the 2012 RTP/SCS will be made possible largely by more sustainable planning, transit investments, and land use decisions that allow Southern Californians to live closer to high-quality transit service. The transit system in SCAG's six-county region is currently comprised of an extensive network of services, including fixed-route local bus, community circulators, express bus, bus rapid transit (BRT), commuter rail, heavy rail, and light rail totaling 18,696 directional route miles. The plan invests $246 billion in new and expanded transit services and maintenance that will result in over twice as many households living near high-quality transit stops. SCAG is committed to optimizing the GHG reductions achieved through this tremendous investment in transit, and recognizes that methods of station access (park & ride, bus transfer, bike, walk) will significantly impact both the

ridership and the overall emission reductions achieved in transit corridors. The RTP/SCS includes $6.7 billion for active transportation investments, which will be leveraged to achieve this goal.

Since the adoption of the 2012 RTP/SCS, SCAG has partnered on a number of initiatives to expand the knowledge base and range of tools for estimating mode shift and GHG reduction impacts of active transportation investments. SCAG has also collaborated with three counties (Orange, Los Angeles, San Bernardino) to complete first-last mile strategies and transit access plans. This demonstration project will focus specifically on Los Angeles County, where implementation of first-last mile strategies has been identified as a primary vehicle for advancing the GHG and sustainability goals included in Metro's Countywide Sustainability Planning Policy. Metro's adopted its First Last Mile Strategic Plan (FLMSP) in March of 2014. The goal of this plan is to coordinate infrastructure investments for all modes of transit access in station areas to increase the reach of transit and expand ridership. Metro is currently pursuing implementation demonstrations for first last mile improvements at a variety of stations and is seeking information that will assist in the prioritization of limited transportation dollars. Metro's FLMSP includes a methodology for estimating increased ridership expected from expanding the transit shed of transit stations through first-last mile investments. The proposed demonstration project will help refine the existing methodology in Metro's FLMSP by developing estimates of the potential carbon emission reductions from different combinations of multi-modal trips. This data will fill a key research gap by providing SCAG and Metro with an understanding of the nexus and interactions between three distinct transportation strategies – transit, active transportation and the creation of multi-modal hubs and networks around transit stations.

Description of the proposed effort. This section should include the purpose and a detailed description of the effort to be funded. It should explain plans to conduct the GHG analysis and use the results. It should also include the phases of work, budget, work products, and timing. If contractor assistance is planned to support the effort, that support and estimated level of effort should be included.

The purpose of the demonstration project is to develop and apply advanced methods of analyzing GHG emissions to provide a more comprehensive understanding of emissions generated from the multimodal transit trip, including first-last mile access and egress from stations. This work will be conducted over the next 12 months and will result in 6 work products as outlined below. In addition to the funds requested, the project partners will provide an additional $31,500 in in-kind and hard match to support the project.

Task	FHWA Funds*	SCAG Match	Metro Match
Quantitative Framework	$33,000		
Case Studies	$10,000	$2,500	$6,000
Scenario Development	$5,000	$2,500	$16,000
Outreach			$4,000
Presentation Materials/Infographics	$3,000	$4,000	
Final Report	$9,000	$3,000	$3,500
Total:	**$60,000**	**$12,000**	**$29,500**

* All FHWA funds will be used to fund ASU's participation in the project.

The GHG assessment will focus on lines operated by Metro and will include ingress, egress, and in-vehicle emissions by multi-modal trips. A mixed methods approach will be used that combines data on vehicle operations and from analyses of surveys in a life-cycle GHG assessment framework. Methods and tools developed by ASU's Transportation Life Cycle Assessment laboratory (www.transportationlca.org) will serve

as the foundation for the assessment. The research will develop per trip GHG profiles for characteristic multi-modal trips based on ingress/egress survey data collected in 2012 and 2013 by Metro. The outcome will show how accessing or egressing transit by car, bus, rail, biking, or walking (of various distances) affects the GHG emissions of a multi-modal trip. This information will be critical for later SCAG assessments that consider the economic, health, and other benefits and costs of reducing emissions by targeting the portions of trips (e.g. first and last miles by car) that have the largest GHG contributions.

The analyses will include local bus, express bus, rapid bus, light rail, and metro rail operations specific to Metro. Fuel and electricity use data will be provided by Metro. Metro operates a compressed natural gas bus fleet and existing emissions data and output from emissions simulations models will be used to characterize GHG emissions from operations. Likewise, meter readings from the Los Angeles Department of Water and Power and Southern California Edison will be provided to estimate the electricity consumption from electric rail lines. GHG emissions from electricity generation will be assessed using the U.S. Department of Energy's Greenhouse Gas, Regulated Emissions, and Energy Use in Transportation (GREET) model. The emissions and electricity generation modeling will serve as the basis for the in-transit vehicle leg. Following, Metro's 2012 and 2013 On-board Customer Satisfaction Survey will be used to assess the share of transit riders that access/egress the transit line by other modes (car, bus, rail, bike, and walk). Metro's survey includes roughly 22,000 responses that were collected on all relevant transit lines that asked passengers the characteristics of how they arrived to and exited from stations.

For each transit line, GHG emissions estimates will be developed of an ingress and egress trip of various modes and travel distances. Ridership data provided by Metro will allow the characterization of GHG emissions by peak, off-peak, and average travel characteristics. The result will be a GHG emission profile by time-of-day for representative multi-modal trips in Los Angeles County that differentiates which portions of the trips contribute to the GHG emissions of multi-modal travel. Concurrently, the emissions from a competing uni-modal automobile trip will be developed using the GREET model and congestion effects will be considered using speed assessments from the U.S. EPA's Motor Vehicle Emission Simulator (MOVES) model. The uncertainty in per trip emissions will be estimated by evaluating characteristic short and long distance access and egress trips. The uncertainty approach will allow for the development of bounding cases for GHG per trip emissions that will help in analyzing travel behavior that leads to the greatest impacts. A discussion of the sensitivity of multi-modal trips to various factors (ingress/egress distance, congestion, etc.) will be created.

U.S. EPA Scope 3 life cycle GHG emissions from vehicle manufacturing and energy production for vehicle propulsion will be assessed using the SimaPro and GREET life cycle assessment models. The SimaPro model and EcoInvent life cycle database include a variety of vehicle manufacturing and maintenance processes and these will be assessed for Metro specific conditions. Final results will include a discussion of the relevance of life cycle processes for active transportation investments and public transit service delivery.

The analysis will further consider 3-5 distinct scenarios of access strategies and improvements applied to Metro transit stations as part of the on-going implementation of the FLMSP. The scenarios will be designed to differentiate both the emphasis areas for access improvements (e.g. improvements emphasizing bike/ped infrastructure vs. improvements focused on information and wayfinding), as well as, to test effectiveness of strategies by locational land use and transit line characteristics. This scenario approach will focus on identifying the most effective strategies for GHG reduction in a variety of different contexts and provide for results which are transferrable throughout the larger region and elsewhere.

Impact on decision-making. This section should describe how the results of the analysis will promote awareness or help to reduce GHG emissions.

The assessment will expand Metro's existing methodology for calculating GHG emissions from first-last mile improvements and will be used to inform planning processes at SCAG and Metro. SCAG will use the assessment to inform scenario planning and GHG estimates for SCAG's upcoming 2016 RTP/SCS. The 2016 RTP/SCS will guide regional investments over a 20 year time horizon, reducing the GHG emissions from the region and preparing Southern California for the effects of climate change. The final analysis from this tool will be presented to SCAG's Regional Council, the Board of Directors for Metro and the other County Transportation Commissions (CTCs), and provided to relevant decision makers in each of SCAG's 191 member cities to build support for expanding resources for first last mile improvements across Southern California.

The development of this assessment will inform strategic transportation funding decisions at Metro for transit access improvements aimed at bolstering ridership, supporting further GHG emission reductions efforts. Understanding how different first-last mile strategies perform from a GHG reduction standpoint will help Metro identify the most cost-effective improvements and will facilitate planning, prioritizing and implementing improvements across Metro's system. With the information developed in this project, SCAG will be well-positioned to work with the other CTCs in the region to cost-effectively invest in GHG reduction strategies.

The analysis of GHG emissions will be provided to relevant state agencies responsible for allocating funding from state and federal programs, such as California's Cap and Trade Program, to support dedicating additional investments to first last mile improvements. Finally, the assessment will be available to SCAG's local jurisdictions to be used in their transit, active transportation, and climate planning processes to inform different GHG reduction strategies.

Collaboration. This section should describe plans to provide case studies, lessons learned, and feedback for improving the GHG tools and methodologies. It should also describe the potential of the project to serve as a national case study.

The life cycle GHG assessment developed through this study and the existing methodology in Metro's FLMSP will be applied to representative transit trips for mature and new transit lines. This will aid other cities by developing a framework by which door-to-door GHG emissions from passenger transportation systems can be assessed, under a variety of conditions (multi-modal combinations, peak and off-peak, congestion and free-flow). These case studies detail the differences in GHG emissions reductions that can be achieved through different first-last mile investment strategies for lines with different operating characteristics and at different stages of adoption. It will also provide more directed information on how active transportation investments have the potential to reduce GHG emissions. The case studies will serve as preliminary planning documents for Metro as it moves forward with improvements at stations. SCAG will provide a case study detailing how the methodology influences the scenario planning process for the 2016 RTP/SCS which can inform the transportation planning processes of metropolitan planning organizations nationwide.

Metro's FLMSP includes a methodology for identifying access barriers to transit stations. The addition of detailed GHG assessments for different trip types, combined with the current methodology for estimating the expanded transit shed of different first-last mile investments will make the assessment a national best

practice that can be adopted by other transportation planning agencies to increase ridership and reduce GHG emissions. As noted above, strategies will be further analyzed through the development of scenarios based on different locational characteristics. This approach will allow for broad transferability in a variety of contexts.

Lessons learned through the development of the assessment process will be clearly documented in the methodology section of the final report. Barriers and difficulties experienced by Metro and SCAG in development of scenarios for the assessment will be provided to inform other transportation agencies of the difficulties of developing similar data sets for their regions.

Description of dedicated staffing/resources. This section should fully describe the funding and assets that will be dedicated to the project, and demonstrate how the non-Federal match requirement will be met.

SCAG will serve as the lead agency for this grant and will contribute staff time to develop the scope of work, hire a consultant, manage grant reporting requirements, review deliverables, and finalize the assessment as part of its ongoing commitment to expand data and resources related to active transportation. In addition, SCAG will contribute a $12,000 cash match as the 20 percent local match for the project.

Metro will contribute $29,500 of in-kind staff time to coordinate working group meetings, facilitate the development of scenarios based on implementation of the FLMSP, and provide access to Metro's existing data sources.

ASU will utilize the $60,000 from FHWA to develop the GHG assessment collaborating directly with SCAG and Metro. Researchers at ASU's Transportation Life Cycle Assessment laboratory will lead the emissions modeling and life cycle assessment activities. They will assist with the development of case studies/scenarios and manage sub-consultants determined necessary for the completion of the project and final report.

The assessment produced through this study will fill a key research gap and expand the understanding of how first-last mile improvements can expand transit ridership and reduce GHG emissions. Furthermore, SCAG, Metro and ASU believe that this assessment will provide a cornerstone for future research efforts to calculate the GHG reduction benefits from other types of active transportation trips. We look forward to partnering with the FHWA in the development of this exciting research project. For any questions related to this letter, please contact Rye Baerg at (213) 236-1866 or by email at baerg@scag.ca.gov.

Sincerely,

Hasan Ikhrata, Executive Director
Southern California Association of Governments

CC: Joseph Vaughn, Air Quality Specialist; Diane Turchetta, Office of Natural Environment; John Davies, Office of Natural Environment; Becky Lupes, Office of Natural Environment; Jeff Houk, FHWA Resource Center

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REPORT

AGENDA ITEM NO. 5

DATE: September 11, 2014

TO: Energy and Environment Committee (EEC)
Executive/Administration Committee (EAC)
Regional Council (RC)

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

SUBJECT: Transportation Conformity Determination for Amendment No. 2 to 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) and 2015 Federal Transportation Improvement Program (FTIP)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION FOR EAC/EEC:
Recommend that the Regional Council approve the transportation conformity determination for Amendment No. 2 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) and 2015 Federal Transportation Improvement Program (FTIP); and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

RECOMMENDED ACTION FOR RC:
Approve the transportation conformity determination for Amendment No. 2 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) and 2015 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:
Pursuant to federal and state law and based on requests from the six (6) county transportation commissions (CTCs) in the SCAG region, SCAG has jointly developed the Amendment No. 2 to the 2012-2035 RTP/SCS and 2015 FTIP. The 2012 RTP/SCS Amendment No. 2 reflects additions or changes to project scopes, costs, and/or schedule for a number of critical transportation projects. The 2015 FTIP implements the 2012 RTP/SCS and is a programming document totaling over $31 billion and containing close to 2,200 projects covering a six (6) year period. At its June 5, 2014 meeting, the Transportation Committee released the Draft 2012 RTP/SCS Amendment No. 2 and Draft 2015 FTIP for a 30-day public review and comment period. The draft transportation conformity analyses for the 2012 RTP/SCS Amendment and 2015 FTIP were presented to the EEC on August 7, 2014. SCAG staff has performed the required conformity analyses demonstrating that the 2012 RTP/SCS Amendment No. 2 and 2015 FTIP meet all metropolitan planning regulations and transportation conformity requirements.

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

BACKGROUND:
On June 6, 2013, the Regional Council adopted the Amendment No. 1 to the 2012 RTP/SCS. On July 15, 2013, the FHWA and FTA approved the transportation conformity determination for the first 2012 RTP/SCS Amendment.

Since that time, based on requests from the six CTCs in the SCAG region, SCAG has prepared the 2012 RTP/SCS Amendment No. 2 to reflect additions or changes to a number of critical transportation projects in order to allow them to move forward toward the implementation phase. Concurrently, SCAG has developed the 2015 FTIP that includes transportation projects and programs totaling over $31 billion in Fiscal Years 2015/2016 to 2020/2021.

Under the U.S. Department of Transportation's metropolitan planning regulations and U.S. EPA's transportation conformity regulations, the 2012 RTP/SCS Amendment No. 2 and 2015 FTIP need to pass five conformity tests: consistency with the adopted 2012 RTP/SCS as previously amended; regional emissions analysis; timely implementation of transportation control measures (TCMs); financial constraint; and interagency consultation and public involvement.

Staff has performed the required transportation conformity analyses demonstrating conformity for the 2012 RTP/SCS Amendment No. 2 and 2015 FTIP. The draft conformity analyses were released for a 30-day public review and comment period on July 1, 2014 and subsequently presented to the EEC as an information item on August 7, 2014. In addition, two (2) public hearings were held on July 10 and 24, 2014 respectively. SCAG has received a number of comments, including some conformity related comments, from nine (9) commenters. All comments have been responded to and addressed as appropriate in the proposed final 2012 RTP/SCS Amendment and 2015 FTIP documents.

The conformity analyses, details of the transportation programs and projects in the Final 2012 RTP/SCS Amendment No. 2 and 2015 FTIP, and responses to comments are contained in the attached Final 2012 RTP/SCS Amendment and 2015 FTIP documents.

The Transportation Committee will consider at its meeting today whether to recommend that the Regional Council adopt resolutions to approve Amendment No. 2 to the 2012 RTP/SCS and the 2015 FTIP.

Upon adoption by the Regional Council, the transportation conformity determination for the 2012 RTP/SCS Amendment No. 2 and 2015 FTIP will be submitted to the FHWA/FTA for approval.

FISCAL IMPACT:
Work associated with this item is included in the current FY2014-15 Overall Work Program (15-025.SCG00164: Air Quality Planning and Conformity).

ATTACHMENTS:
1. Final Amendment No. 2 to 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS)
2. Final 2015 Federal Transportation Improvement Program (FTIP) Executive Summary
3. Final 2015 Federal Transportation Improvement Program (FTIP) Technical Appendix SCAG's Response to Comments

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

Southern California Association of Governments

ADOPTED
SEPTEMBER 2014

PRELIMINARY VERSION
FOR REVIEW

Amendment No. 2

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Introduction

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

A major component of the 2012–2035 RTP/SCS is a Project List containing thousands of individual transportation projects that aim to improve the region's mobility and air quality, and revitalize our economy. On June 6, 2013, SCAG adopted Amendment No. 1 to the 2012–2035 RTP/SCS as a response to changes to 36 of these transportation projects and the need to add seven new projects.

Since the adoption of Amendment No. 1, additional projects have experienced technical changes that are time-sensitive and require amendment to the RTP/SCS in order to allow these projects to move forward in a timely manner.

The majority of these project changes occur to short-range projects that can be found in the 2015 Federal Transportation Improvement Program (FTIP) document, which is being developed concurrently with this RTP/SCS Amendment. The purpose of this Amendment No. 2 document is to identify the project changes being made beyond the changes contained in the 2015 FTIP, and provide documentation demonstrating that the 2012–2035 RTP/SCS as amended will continue to comply with federal and state requirements, including the Moving Ahead for Progress for the 21st Century Act (MAP-21) metropolitan planning requirements, the Transportation Conformity Rule, and SB 375. An Addendum to the 2012–2035 RTP/SCS Program Environmental Impact Report (PEIR) has also been prepared to assess proposed changes to the 2012–2035 RTP/SCS Project List as detailed herein. The Addendum can be found at http://scag.ca.gov.

Project Modifications

The project changes identified in Amendment No. 2 to the 2012–2035 RTP/SCS can be broadly categorized as follows:

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

As indicated in the Introduction chapter of this document, the majority of project changes occur to short-range projects that can be found in the 2015 FTIP document. In addition to these short-range changes, Tables 1 and 2 of this document outline the addition of 6 new projects and an additional 16 project changes which are also considered a part of Amendment No. 2.

For specific details of all projects contained in the RTP/SCS Amendment No. 2 modeling and regional emissions analysis, please refer to the Model List updated through Amendment No. 2 to the 2012–2035 RTP/SCS and the 2015 FTIP at http://scag.ca.gov.

Table 1. New RTP/SCS Projects Beyond the FTIP

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	1122001	TRANSIT	N/A	AUTOMATED PEOPLE MOVER SYSTEM (APM): A RAIL OR FIXED GUIDEWAY BASED TRANSPORTATION SYSTEM OR SYSTEMS THAT MOVES PASSENGERS TO AND FROM THE CENTRAL TERMINAL AREA TO THE LANDSIDE ACCESS FACILITIES (CONRAC AND ITF) AND OTHER MASS TRANSPORTATION FACILITIES IN AN ABOVE-GRADE CONFIGURATION, AND TO AND FROM THE CENTRAL TERMINAL AREA TO THE TOM BRADLEY INTERNATIONAL TERMINAL AND THE MIDFIELD SATELLITE CONCOURSE IN A BELOW-GRADE CONFIGURATION.	2025	$994,000	NEW PROJECT COST	NEW PROJECT
LOS ANGELES	1122002	OTHER	N/A	INTERMODAL TRANSPORTATION FACILITY (ITF): A FACILITY PROVIDING REMOTE PASSENGER PICK UP AND DROP OFF AREAS, PUBLIC PARKING, AND CONNECTIONS TO PUBLIC TRANSIT AND OTHER COMMERCIAL VEHICLES (I.E. DOOR-TO-DOOR SHUTTLES AND SCHEDULED BUSES).	2025	$208,000	NEW PROJECT COST	NEW PROJECT
LOS ANGELES	1122003	OTHER	N/A	CONSOLIDATED RENTAL CAR FACILITY (CONRAC): A CONSOLIDATED FACILITY TO ACCOMMODATE RENTAL CAR OPERATORS AT LAX. THIS FACILITY MAY INCLUDE A CUSTOMER SERVICE FACILITY, READY/RETURN GARAGE, RENTAL CAR STORAGE, AND MAINTENANCE SUPPORT.	2025	$566,000	NEW PROJECT COST	NEW PROJECT
SAN BERNARDINO	4122001	TRANSIT	METROLINK SAN BERNARDINO LINE	DOUBLE TRACKING OF METROLINK SAN BERNARDINO LINE BETWEEN CP LILAC AND CP RANCHO IN SAN BERNARDINO COUNTY	2020	$64,000	NEW PROJECT COST	NEW PROJECT
SAN BERNARDINO	4122002	TRANSIT	METROLINK SAN BERNARDINO LINE	DOUBLE TRACKING OF METROLINK SAN BERNARDINO LINE BETWEEN CP CENTRAL AND CP ARCHIBALD IN SAN BERNARDINO COUNTY	2020	$94,500	NEW PROJECT COST	NEW PROJECT
SAN BERNARDINO	4122003	STATE HIGHWAY	I-10	ON I-10 NEAR YUCAIPA: ADD/CONSTRUCT NEW EASTBOUND TRUCK CLIMBING LANE FROM LIVE OAK CANYON ROAD TO RIVERSIDE COUNTY LINE INCLUDING TRANSITION BETWEEN COUNTY LINE AND CALIMESA BLVD.	2025	$30,000	NEW PROJECT COST	NEW PROJECT

Table 2. RTP/SCS Project Modifications Beyond the FTIP

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
VARIOUS	EXISTING: 1C0404	STATE HIGHWAY	HIGH DESERT CORRIDOR	HIGH DESERT CORRIDOR, CONSTRUCT NEW 4-6 LANE FACILITY: E-W I-14 TO US-395 (CONNECTING AT SB CO #20020144), E-W I-5 TO SR-14, N-S SR-14 TO SR-138.	2020	$6,925,029	RTP PROJECT COST DECREASE.	REORGANIZATION OF OUTDATED HIGH DESERT CORRIDOR AND SR-138 PROJECT ENTRIES INTO UPDATED ENTRIES (INCLUDES REVISIONS TO DESCRIPTION AND COST OF HIGH DESERT CORRIDOR PROJECT).
SAN BERNARDINO	EXISTING: 20020144	STATE HIGHWAY	0	HI- DESERT CORR. PHASE 1, SR-18 REALIGNMENT FROM US 395 IN ADELANTO TO SR-18 E/O APPLE VALLEY. COONSTRUCT 4-6 LANE FREEWAY/EXPRESSWAY. CONSTRUCT NEW IC @I-15 W/AUX LANES NORTH AND SOUTH OF NEW IC. CONSTRUCT INTERSECTION @US 395 W/TURN POCKETS TO NORTH AND SOUTH	2020	$1,156,000		
LOS ANGELES	EXISTING: 1M1005	STATE HIGHWAY	0	HIGH DESERT CORRIDOR (ENVIRONMENTAL) (MULTIPLE COMBINATIONS OF MODES UNDER STUDY, INCLUDING BUT NOT LIMITED TO TSM/TDM, FREEWAY, EXPRESSWAY, TOLLWAY, AND RAIL)	2014	$33,000		
LOS ANGELES	NEW: LA0G1099	STATE HIGHWAY	0	HIGH DESERT CORRIDOR: AN APPROXIMATELY 63-MILE EAST-WEST MULTI-PURPOSE CORRIDOR FROM AVENUE P-8/SR-14 IN LA COUNTY TO BEAR VALLEY ROAD/SR-18 IN SAN BERNARDINO COUNTY. THIS MULTI-PURPOSE CORRIDOR INCLUDES TSM/TDM, FREEWAY, EXPRESSWAY, TOLLWAY, HIGH-SPEED RAIL, GREEN ENERGY TRANSMISSION/PRODUCTION, AND BIKEWAY ELEMENTS	2020	$5,000,000		
LOS ANGELES	NEW: 1122004	STATE HIGHWAY	SR-138	NW 138 CORRIDOR IMPROVEMENT PROJECT - APPROXIMATELY 36 MILES, PROVIDING AN IMPROVED 4 TO 6 LANE FACILITY BETWEEN I-5 AND SR 14	2020	$622,481		
LOS ANGELES	NEW: 1122005	STATE HIGHWAY	SR-138	SR-138 LOOP ROAD	2020	$1,083,594		
ORANGE	2H0703	STATE HIGHWAY	I-5	EXISTING: ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD REVISED: I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION	2018	EXISTING: $46,400 REVISED: $45,110	RTP PROJECT DECREASE.	REVISED DESCRIPTION AND COST.
ORANGE	2M0717	STATE HIGHWAY	I-5	EXISTING: ADD RAMPS AT LOS ALISOS REVISED: IMPROVE ACCESS AND MERGING IN THE VICINITY OF EL TORO ROAD	EXISTING: 2021 REVISED: 2023	$57,954	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE.
ORANGE	2M0728	STATE HIGHWAY	I-405	EXISTING: ADD 1 MF LANE EACH DIRECTION FROM I-5 TO SR-55 AND IMPROVE MERGING	2023	$374,540	NO CHANGE TO RTP PROJECT	REVISED DESCRIPTION.

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
				REVISED: ADD 1 MF LANE EACH DIRECTION FROM I-5 TO SR-55 AND ADD SB AUX LANES FROM UNIVERSITY TO SAND CNYN, SAND CNYN TO 133, AND 133 TO IRV CTR DR			COST. NO FISCAL IMPACT.	
ORANGE	2T01135	STATE HIGHWAY	SR-91	EXISTING: HOV/HOT CONNECTOR NB 241 TO EB 91, WB 91 TO SB 241	EXISTING: 2017	EXISTING: $473,191	RTP PROJECT DECREASE.	REVISED DESCRIPTION, SCHEDULE, COST, AND LEAD AGENCY.
				REVISED: HOV/HOT CONNECTOR: NB SR-241 TO EB SR-91, WB SR-91 TO SB SR-241 (1 LANE EACH DIR) AS REQ, BY 2020 PER SCAG/TCA MOU 4/05/01. PARENT PROJECT ORA050	REVISED: 2020	REVISED: $183,557		
RIVERSIDE	3M01CV01	STATE HIGHWAY	I-10	CONSTRUCT NEW 4 LANE IC AND RAMPS	2017	$23,371	NONE; DUPLICATE PROJECT STILL IN RTP/SCS	DELETION OF DUPLICATE PROJECT
SAN BERNARDINO	200403	LOCAL HIGHWAY	0	EVANS/WEST STREET FROM REDLANDS BLVD TO BARTON -CONSTRUCT 4 NEW LANES, A N/S ARTERIAL ROADWAY FROM REDLANS BLVD TO BARTON, WEST OF ANDERSON ST.	EXISTING: 2015 REVISED: 2023	$9,153	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	200804	LOCAL HIGHWAY	SOUTH ARCHIBALD	SOUTH ARCHIBALD AVE. GRADE SEPARATION (AT MISSION BLVD) CONSTRUCT A HIGHWAY AND RR GRADE SEPARTION AT EXISTING AT-GRADE CROSSING SOUTH OF ARCHIBALD AND THE UPPR LA LINE-PROJECT TO BUILD NEW FLY-OVER BRIDGE FOR RR - WIDENING FROM 2-6 LANES 3 LANES IN EACH DIRECTION AND LEFT AND RIGHT TURN LANES;DRAINAGE IMPROVMENTS.	EXISTING: 2014 REVISED: 2023	$57,932	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	200807	LOCAL HIGHWAY	MAIN STREET	MAIN STREET WIDENING - BNSF TO WEST CITY LIMITS-WIDENING FROM 1-2 LANES IN THE E/B & W/B DIRECTION-(BRIDGE WIDENING AND APPROACHES OF ABOUT 100' IN EACH DIRECTION	EXISTING: 2014 REVISED: 2020	$384	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	200816	LOCAL HIGHWAY	ROCK SPRINGS RD	ROCK SPRINGS RD FROM 0.3 MILES EAST/OF DEEP CREEK RD. TO KIOWA RD. (0.76 MI); WIDEN FROM 2-4 LANES	EXISTING: 2014 REVISED: 2025	$18,533	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	4A01387	LOCAL HIGHWAY	0	WIDEN 5TH STREET FROM 2 TO 4 LANES BETWEEN DEL ROSA DR AND PALM AVENUE; CONSTRUCT NEW TRAFFIC SIGNAL AT 5TH/CENTRAL INTERSECTION;	EXISTING: 2013	$13,587	NO CHANGE TO RTP PROJECT	REVISED SCHEDULE.

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
				WIDEN 5TH ST AT SR210 FREEWAY UNDERCROSSING FROM 4 TO 5 LANES; ADD TURN LANE, MODIFY RAMP TERMINI; SHOULDER IMPROVEMENTS ON DEL ROSA DR BETWEEN 3RD ST AND 5TH ST (NO ADDITIONAL LANES)	REVISED: 2020		COST. NO FISCAL IMPACT.	
SAN BERNARDINO	SBD031296	LOCAL HIGHWAY	0	REDLANDS BOULEVARD EAST CITY LIMITS TO WEST CITY LIMITS WIDEN FROM 4 LANES TO 6 LANES	EXISTING: 2014 REVISED: 2023	$6,850	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	SBD031418	LOCAL HIGHWAY	0	AMETHYST ROAD PALMDALE ROAD TO HOPLAND STREET WIDEN EXISTING ROAD FROM 2 LANES TO 4 LANES	EXISTING: 2013 REVISED: 2023	$4,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	SBD031419	LOCAL HIGHWAY	0	EL EVADO ROAD, PALMDALE RD TO AIR BASE ROAD PALMDALE TO HOPLAND (12/98) HOPLAND TO AIR BASE (12/96), WIDEN FROM 2 TO 4 WITH LEFT TURN LANES	EXISTING: 2013 REVISED: 2023	$4,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	SBD031422	LOCAL HIGHWAY	0	3RD AVENUE NISQUALLI ROAD TO GREEN TREE BOULEVARD WIDEN FROM 2 LANES TO 4 LANES	EXISTING: 2013 REVISED: 2023	$750	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
VARIOUS	7120013	STATE HIGHWAY	0	REGIONAL EXPRESS/HOT LANE NETWORK	2035	EXISTING: $9,500,000 REVISED: $6,970,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE TO SEVERAL SEGMENTS OF REGIONAL PROJECT 7120013 (NOW CONTAINED IN NEW PROJECTS 4122004, 4122005, 4122006, AND 4122007)
SAN BERNARDINO	NEW: 4122004	STATE HIGHWAY	I-10	I10 EXPRESS LANE ADDITION (GAREY AVENUE IN LOS ANGELES COUNTY TO I-15/I-10 INTERCHANGE) – EXPRESS LANE WIDENING TO IMPLEMENT TWO (2) EXPRESS LANES IN EACH DIRECTION FOR A TOTAL OF 12 LANES INCLUDING AUXILIARY LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS WHERE NEEDED.	2021	$500,000		
SAN BERNARDINO	NEW: 4122005	STATE HIGHWAY	I-10	I10 EXPRESS LANE ADDITION (I-15/I-10 INTERCHANGE TO FORD STREET UNDERCROSSING) – EXPRESS LANE WIDENING TO IMPLEMENT TWO (2) EXPRESS LANES IN EACH DIRECTION FOR A TOTAL OF 12 LANES INCLUDING AUXILIARY LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS WHERE NEEDED.	2024	$1,000,000		
SAN BERNARDINO	NEW: 4122006	STATE HIGHWAY	I-15	I15 EXPRESS LANE ADDITION (CANTU GALLEANO IC TO I15/215 INTERCHANGE) – EXPRESS LANE WIDENING, ADDING TWO (2) EXPRESS LANES IN EACH DIRECTION FOR A TOTAL OF 12 LANES INCLUDING AUXILIARY LANES, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS WHERE NEEDED. (SEGMENTS 1 THRU 3)	2026	$460,000		
SAN BERNARDINO	NEW: 4122007	STATE HIGHWAY	I-15	I15 EXPRESS LANE ADDITION (I15/215 INTERCHANGE TO US-395) – EXPRESS LANE WIDENING, ADDING TWO (2) EXPRESS LANES IN EACH DIRECTION FOR A TOTAL OF 12 LANES INCLUDING AUXILIARY LANES, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS WHERE NEEDED. (SEGMENT 4)	2030	$570,000		

Fiscal Impact

This amendment includes changes to existing projects, deletion of projects, and addition of new projects. Individual project changes are addressed in the 2015 FTIP document and the "Project Modifications" chapter of this document.

In terms of overall impact on the RTP/SCS Financial Plan, cost increases from changes to existing projects and new projects total $13,937 million, offset by $19,717 million in cost decreases as a result of changes to existing projects and project completions and deletions. The modifications result in an overall net cost decrease of $5,780 million to the 2012–2035 RTP/SCS Financial Plan.

New projects added as part of this amendment are being funded in part by the addition of $1,768 million in Other Local Funds (LAWA Airport Funds) to the RTP/SCS Financial Plan, which are in addition to 2012–2035 RTP/SCS forecasted revenues.

Based on review of the funding considerations for each project documented herein and in the 2015 FTIP document, SCAG finds that this amendment does not adversely impact the financial constraint of the 2012–2035 RTP/SCS. The RTP/SCS remains financially constrained.

Table 3. Fiscal Impact Summary

(Amounts in $1,000's)	TOTAL
Cost Increases: Changes to Existing Project and Addition of New Projects	$13,936,645
Cost Decreases: Changes to Existing Projects and Completed and/or Deleted Projects	($19,716,997)
Net Cost Increase (Decrease)	**($5,780,352)**
Additional Funding Sources:	
Other Local Funds (LAWA Airport Funds)	$1,768,000
Total Additional Funding Sources	**$1,768,000**

Senate Bill 375 and the Sustainable Communities Strategy

Upon the adoption of the RTP/SCS in April 2012, SCAG determined that the plan met and exceeded all of the requirements for a Sustainable Communities Strategy (SCS) as set forth in SB 375. A description of the SCS and how the requirements are addressed is included in the 2012–2035 RTP/SCS as Chapter 4. At the time of adoption, SCAG concluded that State-established greenhouse gas emission reduction targets had been met and exceeded, and the California Air Resources Board reviewed and approved this conclusion in July 2012. This Amendment No. 2 to the 2012–2035 RTP/SCS makes certain changes to transportation projects. Staff has reviewed such changes relative to the adopted plan and the requirements of SB 375, and has determined that the RTP/SCS, as amended by Amendment No. 2 remains compliant with SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets established for the SCAG region.

Transportation Conformity

Transportation conformity is required under the Federal Clean Air Act to ensure that federally-supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards. Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter ($PM_{2.5}$ and PM_{10}), carbon monoxide (CO), and nitrogen dioxide (NO_2).

Under the U.S. DOT metropolitan planning regulations and EPA's transportation conformity regulations, the Draft Amendment No. 2 to the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) need to pass five tests: consistency with the adopted 2012–2035 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

The findings of the conformity determination for the Draft Amendment No. 2 to the 2012–2035 RTP/SCS are presented below. Details of the regional emissions analysis follow the findings.

Conformity Findings

SCAG's transportation conformity findings for the Draft Amendment No. 2 to the 2012–2035 RTP/SCS are as follows:

- Consistency with 2012–2035 RTP/SCS Test
  Inclusion of the amended projects in the 2012–2035 RTP/SCS would not change any other policies, programs or projects in the federally approved 2012–2035 RTP/SCS.
  - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS are consistent with the federally approved 2012–2035 RTP/SCS as previously amended and meet all federal and state requirements and regulations.
- Regional Emissions Tests
  - Finding: The regional emissions analyses for the Draft Amendment No. 2 to the 2012–2035 RTP/SCS update the regional emissions analyses for the federally approved 2012–2035 RTP/SCS as previously amended and are identical to the regional emissions analyses for the Draft 2015 FTIP.
  - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions analysis for 1997 and 2006 $PM_{2.5}$ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).
  - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for 2008 ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).
  - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for NO_2 meet all applicable

emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

- Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
- Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for PM_{10} 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 Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for PM_{10} 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 Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions analysis for 2006 $PM_{2.5}$ and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

- Timely Implementation of TCMs Test

  The Draft Amendment No. 2 to the 2012–2035 RTP/SCS does not revise or otherwise alter the scope, schedule, funding priority, or implementation of any TCM.

  - 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.

- Financial Constraint Test
  - Finding: All projects listed in the Draft Amendment No. 2 to the 2012–2035 RTP/SCS are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact chapter of this report.

- Interagency Consultation and Public Involvement Test
  - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS comply with all federal requirements for interagency consultation and public involvement. The amendment was discussed at the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on several occasions (September 24, 2013; January 28, May 27, June 24, July 22, and August 26, 2014). The draft conformity analysis was released for a 30-day public review on July 1, 2014 and two public hearings were held on July 10 and July 24, 2014 respectively at the SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The Draft Amendment document was also posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. No conformity-specific comment was received.

Regional Emissions Analysis

The following tables summarize the required regional emission analyses for each of the non-attainment and maintenance areas within SCAG's jurisdiction. For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by California Air Resources Board to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas. For paved road dust ($PM_{2.5}$ and PM_{10}), SCAG uses the approved AP-42 method with VMT by facility type for all applicable milestone, attainment and planning horizon years.

South Central Coast Air Basin – Ventura County Portion

Table A. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2014	2021	2030	2035
ROG	Budget	13	13	13	13
	Plan	8	5	4	4
	Budget – Plan	**5**	**8**	**9**	**9**
NOx	Budget	19	19	19	19
	Plan	15	8	6	6
	Budget – Plan	**4**	**11**	**13**	**13**

South Coast Air Basin

Table B. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		Nonattainment Area	2014	2017	2018	2020	2021	2023	2032	2035
ROG	Budget	SCAB	136	119	119	108	108	99	99	99
	Plan	Morongo	0.4	0.4[a]	0.3	0.3	0.3	0.3	0.3	0.3
		Pechanga	0.0	0.0[a]	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	129.3	104.9[a]	96.7	86.8	83.9	77.8	67.1	61.7
		Sum	129.7	105.3	97.1	87.2	84.2	78.1	67.4	62.0
		SCAB	130	106	98	88	85	79	68	63
	Budget – Plan		**6**	**13**	**21**	**20**	**23**	**20**	**31**	**36**
NOx	Budget	SCAB	277	224	224	185	185	140	140	140
	Plan	Morongo	1.8	1.5[a]	1.5	1.3	1.2	1.0	1.0	1.0
		Pechanga	0.0	0.0[a]	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	259.0	205.5	187.6	160.8	148.3	124.9	109.9	106.4
		Sum	260.8	207.0	189.1	162.1	149.5	126.0	110.9	107.4
		SCAB	261	208	190	163	150	126	111	108
	Budget – Plan		**16**	**16**	**34**	**22**	**35**	**14**	**29**	**32**

[a] *2017 interpolated between 2014 and 2018*

Table C. 1997 and 2006 $PM_{2.5}$ (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
ROG	Budget	132	132	132	132
	Plan	127	85	68	61
	Budget – Plan	**5**	**47**	**64**	**71**
NOx	Budget	290	290	290	290
	Plan	282	175	121	115
	Budget – Plan	**8**	**115**	**169**	**175**
$PM_{2.5}$	Budget	35	35	35	35
	Plan	21	14	12	12
	Budget – Plan	**14**	**21**	**23**	**23**

Table D. PM_{10} (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
ROG	Budget	182	110	81	81
	Plan[a]	127	80	54	47
	Budget – Plan	**55**	**40**	**27**	**34**
NOx	Budget	372	180	116	116
	Plan[a]	282	171	106	100
	Budget – Plan	**90**	**9**	**10**	**16**
PM_{10}	Budget	159	164	175	175
	Plan	83	85	93	94
	Budget – Plan	**76**	**79**	**82**	**81**

a Including baseline adjustments provided by ARB in May 2014.

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

Pollutant		2015	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137
	Plan	1,053	696	510	461
	Budget – Plan	**1,804**	**1,441**	**1,627**	**1,676**

Table F. NO_2 (Winter Emissions [tons/day])

Pollutant		2014	2020	2030	2035
NO_2	Budget	680	680	680	680
	Plan	277	172	118	113
	Budget – Plan	**403**	**508**	**562**	**567**

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

Table G. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2014	2020	2027	2035
ROG	Budget	22	22	22	22
	Plan	9	6	6	6
	Budget – Plan	**13**	**16**	**16**	**16**
NOx	Budget	77	77	77	77
	Plan	29	19	16	18
	Budget – Plan	**48**	**58**	**61**	**59**

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

Table H. PM10 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM_{10}	No Build	9.6	10.5	13.6	15.1
	Build	8.9	9.5	12.4	13.6
	No Build – Build	**0.7**	**1.0**	**1.2**	**1.5**

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

Table I. PM10 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM_{10}	No Build	0.0	0.0	0.0	0.0
	Build	0.0	0.0	0.0	0.0
	No Build – Build	**0.0**	**0.0**	**0.0**	**0.0**

Salton Sea Air Basin – Riverside County Coachella Valley Portion

Table J. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2014	2020	2027	2035
ROG	Budget	7	7	7	7
	Plan	4	3	3	3
	Budget – Plan	**3**	**4**	**4**	**4**
NOx	Budget	26	26	26	26
	Plan	15	10	8	9
	Budget – Plan	**11**	**16**	**18**	**17**

Table K. PM10 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM_{10}	Budget[a]	10.9	10.9	10.9	10.9
	Plan	5.0	5.6	6.8	7.0
	Budget – Plan	**5.9**	**5.3**	**4.1**	**3.9**

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

Salton Sea Air Basin – Imperial County Portion

Table L. 2008 Ozone (Summer Planning Emissions [tons/day])

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

Table M. 2006 PM2.5 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
NOx	No Build	4.7	3.2	3.0	3.2
	Build	4.6	3.1	2.9	3.1
	No Build – Build	0.1	0.1	0.1	0.1
$PM_{2.5}$	No Build	0.2	0.2	0.3	0.3
	Build	0.2	0.2	0.3	0.3
	No Build – Build	**0.0**	**0.0**	**0.0**	**0.0**

Table N. PM10 (24-HOUR Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM_{10}	No Build	1.6	1.7	2.0	2.2
	Build	1.1	1.4	1.7	1.8
	No Build – Build	**0.5**	**0.3**	**0.3**	**0.4**

Public Review and Comment

SCAG is required to provide a 30-day public review and comment period for the draft Amendment. A Notice of Availability and Public Hearing and the draft Amendment were posted on SCAG's website at http://scag.ca.gov, and written comments were accepted from July 1, 2014 until 5:00PM on Thursday, July 31, 2014, via US mail to:

Southern California Association of Governments
Attention: Naresh Amatya
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

or via email to: amatya@scag.ca.gov

Public hearings were held at SCAG's Main Office in Los Angeles on Thursday, July 10, 2014 at 10:00AM and on Thursday, July 24, 2014 at 3:00PM. The public hearings were accessible via videoconference at SCAG's regional offices throughout the region.

SCAG received one public comment on the Amendment. The comment, along with SCAG's response, can be found on the table beginning on the following page. Comments pertaining to the 2015 FTIP, along with SCAG's responses, are included separately in the 2015 FTIP document.

SCAG has also fully coordinated this Amendment with the regional stakeholders through SCAG's committee structure. Specifically, staff provided periodic reports regarding this Amendment to the Transportation Committee (TC), the Energy and Environment Committee (EEC), and Transportation Conformity Working Group (TCWG). To fulfill the consultation requirements of the "AB 1246 process" required under Public Utilities Code Section 130000 et seq., SCAG reviewed the RTP Amendment, comment received, and SCAG response, at a meeting of the region wide transportation agencies Chief Executive Officers (CEOs) Group on August 16, 2014.

Table 4. Comments and Responses

DATE	NAME	AFFILIATION	FORMAT	COMMENT SUMMARY	RESPONSE TO COMMENT
7/11/14	DAN WENTZEL	—	E-MAIL	I BELIEVE SCAG SHOULD BE WORKING ON ESTABLISHING DAILY PASSENGER RAIL BETWEEN LOS ANGELES AND THE COACHELLA VALLEY WITH SERVICE IN THE MORNING AND EARLY EVENING. IF THAT MEANS USING REGULATION TO FORCE THE FRIEGHTS TO SHARE THE RAILWAYS, IF THAT MEANS BUILDING NEW TRACKS, IF THAT MEANS UPGRADING EXISTING STATIONS, THEN I WOULD LIKE TO SEE THAT IN THE FTIP IF POSSIBLE.	IN THE SCAG REGION, PROJECTS ARE SUBMITTED FOR INCLUSION IN THE RTP/SCS BY A SPONSORING LOCAL LEAD AGENCY. TO DATE, NO PASSENGER RAIL SERVICE BETWEEN LOS ANGELES AND THE COACHELLA VALLEY HAS BEEN SUBMITTED FOR INCLUSION IN THE RTP/SCS OR FTIP. CURRENTLY, THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION IS STUDYING RAIL SERVICE TO THE COACHELLA VALLEY AND PASS AREA (SEE HTTP://WWW/RCTC.ORG/PLANNING/RAIL/COACHELLA-VALLEY-RAIL-SERVICE). SCAG CONTINUES TO SUPPORT THE EXTENSION OF PASSENGER RAIL SERVICE THROUGHOUT THE REGION, AND WOULD CONSIDER THE INCLUSION OF THIS PROJECT AT THE APPROPRIATE TIME IN THE FUTURE.

Note: Responses to comments regarding short-range projects contained in the 2015 FTIP can be found in the 2015 FTIP document.

Conclusion

This Amendment maintains the integrity of the transportation conformity findings of the adopted 2012–2035 RTP/SCS. This Amendment also remains compliant under SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets. Furthermore, the PEIR Addendum associated with this Amendment concludes that the proposed project changes would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Appropriate and adequate procedures have been followed in ensuring coordination of this Amendment, allowing all concerned parties, stakeholders, and the public ample opportunities to voice concern and provide input. In conclusion, this Amendment No. 2 to the 2012–2035 RTP/SCS complies with all applicable federal and state requirements, including the Transportation Conformity Rule.

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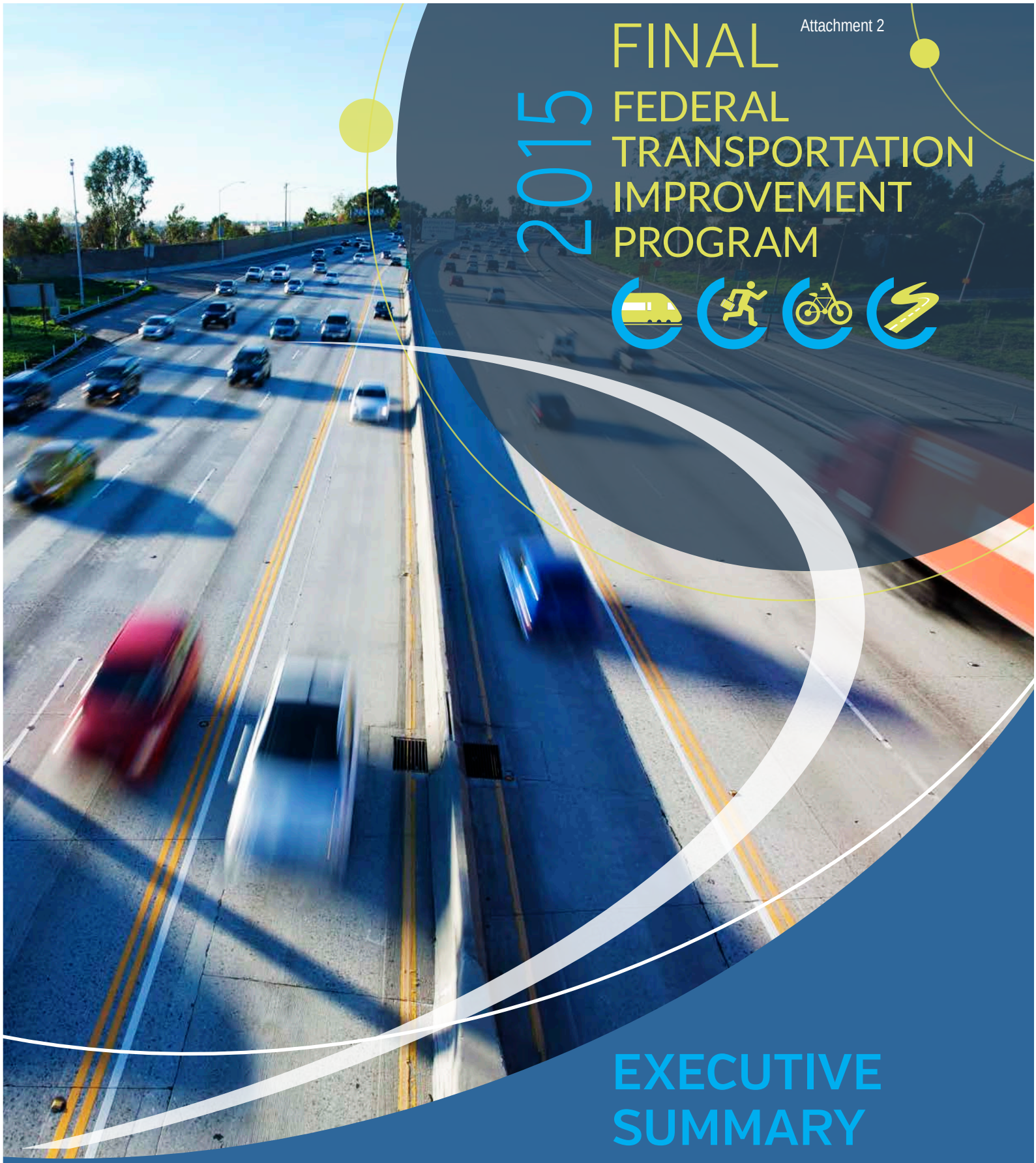
Attachment 2

FINAL 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM



EXECUTIVE SUMMARY Volume I of III

FY 2014/15–2019/20
September 2014

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Our VISION

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

Our 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 document was financed in part through funds from the Federal Highway Administration and 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 Department of Transportation.

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Tribal Government Representative: Andrew Masiel, Sr., Pechanga Band of Luiseño Indians

Orange County Transportation Authority: Matthew Harper, Huntington Beach

Riverside County Transportation Commission: Adam Rush, Eastvale

San Bernardino Associated Governments: Alan Wapner, Ontario

Ventura County Transportation Commission: Keith Millhouse, Moorpark

Transportation Corridors Agency: Lisa Bartlett, Dana Point

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Final 2015

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

(FISCAL YEAR 2014/15-2019/20)

EXECUTIVE SUMMARY

(Volume I of III)

September 2014

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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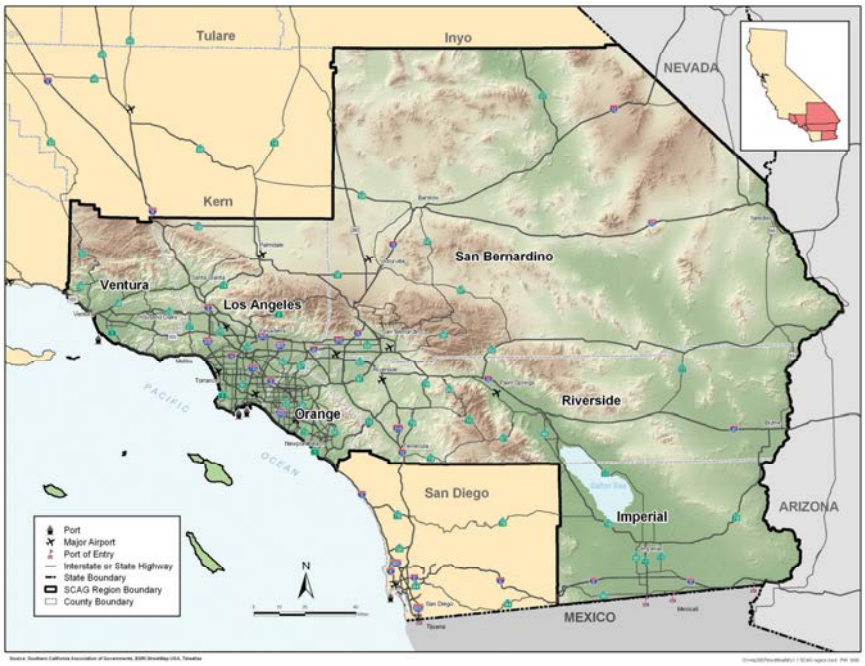
EXECUTIVE SUMMARY

INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a multimodal list of capital improvement projects to be implemented over a six year period. The SCAG 2015 FTIP is a capital listing of all transportation projects proposed over Fiscal Years (FY) 2014/15 – 2019/20 for the SCAG region. As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. The 2015 FTIP for the SCAG region has been developed in partnership between the six County Transportation Commissions (CTCs) of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura as well as Caltrans Districts 7, 8, 11, and 12. 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, signal synchronization, intersection improvements, freeway ramps, and non-motorized projects.

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 2015 FTIP have been found to be consistent with SCAG's approved 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS). The FTIP is developed to incrementally implement the programs and projects in the RTP.

SCAG Region



PROGRAM SUMMARY

The 2015 FTIP includes approximately 2200 projects and programs totaling $31.8 billion over the next six years. 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 24 percent of the total is from federal funds, 14 percent is from state funds, and 62 percent is from local funds.

Summary of 2015 FTIP by Funding Source

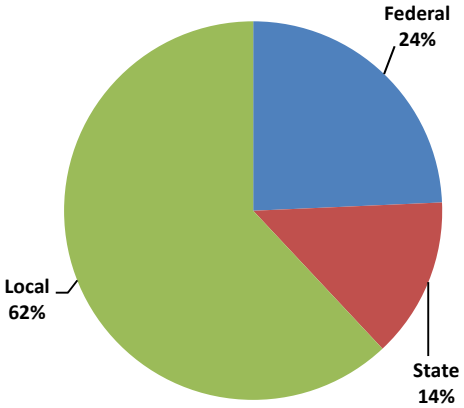


Figure 1 Summary of 2015 FTIP by Funding Source (in 000's)				
	Federal	***State***	***Local***	***Total***
2014/15	$1,357,919	$1,813,403	$3,599,974	$6,771,296
2015/16	$1,481,401	$1,030,142	$4,016,979	$6,528,522
2016/17	$1,103,511	$849,868	$3,071,274	$5,024,653
2017/18	$1,275,417	$425,221	$3,868,566	$5,569,204
2018/19	$1,822,951	$216,135	$2,546,073	$4,585,159
2019/20	$694,114	$20,438	$2,615,961	$3,330,513
Total	$7,735,313	$4,355,207	$19,718,827	$31,809,347
% of Total	24%	14%	62%	100%

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 39 percent of the total $31.8 billion in the 2015 FTIP is programmed in the State Highway Program, 23 percent in the Local Highway Program, and 38 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 2015 FTIP).

Summary of 2015 FTIP by Program

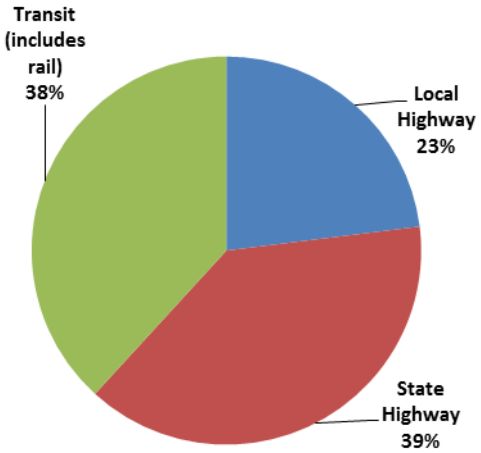
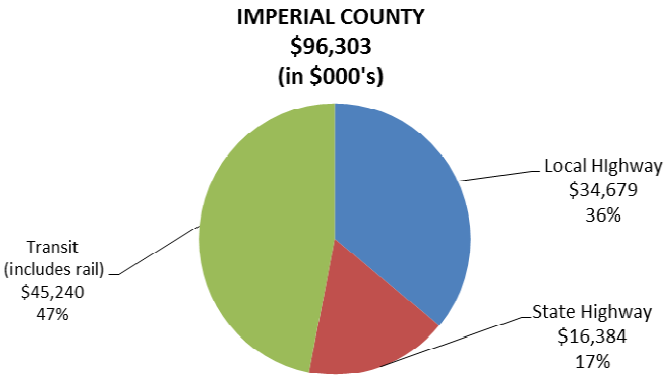
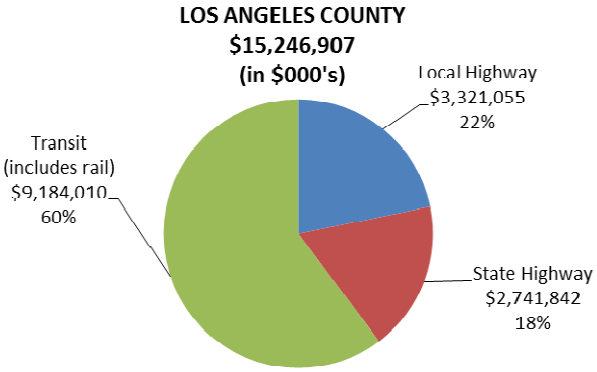


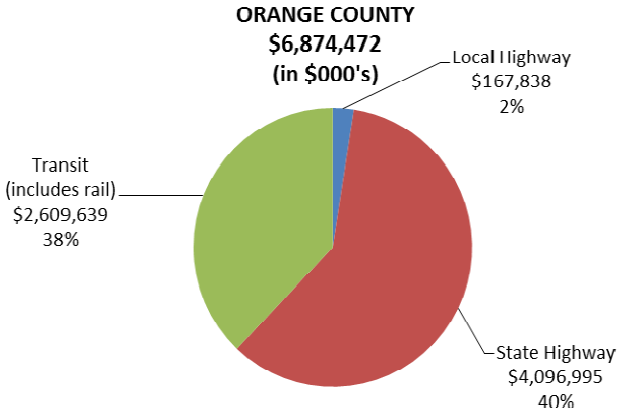
Figure 2
Summary of 2015 FTIP by All Programs
(in 000's)

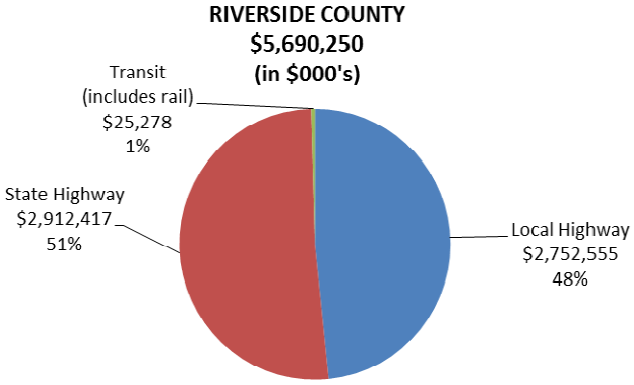
	Local Highway	*State Highway*	*Transit (includes rail)*	*Total*
2014/15	$ 1,608,869	$ 2,604,753	$ 2,557,674	$ 6,771,296
2015/16	$ 1,199,455	$ 2,878,787	$ 2,450,280	$ 6,528,522
2016/17	$ 1,385,759	$ 1,622,551	$ 2,016,343	$ 5,024,653
2017/18	$ 1,240,836	$ 2,260,124	$ 2,068,244	$ 5,569,204
2018/19	$ 1,458,244	$ 1,247,962	$ 1,878,953	$ 4,585,159
2019/20	$ 429,079	$ 1,716,066	$ 1,185,368	$ 3,330,513
Total	$ 7,322,242	$ 12,330,243	$ 12,156,862	$ 31,809,347
% of Total	23%	39%	38%	100%

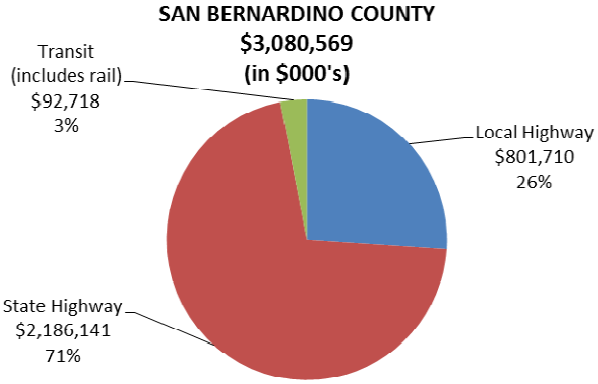
The six pie charts below summarize the funds programmed in the 2015 FTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.

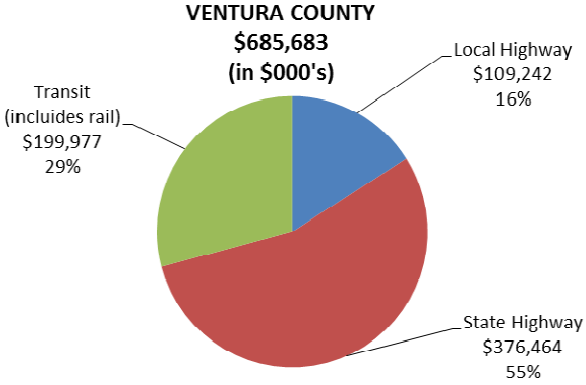




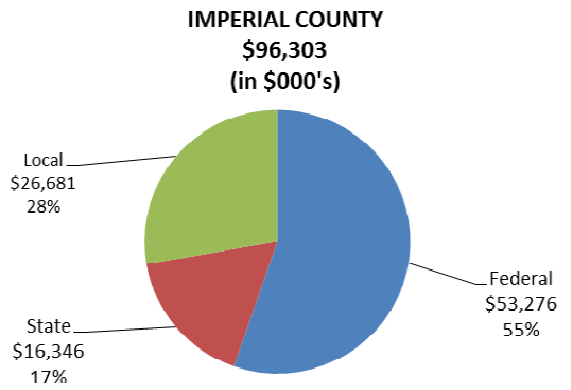


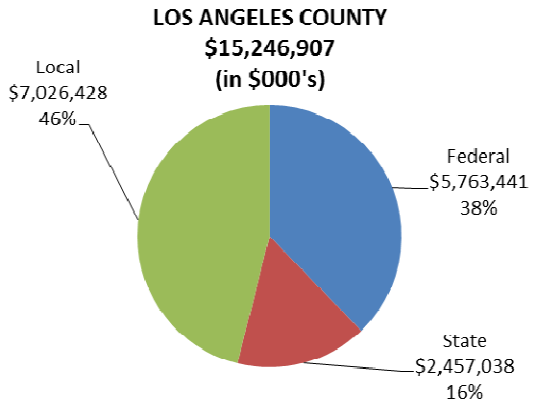


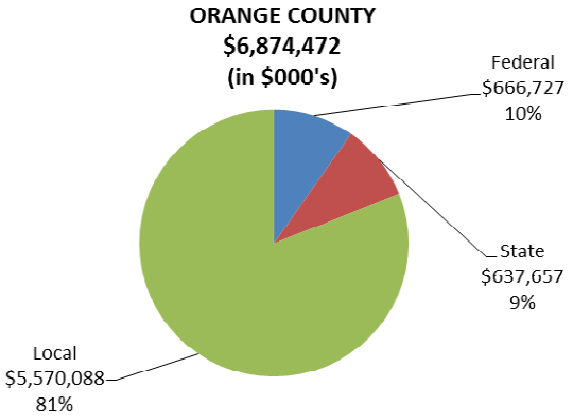


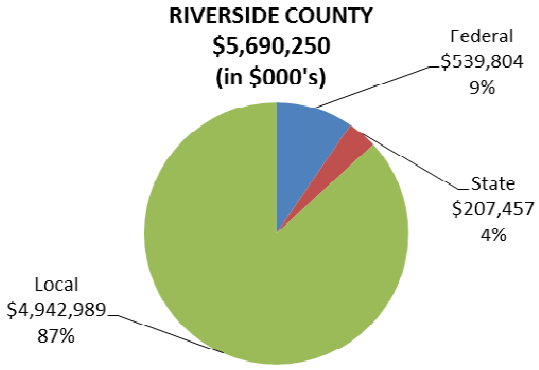


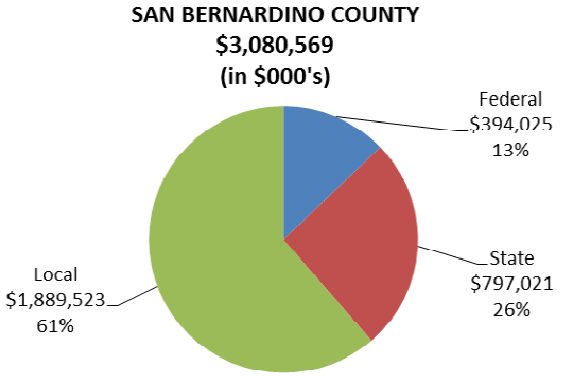
The six pie charts below summarize the funds programmed in the 2015 FTIP for each county in the SCAG region by Federal, state, and local fund sources.

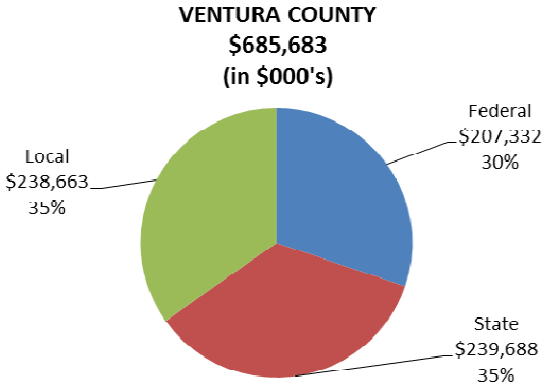












Environmental Justice

The Final 2012-2035 RTP/SCS, approved by the SCAG Regional Council on April 4, 2012 (and approved by FHWA/FTA with regard to transportation conformity on June 4, 2012), included a comprehensive environmental justice analysis. The 2015 FTIP is consistent with the policies, programs, and projects included in the 2012-2035 RTP/SCS, as amended by the proposed 2012-2035 RTP/SCS Amendment No. 2, and as such the environmental justice analysis included as part of the 2012-2035 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2015 FTIP.

A key component of the 2012-2035 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 2012-2035 RTP/SCS, SCAG identified several performance measures to analyze existing social and environmental equity in the region and to address the impacts of the 2012–2035 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://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_EnvironmentalJustice.pdf .

Additionally, SCAG recently 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 2015 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 serves as a forum for interagency consultation.

On July 1, 2014 the Draft 2015 FTIP was released for a 30-day public review period. In addition, during the public review period, two (2) public hearings were held on the Draft 2015 FTIP on July 10th and 24th, 2014 at SCAG's Los Angeles office with video-conferencing available from SCAG Regional offices, located in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties. These public hearings were noticed in numerous newspapers throughout the region. The notices were published in English, Spanish, Korean, Chinese, and Vietnamese languages (copies of these notices are included in Section V of the Final Technical Appendix). The 2015 FTIP is posted on the SCAG website and distributed to libraries throughout the region.

Likewise, the Guidelines for the 2015 FTIP went through a similar public review process. SCAG, in cooperation with the CTCs, TCWG, and other local, state and federal partners, completed its update of the 2015 FTIP Guidelines. The draft Guidelines were presented to the SCAG Transportation Committee for release on September 12, 2013. SCAG received comments during the review period from local, state and federal agencies as well as other interested parties, and revised the document as necessary. The Final Guidelines for the 2015 FTIP were approved by the SCAG Regional Council on October 3, 2013. For additional information on the 2015 FTIP Guidelines, please visit http://ftip.scag.ca.gov/Documents/Final2015FTIPGuidelines.pdf.

Economic Impacts of 2015 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 2014/2015 and ending in 2019/2020. 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 approximately 95,000 jobs in the six-county SCAG region. The total employment impact of the 2015 FTIP transportation program is shown in Figure 3.

Figure 3 - Jobs Creation

	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	Average
SCAG	129295	120029	94064	95752	75996	52924	94677
Los Angeles	71009	53375	41898	36560	28183	14166	40865
Orange County	32838	39334	26587	25511	27799	19899	28661
San Bernardino County	10178	9889	7965	8596	5180	9764	8595
Riverside County	11755	13927	15265	22991	12493	8524	14159
Ventura County	3138	3104	2035	1760	2229	520	2131
Imperial County	375	400	314	336	112	51	265

In addition, the rest of the state of California will benefit from spillover impacts of an additional 6,900 jobs per year on average, and an additional 35,000 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 2015 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 2012-2035 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.
As Southern California slowly recovers from the Great Recession, these "transportation network efficiency" benefits become all the more important to in terms of attracting and retaining employers in the Southern California region. Economic analysis of the 2012-2035 SCAG RTP/SCS estimated that, when fully implemented, the network efficiency benefits of the RTP/SCS could result in 354,000 jobs per year on average. Transportation modeling of the 2015 FTIP shows overall increased network efficiency on the order of approximately 10%, suggesting increased network efficiency benefits over and above the 354,000 associated with the 2012 RTP.

Program Performance of 2015 FTIP

The 2012-2035 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 2012-2035 RTP/SCS and the Performance Measures technical appendix at http://rtpscs.scag.ca.gov/Pages/default.aspx).

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. 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; and
- 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) is currently moving forward with the rulemaking process to implement the provisions of MAP-21, and SCAG is monitoring and participating in this process. At this point, specific performance measures have not been identified, nor

has work begun on developing performance targets. Therefore, the performance discussion in the 2015 FTIP focuses on key measures from the adopted 2012-2035 RTP/SCS. The results suggest that the SCAG region is already taking steps to address the key performance areas identified in MAP-21.

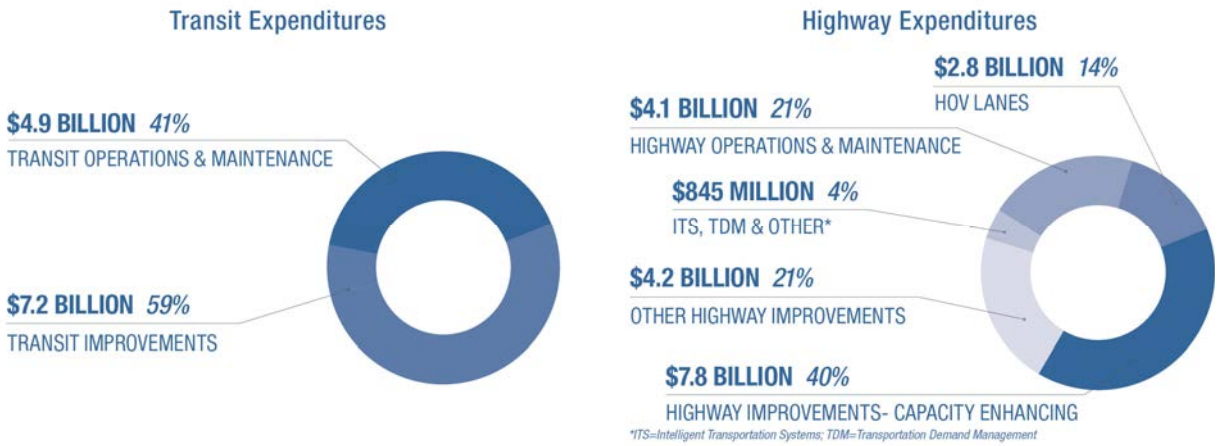
The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of the 2012-2035 RTP/SCS, The 2015 FTIP funding breakdown in Figure 4 shows a shift in the region's transportation needs, with a 65% increase in transit improvements from the 2011 FTIP (2011 FTIP was the last FTIP prior to SB375 and the adoption of the 2012-2035 RTP/SCS) and an emphasis on operations and maintenance of the transportation system.

Figure 4 – Shifting Priorities in the Region

	2011 FTIP Amount Programmed ($ Millions)	2015 FTIP Amount Programmed ($ Millions)
Transit Improvements	$4,300	$7,200
Transit Operations & Maintenance	$4,300	$4,900
Highway Improvements	$17,900	$14,800
Highway Operations & Maintenance	$3,700	$4,100
Intelligent Transportation Systems & Transportation Demand Management*	$698	$655
Other	$330	$190

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

2015 FTIP Investment Categories

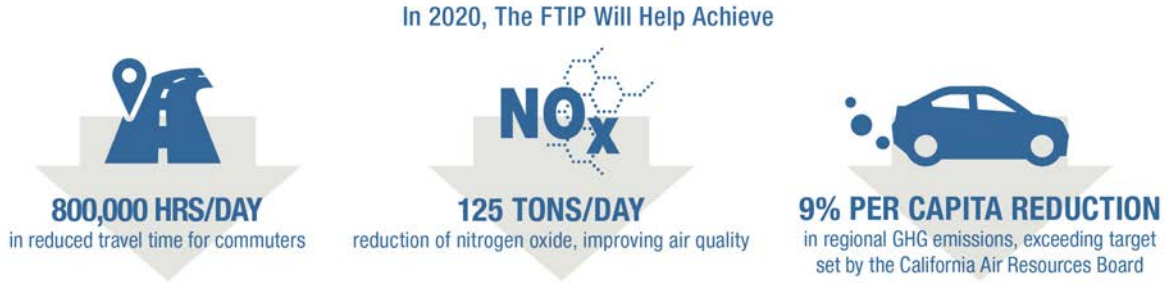


The region's commitment to active transportation is also growing – with investments outpacing the financial projections made in the 2012-2035 RTP/SCS for achieving its active transportation funding goals. Figure 5 shows an estimated $520 million funding nearly 200 active transportation projects are included in the 2015 FTIP, surpassing the $400 million SCAG had projected over roughly the same time period in the 2012-2035 RTP/SCS. The region is accelerating investments in active transportation projects and still more is being done. The 2015 FTIP does not capture all projects funded entirely with local funds nor projects funded by the California Active Transportation Program (ATP) grants. SCAG estimates that the region will receive at least $150 million in ATP funding through 2020, and is in the

process of documenting local initiatives not included in the 2015 FTIP to present a clearer picture of active transportation investments in the region.

Figure 5 – Active Transportation Expenditures (Millions)		
Bicycle and Pedestrian Infrastructure	$259.0	48%
Dedicated Bicycle Infrastructure	$78.0	14%
Dedicated Pedestrian Infrastructure	$85.0	19%
First Mile/Last Mile Strategies	$41.2	8%
Bicycle Detection & Traffic Signals	$2.2	<1%
Bicycle and/or Pedestrian Projects as Part of Larger Projects	$55.2	10%
Total	$520.6	100%

The fruits of these investments are reflected in mobility and environmental benefits. In 2020, the FTIP is projected to help the region to achieve a reduction of over 800,000 hours per day in travel time. This would result in a reduction of 125 tons per day of nitrogen oxide, a pollutant which forms from emissions from cars, trucks and buses, among other sources. This would also result in a nine percent per capita reduction in regional greenhouse gas emissions.



TRANSPORTATION CONFORMITY

The FTIP must undergo the following criteria requirements to be in compliance: it must be consistent with the 2012-2035 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 constraint.

CONFORMITY DETERMINATIONS FOR THE DRAFT 2015 FTIP

The 2015 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 2015 FTIP under the required federal tests.

- ✓ **Consistency with 2012-2035 RTP/SCS Test**
  Finding: SCAG's 2015 FTIP (project listing) is consistent with the 2012-2035 RTP/SCS as amended (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 2015 FTIP is an update to the regional emissions analyses for the 2013 FTIP as previously amended and are identical to the regional emissions analyses for the Amendment No. 2 to the 2012-2035 RTP/SCS.

Finding: The 2015 FTIP regional emissions analysis for 1997 and 2006 $PM_{2.5}$ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).

Finding: The 2015 FTIP regional emissions for 2008 ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

Finding: The 2015 FTIP regional emissions for NO_2 meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2015 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

Finding: The 2015 FTIP regional emissions for PM_{10} 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 2015 FTIP regional emissions for PM_{10} 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 2015 FTIP regional emissions analysis for 2006 $PM_{2.5}$ and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

✓ Timely Implementation of 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 2015 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/publicparticipationplan/). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

The 2015 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 24, 2013; October 22, 2013; December 3, 2013; January 28, 2014; February 25, 2014; March 25, 2014; April 22, 2014; May 27, 2014; and June 24, 2014). The draft conformity analysis for the 2015 FTIP was released for a 30-day public review on July 1, 2014 and two public hearings were held on July 10 and July 24, 2014 at the SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The 2015 FTIP is posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. All conformity-specific comments, as well as other comments on the 2015 FTIP, have been documented and responded to as appropriate.

✓ Financial Constraint Test

Finding: The 2015 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 2012-2035 RTP/SCS. SCAG's 2015 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.

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SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 15-1	10-Jul-14	Dan Silver	Endangered Habitats League	Public comment (Public Hearing 07-10-14): Dan Silver, Endangered Habitats League, stated he represents a coalition which strenuously objects to the inclusion of the proposed SR 241 Toll Road extension as part of the Draft 2015 FTIP. Mr. Silver stated the SR 241 extension would bisect San Onofre State Beach and has other flaws. Mr. Silver further noted the Tesoro Extension is a prelude to a larger segment intended to reach Interstate 5 which would not provide the Traffic Demand Management benefits (TDM)* claimed by its sponsor, the Transportation Corridor Agencies. Mr. Silver stated the TCA argues SCAG should accept the completed SR 241 as a TDM project although the project was denied by the California Coastal Commission and the United States Department of Commerce upheld that decision. Mr. Silver states the project will fail to provide its intended benefits if there is not a realistic process by which it can be extended to Interstate 5. Mr. Silver asked to show the line on the map that represents the project with the supposed benefits. An ill define stake holders process is not enough. Mr. Silver stated that if this particular measure is challenged, it could void the entire FTIP and if it's a risk SCAG is willing to take?	*Staff clarified with Mr. Silver that the term "Transportation Control Measure" (TCM) was intended rather than "Traffic Demand Management"(TDM) The FTIP is developed through a "bottom-up" approach; the project was submitted to SCAG by OCTA as part of their county TIP. The project is also part of OCTA's long range plan as submitted by TCA and is part of SCAG's 2012 RTP/SCS. The TCM designation of a given project does not dictate whether or not the project is included in the RTP/SCS or FTIP. It should be noted that the TCM portion of the SR-241 extension project is the approximately 11 mile portion within the SCAG region and the South Coast Air Basin. The approximately 5 mile portion of the SR-241 project in the San Diego region (and included in SANDAG's FTIP and RTP/SCS) is not a TCM per the Clean Air Act. It should be further noted that the decision of the Coastal Commission does not impact the TCM portion of the SR-241 extension because the Coastal Commission's jurisdiction lies solely within the San Diego region.	10-Jul-14

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 15-2	11-Jul-14	Dan Wentzel	Private Citizen	I believe SCAG should be working on establishing daily passenger rail between Los Angeles and the Coachella Valley with service in the morning and early evening. If that means using regulation to force the freights to share the railways, if that means building new tracks, if that means upgrading existing stations, then I would like to see that in the FTIP if possible. Thank you. Dan Wentzel	In the SCAG region, projects are submitted for inclusion in the RTP/SCS by a sponsoring local lead agency. To date, no passenger rail service between Los Angeles and the Coachella Valley has been submitted for inclusion in the RTP/SCS or FTIP. Currently, the Riverside County Transportation Commission is studying rail service to the Coachella Valley and Pass Area (see http://www/rctc.org/planning/rail/coachella-valley-rail-service). SCAG continues to support the extension of passenger rail service throughout the region, and would consider the inclusion of this project at the appropriate time in the future.	14-Jul-14
FTIP 15-3	21-Jul-14	Abhijit J. Bagde	CALTRANS, HQ	Thank you very much for providing us an opportunity to review SCAG's Draft 2015 FTIP. My compliments to you and your staff for preparing an excellent document. Please include response to the comments below when submitting final 2015 FTIP to Caltrans. Let me know of any questions. Thank you. General comments: 1. Expedited Project Selection Procedures (EPSP), Technical Appendix, Volume II of III, Section iv, Attachment E: Below are suggested edits: a. SCAG and Caltrans agree that the Caltrans' State Highway Operation Protection Program (SHOPP) Program Manager may advance or delay projects programmed in the adopted SHOPP project schedule upon notifying SCAG. b. The Caltrans Division of Local Assistance has implemented a project selection process for the Highway Maintenance (HM) Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), Highway-Railroad Grade Separation Program, the Highway Bridge Program (HBP), and	EPSP language in Technical Appendix will be updated to reflect agreed procedure for SHOPP, HM, ATP, HSIP, HBP, and HRRR/HR3. Projects funded through the programs listed may be advanced within the four-year element of the FTIP by authorized Program Managers without amending the FTIP, upon notification to SCAG.	21-Jul-14

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				High Risk Rural Roads (HRRR/HR3) Program to produce the four-year FTIP, Program Schedule planning list. Projects funded through the programs listed may be advanced or delayed within the four-year element of the FTIP by the authorized Program Managers without amending the FTIP, upon notification to SCAG.		
				2. 3 – Expedited Project Selection procedures – Part iii is not mandatory. FTIP is not required to be adjusted to incorporate impacts from EPSP.	Part iii removed from EPSP language in Technical Appendix	
				3. Include back-up listings for all grouped projects when submitting final FTIP to Caltrans.	Back-up listings will be submitted with final FTIP submission	
				Financial Summary:		
				1. Per 2014 STIP, STIP revenue/programming (IIP and RIP) for the SCAG region is as follows. Please clarify the discrepancies.	2014 STIP revenue/program will be updated as part of amendment 15-01	
				14/15 221K 15/16 167K 16/17 309K 17/18 231K 18/19 242K		
				2. Highway Bridge Program (HBP): HBP funding is not consistent with the approved list posted at the link below. Please clarify. http://dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_MPO.html	HBP funding will be updated in amendment 15-01	
				Per above link, below is the summary for HBP funding.		
				14/15 $105,059,679 15/16 $117,930,707 16/17 $84,490,069 17/18 $62,888,979		
				3. State Minor Program: Funding programmed is not reflected in the financial summary. Please update the funding per link below.	State Minor Program will be updated in amendment 15-01	
				http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/minor/minor_pgm.htm		

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				4. Safe Routes to School (SRTS): Update the funding per link below. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/srts_pgm/srts_program.htm	SRTS program will be updated in amendment 15-01	
				5. Highway Safety Improvement Program (HSIP): Update the funding per link below. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/hsip_pgm/hsip_program.htm	HSIP program will be updated in amendment 15-01	
				6. Transportation Enhancement (TE) funds in the amount of $426K are programmed in the FY 2014/15. With the passage of Moving Ahead for Progress in the 21st Century Act (MAP-21), Congress eliminated the Transportation Enhancement (TE) Program and, established the Transportation Alternatives Program (TAP). Existing TE projects may remain in the 2015 FSTIP provided they are eligible for State Highway Account or Federal funds in lieu of TE funds.	TE funds will be removed from FY 2014/15 and beyond in amendment 15-01	
				7. Federal Transit: 5310 Program funding is awarded by CTC on an annual basis. Explain the basis of revenue/programming for the 4-year cycle of the 2015 FTIP. Also project list for FY 2014/15 has not been selected by CTC yet.	5310 funds will be removed from FY14/15 and beyond. 5310 funded projects will be amended into FTIP when selected.	
				Project Listings:		
				3. LALS03, LAF5609, 0P240: See comment no. 6 regarding TE funding under Financial Summary above.	TE funds will be removed from FY 2014/15 and beyond in amendment 15-01	
				4. ORA111210: STIP-RIP funding programmed is not consistent with the 2014 STIP funding shown below [in CTIPS screen shot].	Change will be done in amendment 15-01	
				5. ORA990929: STIP-RIP funding programmed is not consistent with the 2014 STIP funding shown below. [in CTIPS screen shot]. Also use only "STIP AC – RIP" fund type for all STIP funding.	Change will be done in amendment 15-01	
				6. ORA020501: HBP funding programmed is not consistent with the approved list posted at the link below. Please clarify. http://dot.ca.gov/hq/LocalPrograms/hbrr99/2014-04-02/2014_04_02_Dist12_OrangeCountyTransporLumpSumItem.pdf	Change will be done in amendment 15-01	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				7. ORA040607, SBD59303, VEN54187: For Planning Studies (non-transportation capital), check to ensure that these projects have been considered for inclusion in the Overall Work Program (OWP) rather than the FTIP.	Projects not in OWP – will remain in the FTIP	
				8. SBD31850: Change the fund type from "National Highway System – RIP" to "STIP – AC" as shown below. [in CTIPS screen shot].	Change will be done in amendment 15-01	
				9. RIV120201: STIP-RIP funding programmed is not consistent with the 2014 STIP funding shown below. [in CTIPS screen shot].	Change will be done in amendment 15-01	
				10. LALS01, LALS03, LALS06, LALS07: Please update the project description for the SHOPP grouped projects per guidance posted at the link below. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/grouped_pjt_listings.pdf	Change will be done in amendment 15-01	
				11. VEN120102: Per project scope it appears that this is a AC Conversion project. What is the project Id of the project that was programmed for initial AC authorization.	The initial project is VEN011205.	
				12. SCAG015: See comment no. 5 under Financial summary above regarding HSIP funding.	Change will be done in amendment 15-01	
				13. LA0D198: Provide details regarding scope of the project.	Project scope for LA0D198 will be updated in 15-01	
				14. LA0G677: Provide the size of buses that are to be purchased.	Project LA0G677 will be updated in amendment 15-01 to reflect size of buses as 30 ft.	
				**********		
				Abhijit J. Bagde, P.E. Senior Transportation Engineer Division of Transportation Programming Office of Federal Trans. Mgmt. Program (916) 654-3638, CALNET 464-3638 FAX: (916) 654-2738 Website: http://www.dot.ca.gov/hq/transprog/oftmp.htm	In addition, any other comments to projects in the Draft 2015 FTIP needing technical updates that do not impact conformity will be updated through amendment 15-01 or 15-02 to the 2015 FTIP	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 15-4	24-Jul-14	Valarie McFall	Transportation Corridor Agencies	Public comment (Public Hearing 07-24-14): Valarie McFall, Transportation Corridor Agencies, read the following letter: Hasan Ikhrata Southern California Association of Governments 818 West Seventh Street, 12th Floor Los Angeles, CA Subject: 2015 FTIP Comments Dear Mr. Ikhrata: The Foothill/Eastern Transportation Corridor Agency (TCA) is pleased to comment on the Draft 2015 FTIP, now open for public comment. This letter supports the continued inclusion in the FTIP of ORA052, SR 241/Foothill Transportation Corridor South, and clarifies several misperceptions of the project that were entered into the record at the July 10, 2014, public hearing. • ORA 052/SR 241 performs important regional functions at no cost to taxpayers. The project provides relief to Interstate 5, which is one of the most heavily traveled and congested facilities within the SCAG region. The project provides inter-regional mobility and enhances transportation security between the SCAG and SANDAG regions. SR 241 reduces ozone emissions that are needed to meet the federal 1-hour ozone standard by 2022, and because of that it is designated as a Transportation Control Measure (TCM) in the RTP/SCS and AQMP. The project reduces GHG emissions on the regional transportation network, and is incorporated into the region's RTP/SCS. SR 241 is a tolled facility that reinforces SCAG's regional priced transportation strategy, and provides access, congestion relief and emission reductions at no cost to the taxpayer. ORA 052/SR 241 has been assumed and modeled in SCAG's RTP since 1989, and has been designated a TCM since 1991. • SR 241 is needed now to provide local mobility and	We appreciate the information provided regarding ORA052/ SR 241 project. ***See also response to comment ID FTIP 15-1***	24-Jul-14

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				congestion relief in South Orange County. The northern portion of SR 241 has been built in 3 phases since 1993. The next link in the project, called the Tesoro Extension, will extend SR 241 from Oso Parkway to Cow Camp Road. Advancing major freeway projects in multiple, stand-alone, independent phases as funds become available are the norm within the SCAG region. The environmental document that is being prepared pursuant to NEPA, will document that the Tesoro Extension has independent utility and provides traffic relief for local arterials and Interstate 5. The Tesoro Extension is needed without further delay to meet demand generated by 14,000 homes and 5 million square feet of commercial development in Rancho Mission Viejo, plus additional demand from other South County housing and employment growth. In fact, if SR 241 were not built, an alternative project would eventually have to be added to the FTIP and RTP- but without the regional congestion relief, air pollutant and greenhouse gas benefits, extensive mitigations and taxpayer relief provided by SR 241. • SR 241 is designated a Transportation Control Measure (TCM). Ozone reductions from the SR 241 TCM are still needed to reach attainment by 2022. SR 241 has been designated a TCM since the 1991 AQMP because its pricing policy lowers congestion that leads to increased ozone emissions. USEPA has published in the Federal Register its intent to approve a new 1-hour Ozone Standard attainment date of September 31, 2022, for the South Coast Air Basin. The proposal is scheduled to be finalized by August 13, 2014. EPA's proposed action underscores that ozone-reducing TCMs, including SR 241, are still necessary to meet regional air quality requirements. This development supports SCAG's decision to retain SR 241's TCM designation in the 2015 FTIP, and TCA's efforts to construct the Tesoro Extension as soon as possible. • Completion of SR 241 has been delayed from its original 2010 opening date. The project has encountered obstacles in obtaining Coastal Commission approval for its connection with Interstate 5 within San Diego County. Per the Secretary of Commerce's 2008 decision to uphold the Coastal Commission's denial, TCA is working with stakeholders to define a path for the southernmost portion of the alignment through Camp Pendleton, connecting with Interstate 5.		

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				However, within the SCAG region, the Tesoro Extension, and any future extension south of Cow Camp Road, do not require a Coastal Commission permit. Because federal conformity regulations require the SR 241 TCM to be completed as expeditiously as possible, TCA is doing everything within its authority to secure permits/approvals for the Tesoro Extension. Concurrently, TCA is working with environmental organizations opposed to the project to identify viable options for the final five miles of SR 241 (south of Cow Camp Road) within the SCAG region. • SR 241 is making steady progress toward construction and meets all federal transportation conformity regulatory requirements. SR 241 has made continuous and substantial progress toward construction since the 2013 FTIP was federally approved. Only two more regulatory approvals (a State Water Resources Control Board waste discharge requirements permit and a biological opinion from the U.S. Fish and Wildlife Service) are needed for the Tesoro Extension. In addition, numerous required technical studies have already been approved. Most recently, an option agreement between TCA and Rancho Mission Viejo on right of way acquisition for SR 241 was approved in June 2014. • SR 241 is financially constrained, with no taxpayer subsidy. TCA's December 2013 refinancing for SR 241 enhances the project's fiscal constraint, as assured by TCA's adopted FY2015 Capital Improvement Program. The CIP clearly identifies and programs funds sufficient to construct the Tesoro Extension, as well as provide funding to continue working with stakeholders to identify viable solutions for the final five miles within the SCAG region. In addition, TCA has reached a Cooperative Agreement with Caltrans that allows TCA to toll SR241 south of Oso Parkway through 2040, with future extensions to be negotiated between TCA and the State. TCA's three decades of expertise in constructing toll roads with efficient design/build techniques further enhances its fiscal constraint. • SR 241 is an integral part of the 2015 FTIP. Working with our partners at Caltrans, TCA is committed to completion of the 61-mile toll road system within the SCAG region in an environmentally responsible and expeditious manner. We are committed to advancing the Tesoro Extension at the earliest		

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				feasible date to provide congestion relief to the regionally significant I-5 corridor, and to deliver needed congestion relief to South Orange County residents and employees. TCA will be pleased to respond to any questions that FHWA and SCAG staff and leadership may have during the 2015 FTIP process. As a supplement to this testimony, we have submitted detailed documentation to SCAG of SR 241 's continuous progress toward opening since the last FTIP adoption, to establish that the project is undertaking all actions required to "overcome obstacles" to permits/approvals as required by federal transportation conformity regulations. Sincerely, Michael Kraman Acting Chief Executive Officer .		
FTIP 15-5	24-Jul-14	Tomas Oliva	SCAG staff on behalf of ICTC Executive Director	Public comment (Public Hearing 07-24-14): Was asked by the ICTC Executive Director [Mark Baza] to convey the message that he fully supports the 2015 FTIP and hopes that it gets approved.	Comment Noted.	24-Jul-14
FTIP 15-6	31-Jul-14	Autumn Bernstein Laura Baker Michele	ClimatePlan Coalition for Clean Air Coachella Valley	(letter below attached to e-mail sent by Channel Fletcher of Climateplan) July 31st, 2014 Attn: Honorable Carl Morehouse, President of SCAG and Regional Council members Southern California Association of Governments (SCAG) 818 W. Seventh Street, 12th Floor Los Angeles, CA 90017 RE: Draft 2015 Federal Transportation Improvement Plan On behalf of the undersigned organizations, we would like to thank SCAG for its leadership to create sustainable communities and implement SB 375. The visionary 2012 RTP/SCS was a significant effort that improved the quality of life, public health, increased long-term economic competiveness, and bolstered the environmental sustainability	SCAG has made special effort to include pertinent information of program performance of the 2015 FTIP in relation to the goals and policies of the 2012-2035 RTP/SCS. See Volume I.	31-Jul-14

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		Hasson Gloria Ohland	Leadership Counsel for Justice and Accountability MoveLA	of the region. With this plan, Southern California has made some impressive strides in this direction, such as: • Reduces overall traffic congestion and allows residents to spend less time in their cars • Triples spending on bike and pedestrian projects and increases transit investments by 13% • Meets the projected economic market demand by planning for a diversity of housing types, including a more adequate number of small-lot single family homes and dwellings in mixed- use, walkable neighborhoods • Saves 400 square miles of open space and mitigates habitat loss via planning for more cost- effective future environmental mitigation With these visionary policies in place, we were excited to review the projects that use the policies listed above to create more sustainable communities. However, it was not clear in the draft 2015 FTIP how the selected projects furthered the goals, policies, and performances measures of the 2012 – 2035 RTP/SCS. In the spirit of collaboration, we would like to provide you with comments to ensure the connection between the 2012 RTP/SCS and 2015 FTIP is clear. The FTIP allocates federal funds over the course of four years to implement the RTP. The FTIP is also required to be consistent with the RTP. Section I of the draft FTIP states, "SCAG's 2015 FTIP (project listing) is consistent with the 2012 – 2035 RTP/SCS as amended (policies, programs, and projects). While we applaud the consistency between the FTIP and RTIP, we believe the FTIP should also be utilized to showcase the connection between selected projects and their role to implement the goals, policies, and performance measures of the 2012 – 2035 RTP/SCS. For better connection between the 2015 FTIP and 2012 – 2035 RTP/SCS, we ask that Section I be expanded to clearly show how the transportation investments in the FTIP meet the goals, policies and performance measures in the 2012 RTP/SCS and SB375. For example, providing a deeper analysis of projects consistency with the RTP/SCS that asks questions such	It is noted that the US Department of Transportation (USDOT) is currently moving forward with the rulemaking process to implement the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) relative to performance measures and reporting. At this point, specific measures, targets, and the type of information regarding performance that will eventually be required to be included in future FTIPs have not been identified. SCAG is monitoring and participating in these processes, and will continue to work with our stakeholders on this important topic.	

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				as: • How will the projects in the FTIP reduce VMT per capita? • How will projects in the FTIP reduce the number of bicycle and pedestrian injuries and fatalities? • How will projects in the FTIP increase transit investments? • How will projects in the FTIP be assessed to determine whether or not projects have growth inducing impacts for existing communities, in particular vulnerable and low income communities? • How many projects in the FTIP will directly benefit disadvantaged communities? • How will projects in the FTIP promote a jobs-housing fit? • How will projects in the FTIP improve investment opportunities for transit and Active Transportation projects that benefit low income, especially rural, communities? • How will projects in the FTIP protect open space and agricultural lands? • How will projects in the FTIP promote public health? Inserting this analysis in the FTIP will highlight projects that align with the 2012 – 2035 RTP/SCS while eliminating projects that do not promote the goals of the RTP. This analysis will also elevate SCAG's position as model for other regions to make a stronger connection between the FTIP and RTP/SCS. As organizations invested in a sustainable Southern California, we recognize and thank SCAG for the enormous progress that Southern California has made in recent years. This is a large and diverse region that has long lacked a transit system with regional reach. By including the analysis listed in this letter, the FTIP will build upon the visionary regional plan to further commit Southern California to the path of reduced greenhouse gas emissions, increased transit and bike options, and		

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				healthier, more equitable transportation decisions. In closing, thank you for your consideration and your ongoing commitment to SB 375. We look forward to working with you to create more sustainable, equitable, and healthy communities. Sincerely, Autumn Bernstein, Director ClimatePlan Laura Baker, Policy Associate Coalition for Clean Air Michele Hasson, Regional Director – Coachella Valley Leadership Counsel for Justice and Accountability Gloria Ohland, Policy and Communications Director MoveLA		
FTIP 15-17	31-Jul-14	Ben Cacatian	Planning, Rules & Incentives Division Ventura County Air Pollution Control District	Thank you for the opportunity to review the Draft 2015 FTIP and 2012 RTP/SCS Amendment #2. Please consider the following comments: 2015 FTIP 1) Section III: Project VEN040502 status comment "replacement with VEN040502" is not clear. It states that the project was replaced by another project with the same project I.D. number. 2) Section III: The 2015 FTIP project completion date is not entered for VEN110308. 3) Section III: Project VEN93017 status states completion date is the same as the 2013 FTIP Transportation Control Measures (TCM) report, however, the table shows a different completion date for the 2015 FTIP. 4) Local Highway Project Listings: Project VEN130103 is marked as a TCM, but is constructing a Class III bike lane which	1) VEN040502 will be replaced with a different TCM project. This typo has been corrected to read "Replacement has been initiated per Final 2015 FTIP Guidelines." 2) The completion date "7/1/2015" has been added. 3) This is an ongoing project. The completion date for the original TCM scope remains the same as in 2013 FTIP TCM Report. The clarification has been added. 4) The project is not a TCM and correction has been made.	31-Jul-14

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				is not a TCM according to 2015 FTIP guidelines. RTP Amendment #2 1) RTP modeled projects list: The following projects appear to be TCMs that should be subject to timely implementation, but are not listed in the timely implementation tables: VEN071104 Bike Lanes 1.3 miles, VEN34089 Sidewalks .6 mile, VEN110112 Sidewalks .4 mile. The 2015 FTIP guidelines state that bike lanes 1 mile or greater and sidewalks ¼ mile or greater are TCMs. 2) RTP modeled projects list: Project VEN070201 includes HOV lanes; however, this project does not appear on the timely implementation report. This project appears to be a TCM.	Staff Note: Comment regarding RTP Amendment #2 pertains to the FTIP (see response below) 1) Per Final 2015 FTIP Guidelines, VEN071104 is a non-reportable TCM because the bike lane is only 0.9 mile; VEN34089 is not a TCM because the sidewalk is replacement only; VEN110112 is a committed TCM and is scheduled to be completed by August 31, 2014 – the TCM project has been added to the TCM Timely Implementation Report. 2) VEN070201 is a committed TCM – the TCM project has been added to the TCM Timely Implementation Report.	
FTIP 15-8	31-Jul-14	Michael Morris Jr.	Federal Highway Administration Cal-South	Thank you for the opportunity to review and comment on the Southern California Association of Government's (SCAG) Draft 2015 Federal Transportation Improvement Program (FTIP). After the Federal Highway Administration's (FHWA) review of SCAG's Draft 2015 FTIP, the document's content was inclusive and comprehensive of federal regulatory transportation improvement program requirements as referenced in 23 Code of Federal Regulations (CFR) § 450.324. In summary, SCAG's FTIP was developed in partnership with the six County Transportation Commissions (CTCs) of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura – as well as with California Department of Transportation's (Caltrans) Districts 7, 8, 11, and 12. All project listings identify specific funding sources and fund amounts, and are prioritized to implement the region's overall strategy for providing mobility, improved efficiency, and enhanced safety in support of efforts to attain federal and state air quality standards in reduction of transportation related air pollution. FTIP projects include capital and non-capital highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes,	Comment Noted.	31-Jul-14

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				signal synchronization, intersection improvements, freeway ramps, and non-motorized projects. Along with this instance to offer FHWA comments, SCAG provided all interested parties – including the public – with a chance to do the same via a 30-day public comment period. SCAG's FTIP also wholly documents regionally significant projects, sufficiently details descriptions for all projects, and delineates an adequate financial plan. SCAG's FTIP covers a period of at least four years and is consistent with the 2012/2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). We are pleased with SCAG's resulting Draft 2015 FTIP document, and recommend SCAG to move forward with developing the Final 2015 FTIP product. If any questions ensue from FHWA's comments, or if SCAG would require assistance with development of the final outcome, please feel free to contact me. Thanks!		
FTIP 15-09	31-Jul-14	Joyce Dillard	Private Citizen	State requires General Plan and Elements to be executed which includes the CIRCULATION ELEMENT. Government Code Section 65302 reads: (b) (1) A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. (2) (A) Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan. (B) For purposes of this paragraph, "users of streets, roads, and highways" mean bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors. Governor's Office of Planning and Research uses the 2003 General Plan Guidelines (Guidelines) with a Notice for revision	The FTIP has no authority over mandated elements of cities General Plans, including, Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety, which fall under the purview of local jurisdictions. SCAG will share all comments received on Draft 2015 FTIP with Los Angeles County Metropolitan Transportation Authority. The FTIP is developed through a "bottom-up" approach; projects are	31-Jul-14

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				in 2014 with a focus on Economics, Equity, Climate Change and Healthy Communities with an Online Mapping Tool to provide planners with customizable city maps with access to State GIS Geographic Information System data for each element. Guidelines state: Consistency Within Elements Each element's data, analyses, goals, policies, and implementation programs must be consistent with and complement one another. Established goals, data, and analysis form the foundation for any ensuing policies. For example, if one portion of a circulation element indicates that county roads are sufficient to accommodate the projected level of traffic while another section of the same element describes a worsening traffic situation aggravated by continued subdivision activity, the element is not internally consistent (Concerned Citizens of Calaveras County v. Board of Supervisors (1985) 166 Cal.App.3d 90). And In addition, preparing, adopting, implementing, and maintaining the general plan serves to: • Identify the community's land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development And The plan's text and diagrams must be reconciled, because "internal consistency requires that general plan diagrams of land use, circulation systems, open-space and natural resources areas reflect written policies and programs in the text for each element." (Curtin's California Land-Use and Planning Law, 1998 edition, p. 18). Without consistency in all five of these areas, the general plan cannot effectively serve as a clear guide to future development. Decision-makers will face conflicting directives; citizens will be confused about the policies and standards the community has selected; findings of consistency of subordinate land use decisions such as rezonings and subdivisions will be difficult to make; and land owners,	submitted by County Transportation Commission as part of their county TIP.	

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				business, and industry will be unable to rely on the general plan's stated priorities and standards for their own individual decision-making. Beyond this, inconsistencies in the general plan can expose the jurisdiction to expensive and lengthy litigation. CITY OF LOS ANGELES has no CIRCULATION ELEMENT. The Transportation Element adopted August 8, 1999, CF 97-1387 superseding the Scenic Highways Plan adopted in May13, 1978, CF 98-0894 and the Highways and Freeways Element adopted in 1959. City of Los Angeles Mobility Plan 2035 was has been circulated this year but not approved. This plan emphasizes bicycles, pedestrians and transit while ignoring the traffic congestion and greenhouse gas emissions from sitting in traffic. Goods movement and pipelines are ignored, yet are contributory factors in transportation planning. CITY OF LOS ANGELES has the FRAMEWORK ELEMENT Policy No. 3.3.2 which reads: 3.3.2 Monitor population, development, and infrastructure and service capacities within the City and each community plan area, or other pertinent service area. The results of this monitoring effort will be annually reported to the City Council and shall be used in part as a basis to: a. Determine the need and establish programs for infrastructure and public service investments to accommodate development in areas in which economic development is desired and for which growth is focused by the General Plan Framework Element. b. Change or increase the development forecast within the City and/or community plan area as specified in Table 2-2 (see Chapter 2: Growth and Capacity) when it can be demonstrated that (1) transportation improvements have been implemented or funded that increase capacity and maintain the level of service, (2) demand management or behavioral changes have reduced traffic volumes and maintained or improved levels of service, and (3) the community character will not be significantly impacted by such increases. Such modifications shall be considered as amendments to Table 2-2 and depicted on the community plans. c. Initiate a study to consider whether additional growth		

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				should be accommodated, when 75 percent of the forecast of any one or more category listed in Table 2-2 (see Chapter 2: Growth and Capacity) is attained within a community plan area. If a study is necessary, determine the level of growth that should be accommodated and correlate that level with the capital, facility, or service improvements and/or transportation demand reduction programs that are necessary to accommodate that level. d. Consider regulating the type, location, and/or timing of development, when all of the preceding steps have been completed, additional infrastructure and services have been provided, and there remains inadequate public infrastructure or service to support land use development. (P42, P43) Annual Reports for Infrastructure have not been executed. With that, the projects in this Draft for the City of Los Angeles have no applicability for providing mobility and improving both the efficiency and safety of the transportation system. Those projects are: LAF1634 El Pueblo Pedestrian Improvements Phase I, II, III, & IV. Design and construction of enhanced facilities to improve & assist pedestrian movement in the El Pueblo District & other landmarks in downtown LA. Wayfinding element in TDM F1718 LAF7703 EXPERIENCELA 3.0-MOBILITY IN THE CLOUD: Develops and implements cloud computing based software technology to provide transit users location specific information via personal mobile devices and interactive kiosks at key transportation facilities LAF7806 VERMONT AVENUE STREETSCAPE IMPROVEMENT PROJECT: (1) Installs streetscape improvements that include landscaping and planting of drought tolerant trees, permeable concrete pavers, nonpermeable interlocking concrete pavers at bus stops, and decorative crosswalks. (2) Landscaping will have automated irrigation system and flow-through filtration planters.		

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				(Note SOILS and GEOLOGY and HAZARD and HAZARDOUS MATERIAL and HYDROLOGY AND WATER QUALITY analyses should be executed to determine Methane Zones, Earthquake Faults and High Groundwater) LA0C8037 LOS ANGELES, CITY OF SOTO ST BRIDGE OVER MISSION RD & HUNTINGTON DR WILL DEMOLISH EXISTING BRIDGE AND REALIGN THE STREET TO INCREASE TRAFFIC FLOW ADDING A 0.5 BIKE LANE. PPNO 3093 3380 (BRIDGE #53C0013) LA0C8075 LOS ANGELES, CITY OF CESAR CHAVEZ AVE/ LORENA ST / INDIANA ST INTERSECTION IMPROVEMENTS. Reconstruction of a five-legged signalized intersection into a modern roundabout. The construction of the roundabout will reduce the complexity of the intersection and will improve traffic flow and safety LA0F007 LOS ANGELES, CITY OF GLENDALE BLVD.-HYPERION AVE. COMPLEX OF BRIDGES OVER LA RIVER, I-5 AND RIVERSIDE DR, REHABILITATION/SEISMIC RETROFIT; UPGRADE BRIDGE RAILING; INCLUDES BRIDGES 53C-1881, 53C-1882, 53C-1883, 53C-1884, 53C-1179 AND 53-1069. NO ADDITIONAL LANES. REALIGN I-5 NORTH BOUND OFF RAMP. CONSTRUCT A PEDESTRIAN BRIDGE OVER LA RIVER.(FED PROJECT ID: BHLS-5006(181) LA0G686 LOS ANGELES, CITY OF Highland Park Pedestrian Improvements along Figueroa between Avenue 50 and Avenue 60 LA0G860 LOS ANGELES, CITY OF LEMON GROVE LIGHTING PHASE 2 - Lemon Grove area bounded by Santa Monica Blvd(north), Western Ave (west), Lemon Grove Ave (south) and the Hollywood Freeway 101(east). Install new street lighting system - installation of new conduit, wiring, pullboxes, foundations, street lighting electroliers. This project will use $31 of Toll Credits to $3 in PE		

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				and $28 in construction in FY2015.. Toll Credits of $3 will be used to match FY15 federal funds for the PE phase, Toll Credits of $28 will be used to match FY15 LA996425 LOS ANGELES, CITY OF INSTALL REVERSIBLE LANE ON SEPULVEDA BL THROUGH TUNNEL AT MULHOLLAND DR, INSTALL BIKE FACILITIES FROM SKIRBALL CENTER DR TO BEL AIR CREST RD, IMPLEMENT INTERSECTION IMPROVEMENTS AT SKIRBALL CENTER DR, I-405 FWY SB ON-RAMP, MORAGA DR, WILSHIRE BL. BIKE FACILITIES LESS THAN A MILE. LAE0180 LOS ANGELES, CITY OF LAUREL CANYON BLVD NEAR VICTORY BLVD. PROJECT WILL PROVIDE FOR PEDESTRIAN SAFETY AND BEAUTIFICATION TREATMENT. ELEMENTS INCLUDE LANDSCAPED MEDIAN ISLANDS. LAE0346 LOS ANGELES, CITY OF LIGHTING, AND SAFETY IMPROVEMENTS ON ROAD LEADING TO HANSEN DAM RECREATION AREA. Access improvements including hillside stabilization and parking lot rehabilitation along Osborne Street between Glenoaks Boulevard and Dronfield Avenue [ref P.L. 110-244, Sec 105(a)(234)] (Change per H.R.1195-6/6/08) (Note-Discovery Science Center will be opening a museum and exhibition space and should be contributing to any improvements needed.) LAE0427 LOS ANGELES, CITY OF IN CITY OF LOS ANGELES, ON 103RD STREET FROM CENTRAL TO GRAHAM & CENTRAL AV. FROM 103RD STREET TO IMPERIAL HWY. PROJECT WILL PROVIDE STREETSCAPE, TRANSIT, AND PEDESTRIAN AMENITIES LAE0518 LOS ANGELES, CITY OF IN THE CITY OF LOS ANGELES, ON BROADWAY W/S FROM 4TH ST. TO 235 N/O 4TH ST, AND 4TH ST FROM BROADWAY TO 120		

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				W/O BROADWAY. REMOVE AND REPLACE SIDEWALKS INCLUDING PORTIONS THAT SPAN. (Note-Broadway Streetscape aka Bringing Back Broadway is being used for the benefit of private business.) LAE1440 LOS ANGELES, CITY OF RECONFIGURE SAN FERNANDO RD. FROM FLETCHER DR. TO I-5 FWY.Install left-turn channelization, improve pedestrian amenities, install wider sidewalks, median islands and landscaping where feasible between Cazador Street to just south of Alice Street (Note-This area has only two lanes which will be reduced to one lane each way with extremely heavy auto, truck and bus traffic especially during the commuting hours. Housing developments have been added on property owned by Metro next to active railroads.) LAE2538 LOS ANGELES, CITY OF KOREATOWN PAVILION GARDEN-TO ENHANCE THE NORTHEAST CORNER OF NORMANDIE AND OLYMPIC BL. Enhance an existing pocket park at the intersection Olympic and Normandie/Irolo with decorative concrete paving and improve streetscape by adding pedestrian improvements such as street furniture, lighting, landscaping, and community identifiers. LAE2699 LOS ANGELES, CITY OF CONSTRUCTION OF NEW MULTI-USE PATH/TRAIL ALONG RIVER BANK BETWEEN SEPULVEDA BLVD & KESTER AVE INCLUDING ACCESS RAMPS, REATAINING WALLS, LANDSCAPING ETC. LAF1524 LOS ANGELES, CITY OF San Fernando Rd. Bike Path Ph. IIIA/IIIB - Construction. Recommend Phase IIIA-Construction of a Class I bike path within Metro owned rail right-of-way along San Fernando Rd. between Branford St. and Tuxford St incl bridge. 2 mile bikepath		

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				LAF1535 LOS ANGELES, CITY OF Bicycle Wayfinding Signage Program. Wayfinding signs to direct bicyclists, and educate motorists, to the locations of dedicated bike paths, lanes and routes, destinations, and transit hubs throughout Los Angeles. LAF1611 LOS ANGELES, CITY OF Cesar Chavez Transit Corridor (110 Fwy to Alameda). Installation of pedestrian/transit rider amenities inc. bus stop gardens at three intersections, new pedestrian lighting, street trees in a landscaped parkway & wayfinding signage LAF1612 LOS ANGELES, CITY OF Century City Urban Design and Pedestrian Connection Plan. Project will implement sidewalk improvements, decorative crosswalks, median island, curb ramps, pedestrian lighting, shelters, benches, trash receptacles & street trees. The physical improvements will consist of a meandering pedestrian walkway, solar-powered pedestrian scale lighting, street lighting, trash receptacles, bus benches, (10) bicycle racks. LAF1704 LOS ANGELES, CITY OF Downtown L.A. Alternative Green Transit Modes Trial Program. Offer shared ride-bicycle and Neighborhood Electric Vehicle transit services to LA City Hall as an alternative to overcrowded DASH service (Note-To our knowledge, the DASH service is not overcrowded.) LAF1844 LOS ANGELES, CITY OF Angels Walk Crenshaw. To promote pedestrian activity within the project limits with a guidebook and 15 on-street information markers (historic stanchions) at strategic locations. LAF1845 LOS ANGELES, CITY OF		

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				Angels Walk Highland Park. To promote pedestrian activity within the project limits with a guidebook and 15 on-street information markers at strategic locations LAF3148 LOS ANGELES, CITY OF North Main St. Grade Separation: Construct a new grade separation over UPRR and Metrolink & LA River while preserving the existing historic N. Main St. Bridge. Bike lanes will be added at the shoulders of the bridge. Other work components include realigning Albion Street and modifying the intersections of North Main and Mesnager Street at the west end LAF3515 LOS ANGELES, CITY OF San Fernando Rd. Bike Path Ph. IIIB Construction. Construct 2.75 mile Class I bike path within METRO right-of-way along San Fernando Rd. between Tuxford St. and Cohasset St. to complete 12-mile bikeway.. The project is located within the City of Los Angeles, in the community of Sun Valley. The project consists of a Class I facility 12 feet in width and 2.75 miles in length between Tuxford St. and Cohasset St. (Burbank City limit). LAF3640 LOS ANGELES, CITY OF LANI - Evergreen Park Street Enhancement Project. Increase pedestrian safety and access by providing improved crosswalks, new bus shelters and street trees to enhance connectivity between transit and area landmarks.. The proposed project is located in the Boyle Heights community of Los Angeles LAF3653 LOS ANGELES, CITY OF Pasadena Ave Ped Connection to Gold Line Heritage Sq Station. This project will implement sidewalk improvements, street furniture, safety lighting, street trees, and enhanced crosswalks along Pasadena Ave between Broadway to to Figueroa St. This project will improve pedestrian connectivity to the Gold Line Heritage Square Station (Note-This area is not well traveled by pedestrians. Autos and		

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				trucks service the area and buses provide transportation to non-car owners.) LAF3721 LOS ANGELES, CITY OF Angels Walk Silverlake. Promote pedestrian activity within the project limits with a guidebook and 15 on-street information markers (historic stanchions) at strategic locations. LAF3722 LOS ANGELES, CITY OF Angels Walk Boyle Heights. Promote pedestrian activity within the project limits with a guidebook and 15 on-street information markers (historic stanchions) at strategic locations LAF3726 LOS ANGELES, CITY OF First and Last Mile Transit Connectivity Options. Implement a pilot shared fleet vehicle program that includes, bikes, alternative green vehicles for first & last miles from Union Station to and other Downtown locations. LAF3731 LOS ANGELES, CITY OF Downtown LA Inter-Modal Transit Information and Wayfinding. Install transit information monitors, variable message signs, interactive kiosks & parking availability signage along Broadway Corridor to Olympic. LAF5519 LOS ANGELES, CITY OF This project is located in the City of Los Angeles. Construction of Bicycle Friendly Street treatments: at least 100 directional signs, at least 500 shared lane markings, and bicycle detectors and markings provided to at least 15 signalized intersections. Other treatments will include traffic calming devices and diversion, which include at least one diverter and roundabout LAF5525 LOS ANGELES, CITY OF To design and construct curb-side bicycle parking (bicycle corral) that will serve each Council District. The project requires surface modifications to curbside parking areas for installing at least 150 bike racks.		

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				LAF5707 LOS ANGELES, CITY OF Angels Walk Central Avenue. This project will provide 15 on-street information markers (historic stanchions), guide books and digital access on the Internet to guide pedestrians and transit users in a significant segment of Central Av, informing them of the history and culture of the area. It will also link the pedestrian to Downtown via connections to public transit options along this Angels Walk Route. LAF5710 LOS ANGELES, CITY OF Experience LA Historic Cultural Neighborhood Connections. Installation of 22 kiosks at transit hubs in activity centers throughout the City of Los Angeles. By utilizing smart technology transit users will be able to use cell phones or the kiosk to find information that will make the transfer more seamless to their final destination LAF7131 LOS ANGELES, CITY OF CENTURY BOULEVARD EXTENSION BETWEEN GRAPE STREET AND ALAMEDA STREET: Extends Century Bl by approx 2,600 ft from Grape St to Alameda St with a 2 lane roadway, sidewalks on both sides, Class II bike lane, ped/bike facilities, and landscaping LAF7628 LOS ANGELES, CITY OF WATTS STREETSCAPE IMPROVEMENTS PHASE 2: Installs ADA ramps, landscaping street trees, street furniture, ped lighting, crosswalk enhancements, curb extensions, sharrows, and ped & bike wayfinding signage LAF7708 LOS ANGELES, CITY OF BICYCLE BOARD DEMO PROJECT: Installs 12 interactive display screens and 96 bicycle counters to encourage greater use of bicycles and reducing Vehicle Miles Traveled LAF7814 LOS ANGELES, CITY OF LADOT STREETS FOR PEOPLE: TRANSIT CORRIDOR PARKLETS		

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				AND PLAZAS: Installs 12 parklets and 3 plazas. The limits of the parklets will be equal to two curbside parking spaces (apprx. 40x 6). The plaza limit varies ranging from 2,000 to 6,000 SF LA0G670 LOS ANGELES, CITY OF Glassell Park Transit Pavilion, Los Angeles.Pavilion will include multiple permanent canopies consisting of fiber glass with metal frames that provide passengers coverage from the weather. Amenities include wandering paths, vegetation and permanent benches for waiting between line transfers of the 5 local and regional transit lines which use the pavilion as a stop LA0G901 LOS ANGELES, CITY OF Historic Los Angeles Streetcar LAF7423 LOS ANGELES, CITY OF DOWNTOWN BUS MAINTENANCE FACILITY: Constructs a maintenance facility and fueling station on an approximately 2.75-acre property in order to service clean-fuel DASH buses. New facility will Provide six service bays, a bus-washing bay, an administrative building, and parking for 60 DASH vehicles. The facility will also provides layover space for Commuter Express buses. LAF7707 LOS ANGELES, CITY OF LAST MILE FOLDING BIKE INCENTIVE PROGRAM: Provides financial incentives to transit riders towards the purchase of 1,800 collapsible or electric bikes to use in conjunction with bus and rail We ask for CONSISTENCY with the General Plan and Its Elements. Please consider all users of transportation including women, children and the elderly. There is much anger in the City of Los Angeles over wasted tax dollars and no improvements to the quality of life and consideration of people's time. Increase of bus fares due to unwarranted improvements or capital acquisitions is not necessary.		

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				Please redesign this plan to enhance transportation not just special interests and developers. Sports venues and tourism is the design of the hotel developers for the use of transit to increase their revenues. Job development and the economy should be viewed in relationship to the needs of the entire population. Joyce Dillard P.O. Box 31377 Los Angeles, CA 90031		

REPORT

AGENDA ITEM NO. 6

DATE: September 11, 2014

TO: Energy and Environment Committee (EEC)
Executive/Administration Committee (EAC)
Regional Council (RC)

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

SUBJECT: Addendum No. 2 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) Program Environmental Impact Report (PEIR)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION FOR EAC/EEC:
Recommend that the Regional Council adopt Resolution No. 14-562-1 to approve the Addendum No. 2 to the 2012-2035 RTP/SCS Program Environmental Impact Report (PEIR).

RECOMMENDED ACTION FOR RC:
Adopt Resolution No. 14-562-1 to approve the Addendum No. 2 to the 2012-2035 RTP/SCS Program Environmental Impact Report (PEIR).

EXECUTIVE SUMMARY:
Since the approval of Addendum No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) Program Environmental Impact Report (PEIR) and the adoption of the associated Amendment No. 1 to the 2012-2035 RTP/SCS by the RC at its June 6, 2013 meeting, SCAG has received requests from several county transportation commissions (CTCs) to amend the 2012 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects. SCAG staff has conducted a programmatic environmental assessment of the changes to the 2012-2035 RTP/SCS Project List documented in the Amendment No. 2 pursuant to CEQA. SCAG finds that the projects identified in 2012-2035 RTP/SCS Amendment No. 2 are programmatically consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR. Further, SCAG finds that the proposed changes to the 2012-2035 RTP/SCS Project List identified in 2012-2035 RTP/SCS Amendment No. 2 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR. As such, SCAG staff has prepared Addendum No. 2 to the 2012-2035 RTP/SCS PEIR for RC 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 collaboration and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
SCAG is the six (6)-county region's designated metropolitan planning organization pursuant to federal law, and the region's designated transportation planning agency pursuant to state law. As such, SCAG is

responsible for developing and maintaining the RTP/SCS in cooperation with the California Department of Transportation (Caltrans), the CTCs, public transit operators, and local jurisdictions, as well as other partners and stakeholders, including other public agencies, businesses, and environmental and community groups.

On April 4, 2012, the RC adopted the 2012-2035 RTP/SCS and certified the associated PEIR. Subsequently, on June 6, 2013, the RC approved the Addendum No. 1 to the 2012-2035 RTP/SCS PEIR associated with Amendment No. 1 to the 2012-2035 RTP/SCS, which was adopted by the RC on the same day.

Since that time, staff has received requests from several CTCs in the SCAG region to amend the 2012–2035 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects in order to move forward towards the implementation phrase. To address these requests, 2012–2035 RTP/SCS Amendment No. 2 has been prepared.

The 2012-2035 RTP/SCS includes approximately 3,600 projects with completion dates spread over a 23-year time period. The Amendment No. 2 to the 2012-2035 RTP/SCS contains six (6) new projects and 16 project revisions that were not contained in the 2012-2035 RTP/SCS.

BASIS FOR A PEIR ADDENDUM:
When an EIR has been certified and the project is modified or otherwise changed after certification, additional review may be necessary pursuant to the CEQA. The key considerations for determining the need and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code and CEQA Guidelines Section 15162, 15163 and 15164. In general, an Addendum is allowed when there are not substantial changes to the project or new information that would require major revisions to the EIR. Substantial changes are defined as those which "will require major revisions of the previous EIR…due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects." An Addendum is not required to be circulated for public review.

PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:
SCAG staff has conducted a programmatic environmental assessment of the changes to the 2012-2035 RTP/SCS Project List documented in proposed Amendment No. 2 pursuant to CEQA. SCAG finds that the projects identified in 2012-2035 RTP/SCS Amendment No. 2 are programmatically consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR and that adoption of the proposed modifications would not result in either new significant environmental impacts or substantial increase in the severity of previously identified significant impacts in the 2012-2035 RTP/SCS PEIR. Therefore, it is determined that a subsequent or supplemental PEIR is not required and that Addendum No. 2 to the 2012-2035 RTP/SCS PEIR fulfills the requirements of CEQA.

FISCAL IMPACT:
Work associated with this item is included in the current Fiscal Year 2014/15 Overall Work Program (15-020.SCG00161.04: Regulatory Compliance).

ATTACHMENTS:
1. Resolution No. 14-562-1
2. Addendum No. 2 to the 2012-2035 RTP/SCS Program Environmental Impact Report

RESOLUTION NO. 14-562-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING ADDENDUM NO. 2 TO THE FINAL 2012-2035 RTP/SCS PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) FOR THE 2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2012-2035 RTP/SCS)

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

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

WHEREAS, on June 6, 2013, SCAG approved the Addendum No. 1 to the 2012-2035 RTP/SCS PEIR associated with Amendment No. 1 to the 2012-2035 RTP/SCS in accordance with Cal. Pub. Res. Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164;

WHEREAS, when approving the Addendum No. 1 to the 2012-2035 RTP/SCS PEIR, the SCAG Regional Council approved Resolution 13-550-1;

WHEREAS, since the approval of the Addendum No. 1 to the 2012-2035 RTP/SCS PEIR, staff has received requests from all six county transportation commissions in the SCAG region to amend the 2012-2035 RTP/SCS to reflect additions of projects or modifications to project scopes, costs, and/or schedules for critical transportation projects, as well as the addition of some new projects specified in the proposed Amendment No. 2 to the 2012-2035 RTP/SCS, in order to allow such projects to move forward toward the implementation phase;

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

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

WHEREAS, on June 5, 2014, SCAG staff reported to the Energy and Environment Committee (EEC) that a programmatic environmental assessment of the proposed changes to the 2012-2035 RTP/SCS Project List documented in proposed Amendment No. 2 was being conducted pursuant to CEQA Guidelines Section 15162, 15163, and 15164 and that the appropriate type of CEQA documentation for proposed Amendment No. 2 would be an Addendum;

WHEREAS, on July 1, 2014, Draft Amendment No. 2 to the 2012-2035 RTP/SCS was released for a 30-day public review and comment period through July 31, 2014, and such comments received on Draft Amendment No. 2 were addressed in the public review process;

WHEREAS, at the August 7, 2014 EEC meeting, SCAG staff reported that the preparation of a Draft Addendum No. 2 to the 2012-2035 RTP/SCS PEIR had been completed pursuant to Cal. Pub. Res. Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164, and Draft Addendum No. 2 was presented to the EEC for review and comment;

WHEREAS, for the reasons set forth in Addendum No. 2 to the 2012-2035 RTP/SCS PEIR, SCAG determined that an addendum is the appropriate CEQA document because the proposed project revisions as set forth in the Amendment No. 2 to the 2012-2035 RTP/SCS do not meet the conditions of CEQA Guidelines Section 15162, for preparation of a subsequent EIR;

WHEREAS, pursuant to CEQA Guidelines Section 15164(d), the Regional Council has considered the Addendum No. 2 to the 2012-2035 RTP/SCS PEIR with the Final PEIR prior to making a decision on the Amendment No. 2 to the 2012-2035 RTP/SCS; and

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

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

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

1. The Addendum No. 2 to the 2012-2035 RTP/SCS PEIR has been completed in compliance with CEQA.
2. The adoption of the proposed revisions set forth in Amendment No. 2 to the RTP/SCS would not result in either new significant environmental effects or a substantial increase in the severity

of previously identified significant effects; such proposed changes are consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2012- 2035 RTP/SCS PEIR; and thus, a subsequent or supplemental EIR is not required and the Addendum No. 2 to the 2012-2035 RTP/SCS PEIR fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 11th day of September, 2014.

_____
Hon. Carl E. Morehouse
President, SCAG
Councilmember, City of San Buenaventura

Attested by:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joann Africa
Chief Counsel

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

Southern California Association of Governments

Addendum No. 2 to the

Program Environmental Impact Report

for the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy

State Clearinghouse (SCH) No.: 2011051018

Introduction

Southern California Association of Governments (SCAG) proposes to amend the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Plan). The RTP is a long-range vision for regional transportation investments. Using growth forecasts and economic trends, the RTP considers the role of transportation relative to economic factors, environmental issues and quality-of-life goals, and provides an opportunity to identify transportation strategies today that address mobility needs for the future. The RTP is updated every four years to reflect changes in economic trends, state and federal requirements, progress made on projects, and adjustments for population and jobs. The SCS, a new element of the RTP pursuant to Senate Bill (SB) 375, integrates land use, transportation strategies, and transportation investments within the Plan.

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

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

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

The 2012-2035 RTP/SCS PEIR was certified on April 4, 2012, and the associated Plan was adopted on the same day (SCH No. 2011051018). Since the adoption of the 2012-2035 RTP/SCS, SCAG has received requests from several county transportation commissions to amend the Plan to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects. To address these requests, SCAG prepared Amendment No. 1 to the 2012-2035 RTP/SCS (referred to herein as "2012-2035 RTP/SCS Amendment No. 1") and conducted a programmatic environmental assessment of the changes to the 2012-2035 RTP/SCS Project List documented in the 2012-2035

RTP/SCS Amendment No. 1 pursuant to CEQA. It was found that adoption of the modifications to the 2012-2035 RTP/SCS Project List documented in the 2012-2035 RTP/SCS Amendment No. 1 would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects and that the modifications would be consistent with the analysis, mitigation measures, alternatives, and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR. Therefore, it was determined that a Subsequent or Supplemental PEIR would not be required and that an addendum to the 2012-2035 RTP/SCS PEIR would fulfill the requirements of CEQA. On June 6, 2013, Addendum No. 1 to the 2012-2035 RTP/SCS PEIR was approved, and the associated 2012-2035 RTP/SCS Amendment No. 1 was adopted on the same day.

Since that time, SCAG has received additional requests from several county transportation commissions to amend the 2012-2035 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new transportation projects contained therein (proposed Amendment No. 2 to the 2012-2035 RTP/SCS, referred to herein as "2012-2035 RTP/SCS Amendment No. 2").

This Addendum No. 2 to the 2012-2035 RTP/SCS PEIR has been prepared by SCAG to assess potential environmental impacts of the proposed updates and revisions to the 2012-2035 RTP/SCS Project List included in the 2012-2035 RTP/SCS Amendment No. 2. This document is prepared as an addendum to the previously certified 2012-2035 RTP/SCS PEIR in April 2012 (SCH No. 2011051018).

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

Basis for the Addendum

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

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

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

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

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

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

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

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

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

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

An addendum to the 2012-2035 RTP/SCS PEIR is appropriate to address the proposed changes in the 2012-2035 RTP/SCS Amendment No. 2 because the proposed updates and revisions do not meet the conditions of Section 15162(a) for preparation of a subsequent EIR. Neither the proposed new projects or changes to existing projects would result in 1) substantial changes to the 2012-2035 RTP/SCS which will require major revisions of the 2012-2035 RTP/SCS PEIR; 2) substantial changes to the circumstances under which the 2012-2035 RTP/SCS is being undertaken which will require major revisions in the 2012 PEIR; or 3) new information of substantial importance showing significant effects not previously examined.

While the proposed changes to the 2012-2035 RTP/SCS Project List documented in the 2012-2035 RTP/SCS Amendment No. 2 may arguably represent "new information of substantial importance …" at the local project-level, these changes are not substantial at the regional program-level as analyzed in the 2012-2035 RTP/SCS PEIR. More specifically, the proposed changes to the 2012-2035 RTP/SCS Project List documented in the 2012-2035 RTP/SCS Amendment No. 2 would not result in one or more significant effects (at the regional level) not discussed in the 2012-2035 RTP/SCS PEIR, nor result in a substantial increase in the severity of previously identified significant effects disclosed in the 2012-2035 RTP/SCS PEIR. Moreover, no changes to the mitigation measures or alternatives contained in the 2012-2035 RTP/SCS PEIR are necessary or being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the 2012-2035 RTP/SCS PEIR, the level of detail for individual projects on the RTP/SCS Project List is generally insufficient to be able to analyze local effects. Such analysis is more appropriately undertaken in Tier 2, project-specific environmental documents prepared by the individual CEQA lead agencies proposing each project.

SCAG has assessed potential environmental effects of the proposed changes to the 2012-2035 RTP/SCS Project List, contained in the 2012-2035 RTP/SCS Amendment No. 2, at the regional program-level, and finds that the additional and modified projects contained in Amendment No. 2 are consistent with the region-wide environmental impacts analysis, mitigation measures or alternatives, and Findings of Fact discussed in the previously certified 2012-2035 RTP/SCS PEIR, and do not result in any of the conditions described in CEQA Guidelines Section 15162(a)(1)(2)(3). For these reasons, SCAG has elected to prepare an addendum to the 2012-2035 RTP/SCS PEIR rather than a Subsequent or Supplemental EIR, and this Addendum No. 2 to the 2012-2035 RTP/SCS PEIR is prepared in accordance with CEQA Guidelines Section 15164.

Purpose and Scope of the Addendum to the PEIR

SCAG has prepared this Addendum No. 2 to the 2012-2035 RTP/SCS PEIR to demonstrate that the proposed changes to the 2012-2035 RTP/SCS Project List, contained in the 2012-2035 RTP/SCS Amendment No. 2, satisfies the requirements contained in Section 15164 of the CEQA Guidelines for the use of an Addendum to an EIR. The proposed changes to the Project List do not require the preparation of a Subsequent or Supplemental EIR pursuant to Sections 15162 and 15163, respectively, of the CEQA Guidelines due to the absence of new or substantially more adverse significant impacts than those analyzed in the certified EIR.

This Addendum No. 2 to the 2012-2035 RTP/SCS PEIR neither controls nor determines the ultimate decision for approval of the 2012-2035 RTP/SCS Amendment No. 2 and the proposed changes to the 2012-2035 RTP/SCS Project List contained therein. The information presented in this Addendum to the 2012-2035 RTP/SCS PEIR will be considered by SCAG's decision making body, the Regional Council, prior to making a decision on the 2012-2035 RTP/SCS Amendment No. 2.

Project Description

The project changes identified in the 2012-2035 RTP/SCS Amendment No. 2 can be broadly categorized as follows:

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

The majority of project changes occur to short-range projects. In addition to these short-range changes, the addition of six (6) new projects and an additional 16 project changes are considered as part of the 2012-2035 RTP/SCS Amendment No. 2.

Specific details of all project changes are identified in the 2012-2035 RTP/SCS Amendment No. 2, incorporated herein by reference, and can be accessed at http://rtpscs.scag.ca.gov/Pages/Amendment-2.aspx.

Environmental Analysis

The changes described above to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 would not result in a substantial change to the region-wide impacts programmatically analyzed in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR broadly identifies a number of region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by the 2012-2035 RTP/SCS.

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

Although the new projects identified in the 2012-2035 RTP/SCS Amendment No. 2 were not identified in the 2012-2035 RTP/SCS PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the 2012-2035 RTP/SCS and with the analysis and conclusions presented in the previously certified 2012-2035 RTP/SCS PEIR. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, NEPA, and all applicable regulations.

No changes to the mitigation measures or alternatives contained in the 2012-2035 RTP/SCS PEIR are necessary or proposed. SCAG has determined that the changes and additions identified above would result in impacts that would fall within the range of impacts already identified in the previously certified 2012-2035 RTP/SCS PEIR. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the 2012-2035 RTP/SCS PEIR are anticipated to result from the changes and additions identified in the 2012-2035 RTP/SCS Amendment No. 2.

The environmental analysis provided in this Addendum describes the information that was considered in evaluating the questions contained in the Environmental Checklist of the State CEQA Guidelines, Appendix G. Potential region-wide environmental impacts from the proposed project changes, documented in the 2012-2035 RTP/SCS Amendment No. 2, as compared to those already identified in the 2012-2035 RTP/SCS PEIR are summarized in Table 1-1, *Summary of Impacts from Proposed Project Changes Identified in the 2012-2035 RTP/SCS Amendment No. 2.*

TABLE 1-1: SUMMARY OF IMPACTS FROM PROPOSED PROJECT CHANGES IDENTIFIED IN THE 2012-2035 RTP/SCS AMENDMENT NO. 2

Impact	Compared to the Certified 2012-2035 RTP/SCS PEIR
Aesthetics and View	Same; no new impacts
Air Quality	Same; no new impacts
Biological Resources	Same; no new impacts
Cultural Resources	Same; no new impacts
Geology, Soils, and Mineral Resources	Same; no new impacts
Greenhouse Gas Emissions	Same; no new impacts
Hazardous Materials	Same; no new impacts
Land Use and Agricultural Resources	Same; no new impacts
Noise	Same; no new impacts
Population, Housing, and Employment	Same; no new impacts
Public Services and Utilities	Same; no new impacts
Transportation, Traffic, and Security	Same; no new impacts
Water Resources	Same; no new impacts
Comparison of Alternatives	Same; no new impacts
Long-Term Effects	Same; no new impacts

Aesthetics and Views

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to aesthetics and views beyond those already described in the previously certified 2012-2035 RTP/SCS PEIR. Potential significant impacts anticipated in the 2012-2035 RTP/SCS PEIR would be the substantial degradation of the existing visual character or quality of the site and its surroundings, adverse effects on a scenic vista, damage to scenic resources, creating a new source of substantial light affecting day or nighttime views, and affecting shadow-sensitive uses that would be shaded by a project-related structure for more than three hours in the winter or for more than four hours during the summer (2012-2035 RTP/SCS PEIR pp. 3.1-8 – 3.1-18).

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Amendment No. 2, would not result in any new significant impacts to aesthetics and views, or a substantial increase in the severity of impacts to aesthetics and views beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Air Quality

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to air quality beyond those already identified in the previously certified 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR identified significant and unavoidable impacts to regional air quality, cancer risk increases, and short-term air emissions from implementation of the RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.2-21 – 3.2-41). Nevertheless, both the 2012-2035 RTP/SCS and Amendment No. 2 meet the regional emissions and other tests set forth by the federal Transportation Conformity regulations, demonstrating the integrity of the State Implementation Plans prepared pursuant to the federal Clean Air Act for the non-attainment and maintenance areas in the SCAG region. The updated conformity analysis can be found in section 5, Transportation Conformity, of the 2012-2035 RTP/SCS Amendment No. 2 and is incorporated herein by reference.

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant air quality impacts or a substantial increase in the severity of air quality impacts beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Biological Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to biological resources beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR concluded that significant impacts expected with the implementation of the RTP/SCS includes the disturbance and removal of natural vegetation that may be utilized by sensitive species, habitat fragmentation and associated decrease in habitat quality, litter, trampling, light pollution and road noise, displacement of riparian and wetland habitat, siltation, loss of prime farmlands, grazing lands, open space and recreation lands (2012-2035 RTP/SCS PEIR pp. 3.3-39 – 3.3-59).

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any new significant impacts to biological resources, or a substantial increase in the severity of impacts to biological resources beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Cultural Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to cultural resources beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR determined that the development of new transportation facilities may affect archaeological and paleontological resources, primarily through the disturbance of buried resources. Additionally, the development of new transportation facilities may affect historic architectural resources (structures 50 years or older), either through direct affects to buildings within the proposed project area, or through indirect affects to the area surrounding a resource if it creates a visually incompatible structure adjacent to a historic structure (2012-2035 RTP/SCS PEIR pp. 3.4-18 - 3.4-27).

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any new significant impacts to cultural resources, or a substantial increase in the severity of impacts to cultural resources beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Geology, Soils, and Mineral Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to geology, soils, and mineral resources beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR identified that damage to transportation infrastructure can result from geologic and seismic activity, such as surface rupture, ground shaking, subsidence, liquefaction, soil expansion and land-sliding. In addition work associated with implementation of the 2012-2035 RTP/SCS could cause impacts such as soil erosion, ground instability and loss of mineral resources. However, incorporation of mitigation measures identified in the 2012-2035 RTP/SCS PEIR would alleviate significant impacts associated with geological safety and mineral loss (2012-2035 RTP/SCS PEIR pp. 3.5-14 – 3.5-23).

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any new significant impacts to geology, soils, and mineral resources, or a substantial increase in the severity of impacts to geology, soils, and mineral resources beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Greenhouse Gas Emissions

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to greenhouse gas emissions beyond those already identified in the 2012-2035 RTP/SCS PEIR. Though lead agencies retain the discretion to determine thresholds of significance of GHG emissions, the 2012-2035 RTP/SCS PEIR identifies three thresholds of significance: increase in GHG emissions compared to existing conditions, conflict with SB 375 GHG emission reduction targets, and conflict with other applicable GHG reduction plans. Both the 2012-2035 RTP/SCS and proposed Amendment No. 2 achieve and exceed the SB375 per capita GHG reduction targets for the SCAG region.

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant greenhouse gas emissions impacts or a substantial increase in the severity of greenhouse gas emissions impacts beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Hazardous Materials

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to hazardous materials beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR concluded that the RTP/SCS would improve the movement of goods, including hazardous materials, throughout the region. The potential significant impacts include potential hazards created due to the disturbance of contaminated property during implementation of the 2012-2035 RTP/SCS and risk of accidental releases due to an increase in the transportation of hazardous materials and the potential for such releases to reach schools within one-quarter mile of transportation facilities affected by the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.7-8 – 3.7-18).

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant impacts to hazardous materials, or a substantial increase in the severity of impacts to hazardous materials beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Land Use and Agricultural Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to land use and agricultural resources beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR analyzed potential impacts of the 2012-2035 RTP/SCS on land use consistency and compatibility. The 2012-2035 RTP/SCS PEIR concluded that the RTP/SCS would affect land use patterns and the consumption of agricultural land and forest resources. Expected significant impacts include substantial land use density growth in areas adjacent to transit, separation of residences from community facilities and services and impacts on vacant natural lands (2012-2035 RTP/SCS PEIR pp. 3.8-11 – 3.8-27).

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant impacts to land use and agricultural resources, or a substantial increase in the severity of impacts to land use and agricultural resources beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Noise

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to noise beyond those already identified in the 2012-2035 RTP/SCS PEIR. The projects could potentially cause temporary or permanent increases in ambient noise levels and expose noise-sensitive land uses to noise increases in excess of acceptable levels. However, the assessment in the 2012-2035 RTP/SCS PEIR Noise Chapter adequately evaluates these impacts across the SCAG region at the programmatic level and includes mitigation measures to be implemented at the project level (2012-2035 RTP/SCS PEIR pp. 3.9-13 – 3.9-26). Impacts from the proposed projects identified in this Amendment would be expected to fall within the range of impacts previously identified in the 2012-2035 RTP/SCS PEIR.

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant noise impacts or a substantial increase in the severity of noise impacts beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Population, Housing and Employment

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to population, housing, and employment beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR analyzed potential impacts to population growth and current residential and business land uses that could occur upon implementation of the 2012-2035 RTP/SCS. The 2012-2035 RTP/SCS PEIR concluded that the Plan would result in significant impacts, including substantial induced population growth in areas adjacent to transit, displacement of existing businesses and homes, separation of residences from community facilities and services, and impacts on vacant natural lands. Also indirectly, population distribution is expected to occur due to the transportation investments and land use policies identified in the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.10-6 – 3.10-13).

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Therefore, incorporation of the proposed changes to the Project List would not result in any new significant impacts to population, housing, and employment, or a substantial increase in the severity of impacts to population, housing, and employment beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Public Services and Utilities

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to public services and utilities beyond those already identified in the 2012-2035 RTP/SCS PEIR. Anticipated significant cumulative impacts include demand for more police, fire, emergency personnel and facilities; demand for more school facilities and teachers; demand for additional solid waste services, and increased potential of encountering and severing utility lines during implementation of the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.11-45 – 3.11-56).

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant impacts to public services and utilities, or a substantial increase in the severity of impacts to public services and utilities beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Transportation, Traffic and Security

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to transportation, traffic, and security beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR utilized data from the Regional Travel Demand Model to present a regional analysis for the impacts of the 2012-2035 RTP/SCS on transportation. The 2012-2035 RTP/SCS PEIR identifies the following significant impacts from implementation of the 2012-2035 RTP/SCS: increased Vehicle Miles Traveled (VMT); greater average daily Vehicle Hours of Delay (VHD) for heavy-duty truck trips; increased percentage of work opportunities within a 45 minute travel time; and lower system-wide fatality accident rate and injury accident rate in the SCAG region (2012-2035 RTP/SCS PEIR pp. 3.12-23 – 3.12-45).

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Therefore, incorporation of the proposed changes to the Project List would not result in any new significant region-wide impacts to transportation, traffic, and security, or a substantial increase in the severity of region-wide impacts to transportation, traffic, and security beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Water Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are not expected to cause any new or a substantial increase in the severity of significant impacts to water resources beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR identified degradation of surface water quality, potential reduction of groundwater infiltration; increased flooding hazards; and potentially increase demand for water supply and associated infrastructure (2012-2035 RTP/SCS PEIR pp. 3.13-25 – 3.13-48).

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

The analysis in the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant impacts to water resources, or a substantial increase in the severity of impacts to water resources beyond those programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Comparison of Alternatives

The proposed changes to the Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 would not significantly change the comparison of alternatives in the 2012-2035 RTP/SCS PEIR. Potential impacts from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are anticipated to be within the scope of the programmatic-level comparison among the alternatives already considered in the 2012-2035 RTP/SCS PEIR: 1) No Project; 2) Modified 2008 RTP Alternative; and 3) Envision 2 Alternative.

The Alternatives Chapter of the previously certified 2012-2035 RTP/SCS PEIR adequately addresses the range of alternatives to the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) at the programmatic level. Incorporation of the proposed projects identified in the 2012-2035 RTP/SCS Amendment No. 2 would not require comparison of any new alternatives or alternatives which are considerably different from or inconsistent with those already analyzed in the 2012-2035 RTP/SCS PEIR. Therefore, no further comparison is required at the programmatic level.

Long Term Effects

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 would not significantly change the scope of the discussion presented in the long-term effects chapter of the 2012-2035 RTP/SCS PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts (2012-2035 RTP/SCS PEIR pp. 5-1 – 5-4). Unavoidable and irreversible impacts from inclusion of the proposed changes to the Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2012-2035 RTP/SCS PEIR.

At the programmatic level, any region-wide growth inducing impacts from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 2) are expected to be approximately equivalent to those previously disclosed in the 2012-2035 RTP/SCS PEIR (2012-2035 RTP/SCS PEIR pp. 5-1 – 5-4). Overall, the proposed changes to the Project List presented in the 2012-2035 RTP/SCS Amendment No. 2 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the 2012-2035 RTP/SCS PEIR. Thus, the 2012-2035 RTP/SCS Amendment No. 2 would not be expected to result in any new long-term impacts that have not been analyzed in the previous 2012-2035 RTP/SCS PEIR, or any long-term impacts that are considerably different from or inconsistent with those already analyzed in the previous 2012-2035 RTP/SCS PEIR.

Findings

After completing a programmatic environmental assessment of the proposed changes described herein to the Project List, SCAG finds that the proposed changes identified in the 2012-2035 RTP/SCS Amendment No. 2 would not result in either new significant environmental effects or a substantial increase in the severity of any previously identified significant effect. The proposed changes are not substantial changes on a regional level as those have already been adequately and appropriately analyzed in the 2012-2035 RTP/SCS PEIR. The proposed changes to the Project List do not require revisions to the programmatic, region-wide analysis presented in the previously certified 2012-2035 RTP/SCS PEIR.

Further, SCAG finds that the proposed changes to the Project List identified in the 2012-2035 RTP/SCS Amendment No. 2 require any new mitigation measures or alternatives previously unidentified in the 2012-2035 RTP/SCS PEIR, or significantly affect mitigation measures or alternatives already disclosed in the 2012-2035 RTP/SCS PEIR. As such, SCAG has assessed the proposed changes to the Project List included in 2012-2035 RTP/SCS Amendment No. 2 at the programmatic level, and finds that inclusion of the proposed changes would be within the range of, and consistent with the findings of impacts analysis, mitigation measures, and alternatives contained in the 2012-2035 RTP/SCS PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the 2012-2035 RTP/SCS. Therefore, a Subsequent or Supplemental EIR is not required, and SCAG concludes that this Addendum to the previously certified 2012-2035 RTP/SCS PEIR fulfills the requirements of CEQA.

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

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REPORT

AGENDA ITEM NO. 7

DATE: September 11, 2014

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

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

SUBJECT: Amendment No. 2 to the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) and the 2015 Federal Transportation Improvement Program (FTIP)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTIONS FOR EAC/TC:
Recommend that the Regional Council:
1) Adopt Resolution No. 14-562-2 approving Amendment No. 2 to the 2012-2035 RTP/SCS; and
2) Adopt Resolution No. 14-562-3 approving the 2015 FTIP.

RECOMMENDED ACTIONS FOR RC:
1) Adopt Resolution No. 14-562-2 approving Amendment No. 2 to the 2012-2035 RTP/SCS; and
2) Adopt Resolution No. 14-562-3 approving the 2015 FTIP.

Amendment No. 2 to the 2012–2035 RTP/SCS is attached and can also be viewed at:
http://rtpscs.scag.ca.gov/Pages/Amendment-2.aspx

Because of the document size, the 2015 FTIP is not attached with this report but can be viewed at:
http://ftip.scag.ca.gov/Pages/2015/finalreview.aspx

EXECUTIVE SUMMARY:
SCAG, as the Metropolitan Planning Organization (MPO) for the region, is responsible for developing and maintaining the RTP/SCS and the FTIP in cooperation with the State (Caltrans), the county transportation commissions (CTCs), and public transit operators.

The 2012 RTP/SCS Amendment No. 2 was developed in response to requests from several CTCs in the SCAG region to amend the 2012–2035 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule for several critical transportation projects in order to allow them to move forward towards the implementation phase. Based on information submitted by the CTCs, staff has developed the Draft Amendment No. 2 to the 2012-2035 RTP/SCS and finds that the proposed Amendment No. 2 meets the state and federal requirements, including those associated with SB 375, transportation conformity, and fiscal constraint.

SCAG, in cooperation with its stakeholders, developed the proposed final 2015 FTIP and Amendment No. 2 to the 2012-2035 RTP/SCS concurrently. The FTIP is a multi-modal list of capital improvement projects to be implemented over a six (6) year period. The 2015 FTIP contains approximately 2,200

projects, programmed at $31.8 billion over a six year period (FY 2014/15 – 2019/20). The 2015 FTIP needs to be submitted to Caltrans by October 1, 2014.

At its June 5, 2014, meeting, the Transportation Committee (TC) authorized the release of both the Draft Amendment No. 2 to the 2012-2035 RTP/SCS and the Draft 2015 FTIP for a 30-day public review and comment period beginning July 1, 2014. All comments received during this time have been addressed as appropriate in Amendment No. 2 to the 2012-2035 RTP/SCS and the proposed final 2015 FTIP. Therefore, staff recommends that the Regional Council adopt Resolution No. 14-562-2 approving Amendment No. 2 to the 2012–2035 RTP/SCS and Resolution No. 14-562-3 approving the 2015 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.

BACKGROUND:
On June 6, 2013, SCAG's RC adopted a resolution approving Amendment No. 1 to the 2012–2035 RTP/SCS. Since that time, SCAG has received requests from several CTCs in the SCAG region to further amend the 2012–2035 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule for several critical transportation projects in order to allow them to move forward towards the implementation phase. These additions or changes are reflected in the attached Amendment No. 2 to the 2012-2035 RTP/SCS. The majority of project changes occur to short-range projects that can be found in the 2015 Federal Transportation Improvement Program (FTIP) document. In addition to these short-range changes, the Amendment No. 2 to the 2012-2035 RTP/SCS outlines the addition of six (6) new projects and an additional 16 project changes.

Under federal law, SCAG is the designated MPO; and under state law, serves as the multi-county transportation planning agency for the six (6)-county Southern California region. SCAG is responsible for developing the RTP/SCS and 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 in cooperation with its stakeholders developed the proposed Final 2015 FTIP. The proposed Final 2015 FTIP contains approximately 2,200 projects, programmed at $31.8 billion over a six (6) year period (FY 2014/15 – 2019/20). The proposed Final 2015 FTIP must be submitted to Caltrans by October 1, 2014.

At its meeting on June 5, 2014, the TC authorized the release of the Draft Amendment No. 2 to the 2012-2035 RTP/SCS and the Draft 2015 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 Amendment No. 2 to the 2012-2035 RTP/SCS and the proposed final 2015 FTIP, as outlined on the third attachment in this report. The Draft Amendment No. 2 to the 2012–2035 RTP/SCS received one comment, which has been addressed as appropriate in the proposed final Amendment No. 2. FHWA's comment on the Draft 2015 FTIP indicates that SCAG's Draft 2015 FTIP was inclusive and comprehensive of federal regulatory transportation improvement program requirements as referenced in 23 Code of Federal Regulations (CFR) §450.324 and recommends that SCAG move forward with the Final 2015 FTIP.

The development of the FTIP was done in consultation and continuous communication with the CTCs. The CTC's are responsible for prioritizing and determining the projects that go into their respective county TIPs to be included in the FTIP. On August 15, 2014, SCAG met and discussed Amendment No. 2 to the 2012 RTP/SCS and the 2015 FTIP with the CTCs CEO Committee (comprised of representatives from the CTCs and Caltrans) in accordance with California Public Utilities Code Sections 130058 and 130059 (commonly referred to as AB 1246). The final 2015 FTIP has met all five (5) required Transportation Conformity tests as called for under the U.S. DOT Metropolitan Planning Regulations and Environmental Protection Agency's (EPAs) 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)

Pursuant to EPA's Transportation Conformity Regulations, SCAG performed the modeling and transportation conformity analysis for the 2015 FTIP based on the current EPA approved emission budget and the FHWA/FTA conformity determinations for the 2012 RTP/SCS. Staff prepared the 2015 FTIP so that the Transportation Conformity tests met all applicable federal regulations.

Based on information submitted by the CTCs, staff finds that the proposed Amendment No. 2 to the 2012-2035 RTP/SCS meets the state and federal requirements, including those associated with SB 375, transportation conformity, and fiscal constraint. In addition, Addendum No. 2 to the 2012-2035 RTP/SCS Program Environmental Impact Report (PEIR) has been prepared in compliance with the requirements of California Environmental Quality Act (CEQA).

Therefore, SCAG staff recommends that the Regional Council adopt Resolution No. 14-562-2 approving Amendment No. 2 to the 2012–2035 RTP/SCS and Resolution No. 14-562-3 approving the 2015 FTIP. The proposed Amendment No. 2 to the 2012-2035 RTP/SCS and the 2015 FTIP will be forwarded to the appropriate federal and state reviewing agencies for final approval. Once approved by the agencies, Amendment No. 2 to the 2012-2035 RTP/SCS and the 2015 FTIP will allow the projects to receive the necessary approvals and move forward towards implementation in a timely manner.

ATTACHMENTS:

1. Amendment No. 2 to the 2012–2035 RTP/SCS
2. 2015 FTIP Executive Summary Volume I of III
3. Comment/response matrix for Draft Amendment No. 2 to the 2012–2035 RTP/SCS and the Draft 2015 FTIP.
4. Resolution No. 14-562-2 approving Amendment No. 2 to the 2012-2035 RTP/SCS
5. Resolution No. 14-562-3 approving the 2015 FTIP
6. PowerPoint Presentation: "Amendment No. 2 to the 2012-2035 RTP/SCS"

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

Southern California Association of Governments

ADOPTED
SEPTEMBER 2014

PRELIMINARY VERSION
FOR REVIEW

Amendment No. 2

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Introduction

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

A major component of the 2012–2035 RTP/SCS is a Project List containing thousands of individual transportation projects that aim to improve the region's mobility and air quality, and revitalize our economy. On June 6, 2013, SCAG adopted Amendment No. 1 to the 2012–2035 RTP/SCS as a response to changes to 36 of these transportation projects and the need to add seven new projects.

Since the adoption of Amendment No. 1, additional projects have experienced technical changes that are time-sensitive and require amendment to the RTP/SCS in order to allow these projects to move forward in a timely manner.

The majority of these project changes occur to short-range projects that can be found in the 2015 Federal Transportation Improvement Program (FTIP) document, which is being developed concurrently with this RTP/SCS Amendment. The purpose of this Amendment No. 2 document is to identify the project changes being made beyond the changes contained in the 2015 FTIP, and provide documentation demonstrating that the 2012–2035 RTP/SCS as amended will continue to comply with federal and state requirements, including the Moving Ahead for Progress for the 21st Century Act (MAP-21) metropolitan planning requirements, the Transportation Conformity Rule, and SB 375. An Addendum to the 2012–2035 RTP/SCS Program Environmental Impact Report (PEIR) has also been prepared to assess proposed changes to the 2012–2035 RTP/SCS Project List as detailed herein. The Addendum can be found at http://scag.ca.gov.

Project Modifications

The project changes identified in Amendment No. 2 to the 2012–2035 RTP/SCS can be broadly categorized as follows:

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

As indicated in the Introduction chapter of this document, the majority of project changes occur to short-range projects that can be found in the 2015 FTIP document. In addition to these short-range changes, Tables 1 and 2 of this document outline the addition of 6 new projects and an additional 16 project changes which are also considered a part of Amendment No. 2.

For specific details of all projects contained in the RTP/SCS Amendment No. 2 modeling and regional emissions analysis, please refer to the Model List updated through Amendment No. 2 to the 2012–2035 RTP/SCS and the 2015 FTIP at http://scag.ca.gov.

Table 1. New RTP/SCS Projects Beyond the FTIP

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	1122001	TRANSIT	N/A	AUTOMATED PEOPLE MOVER SYSTEM (APM): A RAIL OR FIXED GUIDEWAY BASED TRANSPORTATION SYSTEM OR SYSTEMS THAT MOVES PASSENGERS TO AND FROM THE CENTRAL TERMINAL AREA TO THE LANDSIDE ACCESS FACILITIES (CONRAC AND ITF) AND OTHER MASS TRANSPORTATION FACILITIES IN AN ABOVE-GRADE CONFIGURATION, AND TO AND FROM THE CENTRAL TERMINAL AREA TO THE TOM BRADLEY INTERNATIONAL TERMINAL AND THE MIDFIELD SATELLITE CONCOURSE IN A BELOW-GRADE CONFIGURATION.	2025	$994,000	NEW PROJECT COST	NEW PROJECT
LOS ANGELES	1122002	OTHER	N/A	INTERMODAL TRANSPORTATION FACILITY (ITF): A FACILITY PROVIDING REMOTE PASSENGER PICK UP AND DROP OFF AREAS, PUBLIC PARKING, AND CONNECTIONS TO PUBLIC TRANSIT AND OTHER COMMERCIAL VEHICLES (I.E. DOOR-TO-DOOR SHUTTLES AND SCHEDULED BUSES).	2025	$208,000	NEW PROJECT COST	NEW PROJECT
LOS ANGELES	1122003	OTHER	N/A	CONSOLIDATED RENTAL CAR FACILITY (CONRAC): A CONSOLIDATED FACILITY TO ACCOMMODATE RENTAL CAR OPERATORS AT LAX. THIS FACILITY MAY INCLUDE A CUSTOMER SERVICE FACILITY, READY/RETURN GARAGE, RENTAL CAR STORAGE, AND MAINTENANCE SUPPORT.	2025	$566,000	NEW PROJECT COST	NEW PROJECT
SAN BERNARDINO	4122001	TRANSIT	METROLINK SAN BERNARDINO LINE	DOUBLE TRACKING OF METROLINK SAN BERNARDINO LINE BETWEEN CP LILAC AND CP RANCHO IN SAN BERNARDINO COUNTY	2020	$64,000	NEW PROJECT COST	NEW PROJECT
SAN BERNARDINO	4122002	TRANSIT	METROLINK SAN BERNARDINO LINE	DOUBLE TRACKING OF METROLINK SAN BERNARDINO LINE BETWEEN CP CENTRAL AND CP ARCHIBALD IN SAN BERNARDINO COUNTY	2020	$94,500	NEW PROJECT COST	NEW PROJECT
SAN BERNARDINO	4122003	STATE HIGHWAY	I-10	ON I-10 NEAR YUCAIPA: ADD/CONSTRUCT NEW EASTBOUND TRUCK CLIMBING LANE FROM LIVE OAK CANYON ROAD TO RIVERSIDE COUNTY LINE INCLUDING TRANSITION BETWEEN COUNTY LINE AND CALIMESA BLVD.	2025	$30,000	NEW PROJECT COST	NEW PROJECT

Table 2. RTP/SCS Project Modifications Beyond the FTIP

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
VARIOUS	EXISTING: 1C0404	STATE HIGHWAY	HIGH DESERT CORRIDOR	HIGH DESERT CORRIDOR, CONSTRUCT NEW 4-6 LANE FACILITY: E-W I-14 TO US-395 (CONNECTING AT SB CO #20020144), E-W I-5 TO SR-14, N-S SR-14 TO SR-138.	2020	$6,925,029	RTP PROJECT COST DECREASE.	REORGANIZATION OF OUTDATED HIGH DESERT CORRIDOR AND SR-138 PROJECT ENTRIES INTO UPDATED ENTRIES (INCLUDES REVISIONS TO DESCRIPTION AND COST OF HIGH DESERT CORRIDOR PROJECT).
SAN BERNARDINO	EXISTING: 20020144	STATE HIGHWAY	0	HI- DESERT CORR. PHASE 1, SR-18 REALIGNMENT FROM US 395 IN ADELANTO TO SR-18 E/O APPLE VALLEY. COONSTRUCT 4-6 LANE FREEWAY/EXPRESSWAY. CONSTRUCT NEW IC @I-15 W/AUX LANES NORTH AND SOUTH OF NEW IC. CONSTRUCT INTERSECTION @US 395 W/TURN POCKETS TO NORTH AND SOUTH	2020	$1,156,000		
LOS ANGELES	EXISTING: 1M1005	STATE HIGHWAY	0	HIGH DESERT CORRIDOR (ENVIRONMENTAL) (MULTIPLE COMBINATIONS OF MODES UNDER STUDY, INCLUDING BUT NOT LIMITED TO TSM/TDM, FREEWAY, EXPRESSWAY, TOLLWAY, AND RAIL)	2014	$33,000		
LOS ANGELES	NEW: LA0G1099	STATE HIGHWAY	0	HIGH DESERT CORRIDOR: AN APPROXIMATELY 63-MILE EAST-WEST MULTI-PURPOSE CORRIDOR FROM AVENUE P-8/SR-14 IN LA COUNTY TO BEAR VALLEY ROAD/SR-18 IN SAN BERNARDINO COUNTY. THIS MULTI-PURPOSE CORRIDOR INCLUDES TSM/TDM, FREEWAY, EXPRESSWAY, TOLLWAY, HIGH-SPEED RAIL, GREEN ENERGY TRANSMISSION/PRODUCTION, AND BIKEWAY ELEMENTS	2020	$5,000,000		
LOS ANGELES	NEW: 1122004	STATE HIGHWAY	SR-138	NW 138 CORRIDOR IMPROVEMENT PROJECT - APPROXIMATELY 36 MILES, PROVIDING AN IMPROVED 4 TO 6 LANE FACILITY BETWEEN I-5 AND SR 14	2020	$622,481		
LOS ANGELES	NEW: 1122005	STATE HIGHWAY	SR-138	SR-138 LOOP ROAD	2020	$1,083,594		
ORANGE	2H0703	STATE HIGHWAY	I-5	EXISTING: ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD REVISED: I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION	2018	EXISTING: $46,400 REVISED: $45,110	RTP PROJECT DECREASE.	REVISED DESCRIPTION AND COST.
ORANGE	2M0717	STATE HIGHWAY	I-5	EXISTING: ADD RAMPS AT LOS ALISOS REVISED: IMPROVE ACCESS AND MERGING IN THE VICINITY OF EL TORO ROAD	EXISTING: 2021 REVISED: 2023	$57,954	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE.
ORANGE	2M0728	STATE HIGHWAY	I-405	EXISTING: ADD 1 MF LANE EACH DIRECTION FROM I-5 TO SR-55 AND IMPROVE MERGING	2023	$374,540	NO CHANGE TO RTP PROJECT	REVISED DESCRIPTION.

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
				REVISED: ADD 1 MF LANE EACH DIRECTION FROM I-5 TO SR-55 AND ADD SB AUX LANES FROM UNIVERSITY TO SAND CNYN, SAND CNYN TO 133, AND 133 TO IRV CTR DR			COST. NO FISCAL IMPACT.	
ORANGE	2T01135	STATE HIGHWAY	SR-91	EXISTING: HOV/HOT CONNECTOR NB 241 TO EB 91, WB 91 TO SB 241	EXISTING: 2017	EXISTING: $473,191	RTP PROJECT DECREASE.	REVISED DESCRIPTION, SCHEDULE, COST, AND LEAD AGENCY.
				REVISED: HOV/HOT CONNECTOR: NB SR-241 TO EB SR-91, WB SR-91 TO SB SR-241 (1 LANE EACH DIR) AS REQ, BY 2020 PER SCAG/TCA MOU 4/05/01. PARENT PROJECT ORA050	REVISED: 2020	REVISED: $183,557		
RIVERSIDE	3M01CV01	STATE HIGHWAY	I-10	CONSTRUCT NEW 4 LANE IC AND RAMPS	2017	$23,371	NONE; DUPLICATE PROJECT STILL IN RTP/SCS	DELETION OF DUPLICATE PROJECT
SAN BERNARDINO	200403	LOCAL HIGHWAY	0	EVANS/WEST STREET FROM REDLANDS BLVD TO BARTON -CONSTRUCT 4 NEW LANES, A N/S ARTERIAL ROADWAY FROM REDLANS BLVD TO BARTON, WEST OF ANDERSON ST.	EXISTING: 2015 REVISED: 2023	$9,153	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	200804	LOCAL HIGHWAY	SOUTH ARCHIBALD	SOUTH ARCHIBALD AVE. GRADE SEPARATION (AT MISSION BLVD) CONSTRUCT A HIGHWAY AND RR GRADE SEPARTION AT EXISTING AT-GRADE CROSSING SOUTH OF ARCHIBALD AND THE UPPR LA LINE-PROJECT TO BUILD NEW FLY-OVER BRIDGE FOR RR - WIDENING FROM 2-6 LANES 3 LANES IN EACH DIRECTION AND LEFT AND RIGHT TURN LANES;DRAINAGE IMPROVMENTS.	EXISTING: 2014 REVISED: 2023	$57,932	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	200807	LOCAL HIGHWAY	MAIN STREET	MAIN STREET WIDENING - BNSF TO WEST CITY LIMITS-WIDENING FROM 1-2 LANES IN THE E/B & W/B DIRECTION-(BRIDGE WIDENING AND APPROACHES OF ABOUT 100' IN EACH DIRECTION	EXISTING: 2014 REVISED: 2020	$384	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	200816	LOCAL HIGHWAY	ROCK SPRINGS RD	ROCK SPRINGS RD FROM 0.3 MILES EAST/OF DEEP CREEK RD. TO KIOWA RD. (0.76 MI); WIDEN FROM 2-4 LANES	EXISTING: 2014 REVISED: 2025	$18,533	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	4A01387	LOCAL HIGHWAY	0	WIDEN 5TH STREET FROM 2 TO 4 LANES BETWEEN DEL ROSA DR AND PALM AVENUE; CONSTRUCT NEW TRAFFIC SIGNAL AT 5TH/CENTRAL INTERSECTION;	EXISTING: 2013	$13,587	NO CHANGE TO RTP PROJECT	REVISED SCHEDULE.

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
				WIDEN 5TH ST AT SR210 FREEWAY UNDERCROSSING FROM 4 TO 5 LANES; ADD TURN LANE, MODIFY RAMP TERMINI; SHOULDER IMPROVEMENTS ON DEL ROSA DR BETWEEN 3RD ST AND 5TH ST (NO ADDITIONAL LANES)	REVISED: 2020		COST. NO FISCAL IMPACT.	
SAN BERNARDINO	SBD031296	LOCAL HIGHWAY	0	REDLANDS BOULEVARD EAST CITY LIMITS TO WEST CITY LIMITS WIDEN FROM 4 LANES TO 6 LANES	EXISTING: 2014 REVISED: 2023	$6,850	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	SBD031418	LOCAL HIGHWAY	0	AMETHYST ROAD PALMDALE ROAD TO HOPLAND STREET WIDEN EXISTING ROAD FROM 2 LANES TO 4 LANES	EXISTING: 2013 REVISED: 2023	$4,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	SBD031419	LOCAL HIGHWAY	0	EL EVADO ROAD, PALMDALE RD TO AIR BASE ROAD PALMDALE TO HOPLAND (12/98) HOPLAND TO AIR BASE (12/96), WIDEN FROM 2 TO 4 WITH LEFT TURN LANES	EXISTING: 2013 REVISED: 2023	$4,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	SBD031422	LOCAL HIGHWAY	0	3RD AVENUE NISQUALLI ROAD TO GREEN TREE BOULEVARD WIDEN FROM 2 LANES TO 4 LANES	EXISTING: 2013 REVISED: 2023	$750	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
VARIOUS	7120013	STATE HIGHWAY	0	REGIONAL EXPRESS/HOT LANE NETWORK	2035	EXISTING: $9,500,000 REVISED: $6,970,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE TO SEVERAL SEGMENTS OF REGIONAL PROJECT 7120013 (NOW CONTAINED IN NEW PROJECTS 4122004, 4122005, 4122006, AND 4122007)
SAN BERNARDINO	NEW: 4122004	STATE HIGHWAY	I-10	I10 EXPRESS LANE ADDITION (GAREY AVENUE IN LOS ANGELES COUNTY TO I-15/I-10 INTERCHANGE) – EXPRESS LANE WIDENING TO IMPLEMENT TWO (2) EXPRESS LANES IN EACH DIRECTION FOR A TOTAL OF 12 LANES INCLUDING AUXILIARY LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS WHERE NEEDED.	2021	$500,000		
SAN BERNARDINO	NEW: 4122005	STATE HIGHWAY	I-10	I10 EXPRESS LANE ADDITION (I-15/I-10 INTERCHANGE TO FORD STREET UNDERCROSSING) – EXPRESS LANE WIDENING TO IMPLEMENT TWO (2) EXPRESS LANES IN EACH DIRECTION FOR A TOTAL OF 12 LANES INCLUDING AUXILIARY LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS WHERE NEEDED.	2024	$1,000,000		
SAN BERNARDINO	NEW: 4122006	STATE HIGHWAY	I-15	I15 EXPRESS LANE ADDITION (CANTU GALLEANO IC TO I15/215 INTERCHANGE) – EXPRESS LANE WIDENING, ADDING TWO (2) EXPRESS LANES IN EACH DIRECTION FOR A TOTAL OF 12 LANES INCLUDING AUXILIARY LANES, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS WHERE NEEDED. (SEGMENTS 1 THRU 3)	2026	$460,000		
SAN BERNARDINO	NEW: 4122007	STATE HIGHWAY	I-15	I15 EXPRESS LANE ADDITION (I15/215 INTERCHANGE TO US-395) – EXPRESS LANE WIDENING, ADDING TWO (2) EXPRESS LANES IN EACH DIRECTION FOR A TOTAL OF 12 LANES INCLUDING AUXILIARY LANES, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS WHERE NEEDED. (SEGMENT 4)	2030	$570,000		

Fiscal Impact

This amendment includes changes to existing projects, deletion of projects, and addition of new projects. Individual project changes are addressed in the 2015 FTIP document and the "Project Modifications" chapter of this document.

In terms of overall impact on the RTP/SCS Financial Plan, cost increases from changes to existing projects and new projects total $13,937 million, offset by $19,717 million in cost decreases as a result of changes to existing projects and project completions and deletions. The modifications result in an overall net cost decrease of $5,780 million to the 2012–2035 RTP/SCS Financial Plan.

New projects added as part of this amendment are being funded in part by the addition of $1,768 million in Other Local Funds (LAWA Airport Funds) to the RTP/SCS Financial Plan, which are in addition to 2012–2035 RTP/SCS forecasted revenues.

Based on review of the funding considerations for each project documented herein and in the 2015 FTIP document, SCAG finds that this amendment does not adversely impact the financial constraint of the 2012–2035 RTP/SCS. The RTP/SCS remains financially constrained.

Table 3. Fiscal Impact Summary

(Amounts in $1,000's)	TOTAL
Cost Increases: Changes to Existing Project and Addition of New Projects	$13,936,645
Cost Decreases: Changes to Existing Projects and Completed and/or Deleted Projects	($19,716,997)
Net Cost Increase (Decrease)	**($5,780,352)**
Additional Funding Sources:	
Other Local Funds (LAWA Airport Funds)	$1,768,000
Total Additional Funding Sources	**$1,768,000**

Senate Bill 375 and the Sustainable Communities Strategy

Upon the adoption of the RTP/SCS in April 2012, SCAG determined that the plan met and exceeded all of the requirements for a Sustainable Communities Strategy (SCS) as set forth in SB 375. A description of the SCS and how the requirements are addressed is included in the 2012–2035 RTP/SCS as Chapter 4. At the time of adoption, SCAG concluded that State-established greenhouse gas emission reduction targets had been met and exceeded, and the California Air Resources Board reviewed and approved this conclusion in July 2012. This Amendment No. 2 to the 2012–2035 RTP/SCS makes certain changes to transportation projects. Staff has reviewed such changes relative to the adopted plan and the requirements of SB 375, and has determined that the RTP/SCS, as amended by Amendment No. 2 remains compliant with SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets established for the SCAG region.

Transportation Conformity

Transportation conformity is required under the Federal Clean Air Act to ensure that federally-supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards. Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter ($PM_{2.5}$ and PM_{10}), carbon monoxide (CO), and nitrogen dioxide (NO_2).

Under the U.S. DOT metropolitan planning regulations and EPA's transportation conformity regulations, the Draft Amendment No. 2 to the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) need to pass five tests: consistency with the adopted 2012–2035 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

The findings of the conformity determination for the Draft Amendment No. 2 to the 2012–2035 RTP/SCS are presented below. Details of the regional emissions analysis follow the findings.

Conformity Findings

SCAG's transportation conformity findings for the Draft Amendment No. 2 to the 2012–2035 RTP/SCS are as follows:

- Consistency with 2012–2035 RTP/SCS Test
  Inclusion of the amended projects in the 2012–2035 RTP/SCS would not change any other policies, programs or projects in the federally approved 2012–2035 RTP/SCS.
  - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS are consistent with the federally approved 2012–2035 RTP/SCS as previously amended and meet all federal and state requirements and regulations.
- Regional Emissions Tests
  - Finding: The regional emissions analyses for the Draft Amendment No. 2 to the 2012–2035 RTP/SCS update the regional emissions analyses for the federally approved 2012–2035 RTP/SCS as previously amended and are identical to the regional emissions analyses for the Draft 2015 FTIP.
  - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions analysis for 1997 and 2006 $PM_{2.5}$ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).
  - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for 2008 ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).
  - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for NO_2 meet all applicable

emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

- Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
- Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for PM_{10} 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 Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for PM_{10} 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 Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions analysis for 2006 $PM_{2.5}$ and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

- Timely Implementation of TCMs Test

  The Draft Amendment No. 2 to the 2012–2035 RTP/SCS does not revise or otherwise alter the scope, schedule, funding priority, or implementation of any TCM.

  - 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.

- Financial Constraint Test
  - Finding: All projects listed in the Draft Amendment No. 2 to the 2012–2035 RTP/SCS are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact chapter of this report.

- Interagency Consultation and Public Involvement Test
  - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS comply with all federal requirements for interagency consultation and public involvement. The amendment was discussed at the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on several occasions (September 24, 2013; January 28, May 27, June 24, July 22, and August 26, 2014). The draft conformity analysis was released for a 30-day public review on July 1, 2014 and two public hearings were held on July 10 and July 24, 2014 respectively at the SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The Draft Amendment document was also posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. No conformity-specific comment was received.

Regional Emissions Analysis

The following tables summarize the required regional emission analyses for each of the non-attainment and maintenance areas within SCAG's jurisdiction. For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by California Air Resources Board to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas. For paved road dust ($PM_{2.5}$ and PM_{10}), SCAG uses the approved AP-42 method with VMT by facility type for all applicable milestone, attainment and planning horizon years.

South Central Coast Air Basin – Ventura County Portion

Table A. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2014	2021	2030	2035
ROG	Budget	13	13	13	13
	Plan	8	5	4	4
	Budget – Plan	**5**	**8**	**9**	**9**
NOx	Budget	19	19	19	19
	Plan	15	8	6	6
	Budget – Plan	**4**	**11**	**13**	**13**

South Coast Air Basin

Table B. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		Nonattainment Area	2014	2017	2018	2020	2021	2023	2032	2035
ROG	Budget	SCAB	136	119	119	108	108	99	99	99
	Plan	Morongo	0.4	0.4[a]	0.3	0.3	0.3	0.3	0.3	0.3
		Pechanga	0.0	0.0[a]	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	129.3	104.9[a]	96.7	86.8	83.9	77.8	67.1	61.7
		Sum	129.7	105.3	97.1	87.2	84.2	78.1	67.4	62.0
		SCAB	130	106	98	88	85	79	68	63
	Budget – Plan		**6**	**13**	**21**	**20**	**23**	**20**	**31**	**36**
NOx	Budget	SCAB	277	224	224	185	185	140	140	140
	Plan	Morongo	1.8	1.5[a]	1.5	1.3	1.2	1.0	1.0	1.0
		Pechanga	0.0	0.0[a]	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	259.0	205.5	187.6	160.8	148.3	124.9	109.9	106.4
		Sum	260.8	207.0	189.1	162.1	149.5	126.0	110.9	107.4
		SCAB	261	208	190	163	150	126	111	108
	Budget – Plan		**16**	**16**	**34**	**22**	**35**	**14**	**29**	**32**

[a] *2017 interpolated between 2014 and 2018*

Table C. 1997 and 2006 $PM_{2.5}$ (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
ROG	Budget	132	132	132	132
	Plan	127	85	68	61
	Budget – Plan	**5**	**47**	**64**	**71**
NOx	Budget	290	290	290	290
	Plan	282	175	121	115
	Budget – Plan	**8**	**115**	**169**	**175**
$PM_{2.5}$	Budget	35	35	35	35
	Plan	21	14	12	12
	Budget – Plan	**14**	**21**	**23**	**23**

Table D. PM_{10} (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
ROG	Budget	182	110	81	81
	Plan[a]	127	80	54	47
	Budget – Plan	**55**	**40**	**27**	**34**
NOx	Budget	372	180	116	116
	Plan[a]	282	171	106	100
	Budget – Plan	**90**	**9**	**10**	**16**
PM_{10}	Budget	159	164	175	175
	Plan	83	85	93	94
	Budget – Plan	**76**	**79**	**82**	**81**

a Including baseline adjustments provided by ARB in May 2014.

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

Pollutant		2015	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137
	Plan	1,053	696	510	461
	Budget – Plan	**1,804**	**1,441**	**1,627**	**1,676**

Table F. NO_2 (Winter Emissions [tons/day])

Pollutant		2014	2020	2030	2035
NO_2	Budget	680	680	680	680
	Plan	277	172	118	113
	Budget – Plan	**403**	**508**	**562**	**567**

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

Table G. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2014	2020	2027	2035
ROG	Budget	22	22	22	22
	Plan	9	6	6	6
	Budget – Plan	**13**	**16**	**16**	**16**
NOx	Budget	77	77	77	77
	Plan	29	19	16	18
	Budget – Plan	**48**	**58**	**61**	**59**

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

Table H. PM10 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM_{10}	No Build	9.6	10.5	13.6	15.1
	Build	8.9	9.5	12.4	13.6
	No Build – Build	**0.7**	**1.0**	**1.2**	**1.5**

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

Table I. PM10 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM_{10}	No Build	0.0	0.0	0.0	0.0
	Build	0.0	0.0	0.0	0.0
	No Build – Build	**0.0**	**0.0**	**0.0**	**0.0**

Salton Sea Air Basin – Riverside County Coachella Valley Portion

Table J. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2014	2020	2027	2035
ROG	Budget	7	7	7	7
	Plan	4	3	3	3
	Budget – Plan	**3**	**4**	**4**	**4**
NOx	Budget	26	26	26	26
	Plan	15	10	8	9
	Budget – Plan	**11**	**16**	**18**	**17**

Table K. PM10 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM_{10}	Budget[a]	10.9	10.9	10.9	10.9
	Plan	5.0	5.6	6.8	7.0
	Budget – Plan	**5.9**	**5.3**	**4.1**	**3.9**

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

Salton Sea Air Basin – Imperial County Portion

Table L. 2008 Ozone (Summer Planning Emissions [tons/day])

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

Table M. 2006 PM2.5 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
NOx	No Build	4.7	3.2	3.0	3.2
	Build	4.6	3.1	2.9	3.1
	No Build – Build	0.1	0.1	0.1	0.1
$PM_{2.5}$	No Build	0.2	0.2	0.3	0.3
	Build	0.2	0.2	0.3	0.3
	No Build – Build	**0.0**	**0.0**	**0.0**	**0.0**

Table N. PM10 (24-HOUR Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM_{10}	No Build	1.6	1.7	2.0	2.2
	Build	1.1	1.4	1.7	1.8
	No Build – Build	**0.5**	**0.3**	**0.3**	**0.4**

Public Review and Comment

SCAG is required to provide a 30-day public review and comment period for the draft Amendment. A Notice of Availability and Public Hearing and the draft Amendment were posted on SCAG's website at http://scag.ca.gov, and written comments were accepted from July 1, 2014 until 5:00PM on Thursday, July 31, 2014, via US mail to:

Southern California Association of Governments
Attention: Naresh Amatya
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

or via email to: amatya@scag.ca.gov

Public hearings were held at SCAG's Main Office in Los Angeles on Thursday, July 10, 2014 at 10:00AM and on Thursday, July 24, 2014 at 3:00PM. The public hearings were accessible via videoconference at SCAG's regional offices throughout the region.

SCAG received one public comment on the Amendment. The comment, along with SCAG's response, can be found on the table beginning on the following page. Comments pertaining to the 2015 FTIP, along with SCAG's responses, are included separately in the 2015 FTIP document.

SCAG has also fully coordinated this Amendment with the regional stakeholders through SCAG's committee structure. Specifically, staff provided periodic reports regarding this Amendment to the Transportation Committee (TC), the Energy and Environment Committee (EEC), and Transportation Conformity Working Group (TCWG). To fulfill the consultation requirements of the "AB 1246 process" required under Public Utilities Code Section 130000 et seq., SCAG reviewed the RTP Amendment, comment received, and SCAG response, at a meeting of the region wide transportation agencies Chief Executive Officers (CEOs) Group on August 16, 2014.

Table 4. Comments and Responses

DATE	NAME	AFFILIATION	FORMAT	COMMENT SUMMARY	RESPONSE TO COMMENT
7/11/14	DAN WENTZEL	—	E-MAIL	I BELIEVE SCAG SHOULD BE WORKING ON ESTABLISHING DAILY PASSENGER RAIL BETWEEN LOS ANGELES AND THE COACHELLA VALLEY WITH SERVICE IN THE MORNING AND EARLY EVENING. IF THAT MEANS USING REGULATION TO FORCE THE FRIEGHTS TO SHARE THE RAILWAYS, IF THAT MEANS BUILDING NEW TRACKS, IF THAT MEANS UPGRADING EXISTING STATIONS, THEN I WOULD LIKE TO SEE THAT IN THE FTIP IF POSSIBLE.	IN THE SCAG REGION, PROJECTS ARE SUBMITTED FOR INCLUSION IN THE RTP/SCS BY A SPONSORING LOCAL LEAD AGENCY. TO DATE, NO PASSENGER RAIL SERVICE BETWEEN LOS ANGELES AND THE COACHELLA VALLEY HAS BEEN SUBMITTED FOR INCLUSION IN THE RTP/SCS OR FTIP. CURRENTLY, THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION IS STUDYING RAIL SERVICE TO THE COACHELLA VALLEY AND PASS AREA (SEE HTTP://WWW/RCTC.ORG/PLANNING/RAIL/COACHELLA-VALLEY-RAIL-SERVICE). SCAG CONTINUES TO SUPPORT THE EXTENSION OF PASSENGER RAIL SERVICE THROUGHOUT THE REGION, AND WOULD CONSIDER THE INCLUSION OF THIS PROJECT AT THE APPROPRIATE TIME IN THE FUTURE.

Note: Responses to comments regarding short-range projects contained in the 2015 FTIP can be found in the 2015 FTIP document.

Conclusion

This Amendment maintains the integrity of the transportation conformity findings of the adopted 2012–2035 RTP/SCS. This Amendment also remains compliant under SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets. Furthermore, the PEIR Addendum associated with this Amendment concludes that the proposed project changes would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Appropriate and adequate procedures have been followed in ensuring coordination of this Amendment, allowing all concerned parties, stakeholders, and the public ample opportunities to voice concern and provide input. In conclusion, this Amendment No. 2 to the 2012–2035 RTP/SCS complies with all applicable federal and state requirements, including the Transportation Conformity Rule.

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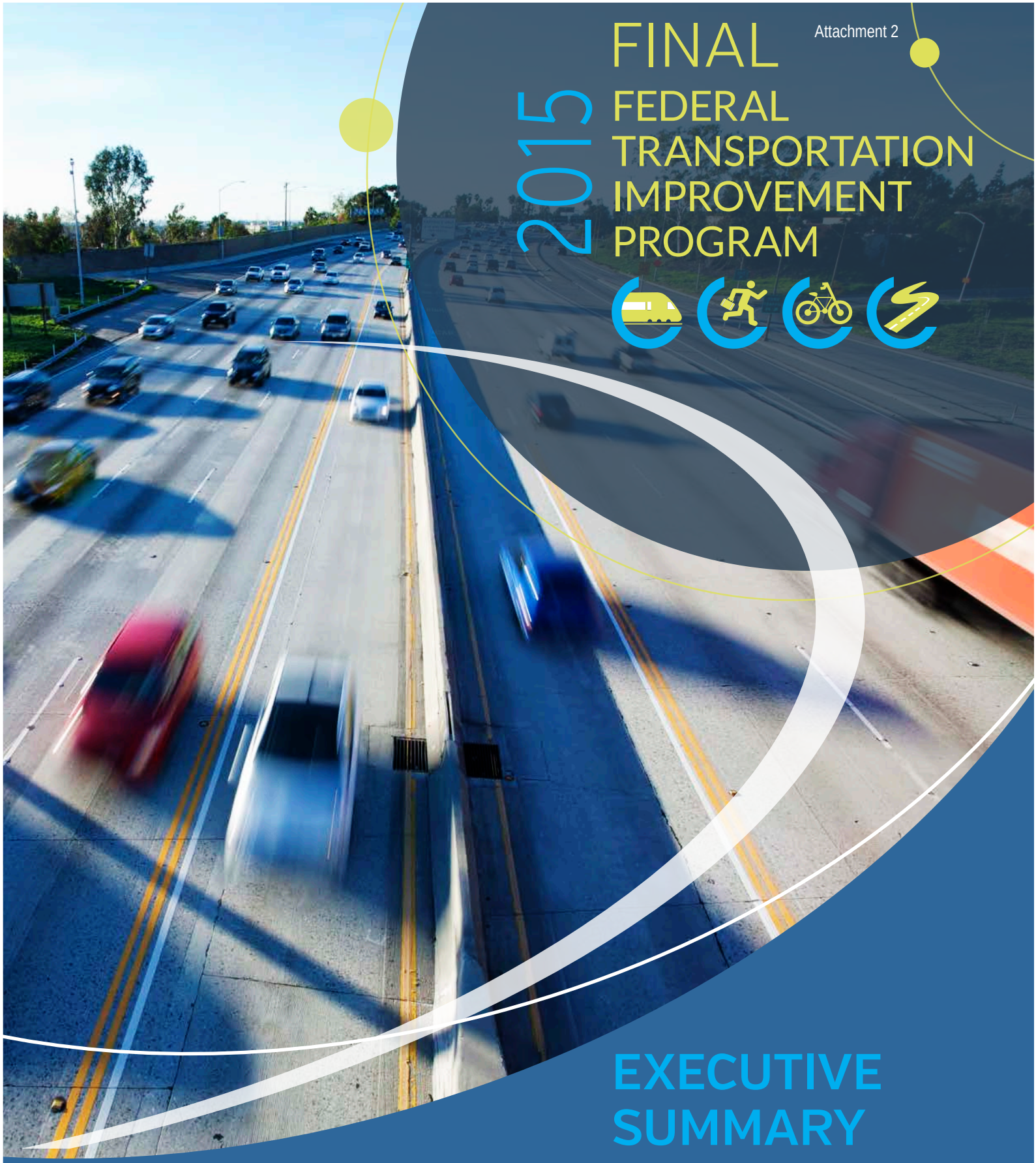
Attachment 2

FINAL 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM



EXECUTIVE SUMMARY Volume I of III

FY 2014/15–2019/20
September 2014

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Our VISION

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

Our 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 document was financed in part through funds from the Federal Highway Administration and 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 Department of Transportation.

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Tribal Government Representative: Andrew Masiel, Sr., Pechanga Band of Luiseño Indians

Orange County Transportation Authority: Matthew Harper, Huntington Beach

Riverside County Transportation Commission: Adam Rush, Eastvale

San Bernardino Associated Governments: Alan Wapner, Ontario

Ventura County Transportation Commission: Keith Millhouse, Moorpark

Transportation Corridors Agency: Lisa Bartlett, Dana Point

Southern California Association of Governments
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Final 2015

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

(FISCAL YEAR 2014/15-2019/20)

EXECUTIVE SUMMARY

(Volume I of III)

September 2014

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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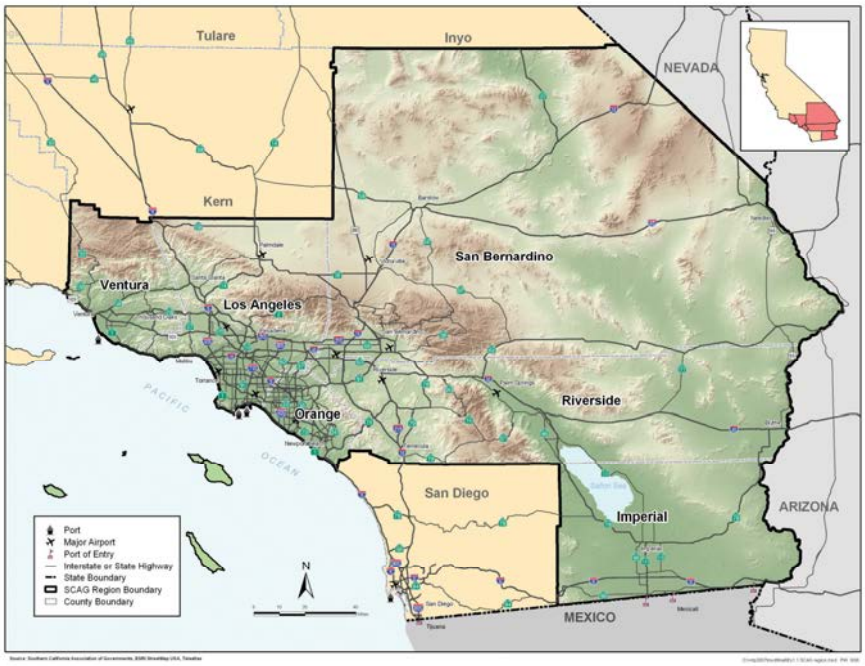
EXECUTIVE SUMMARY

INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a multimodal list of capital improvement projects to be implemented over a six year period. The SCAG 2015 FTIP is a capital listing of all transportation projects proposed over Fiscal Years (FY) 2014/15 – 2019/20 for the SCAG region. As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. The 2015 FTIP for the SCAG region has been developed in partnership between the six County Transportation Commissions (CTCs) of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura as well as Caltrans Districts 7, 8, 11, and 12. 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, signal synchronization, intersection improvements, freeway ramps, and non-motorized projects.

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 2015 FTIP have been found to be consistent with SCAG's approved 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS). The FTIP is developed to incrementally implement the programs and projects in the RTP.

SCAG Region



PROGRAM SUMMARY

The 2015 FTIP includes approximately 2200 projects and programs totaling $31.8 billion over the next six years. 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 24 percent of the total is from federal funds, 14 percent is from state funds, and 62 percent is from local funds.

Summary of 2015 FTIP by Funding Source

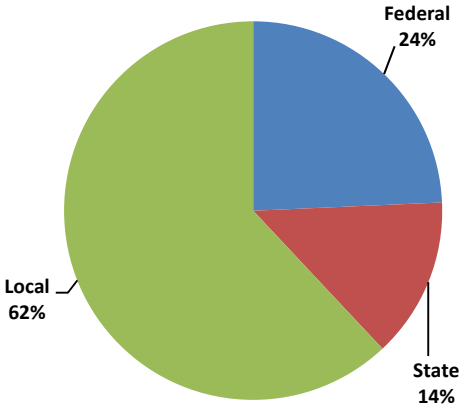


Figure 1 Summary of 2015 FTIP by Funding Source (in 000's)				
	Federal	***State***	***Local***	***Total***
2014/15	$1,357,919	$1,813,403	$3,599,974	$6,771,296
2015/16	$1,481,401	$1,030,142	$4,016,979	$6,528,522
2016/17	$1,103,511	$849,868	$3,071,274	$5,024,653
2017/18	$1,275,417	$425,221	$3,868,566	$5,569,204
2018/19	$1,822,951	$216,135	$2,546,073	$4,585,159
2019/20	$694,114	$20,438	$2,615,961	$3,330,513
Total	$7,735,313	$4,355,207	$19,718,827	$31,809,347
% of Total	24%	14%	62%	100%

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 39 percent of the total $31.8 billion in the 2015 FTIP is programmed in the State Highway Program, 23 percent in the Local Highway Program, and 38 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 2015 FTIP).

Summary of 2015 FTIP by Program

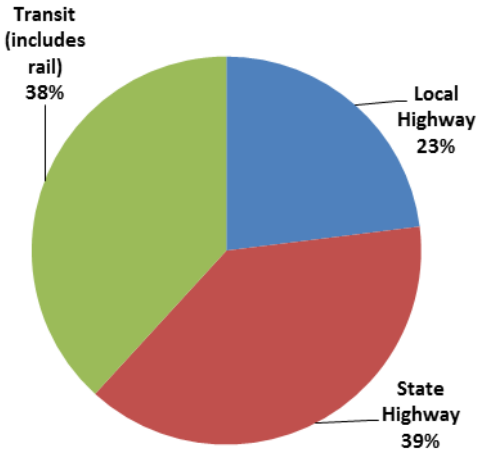
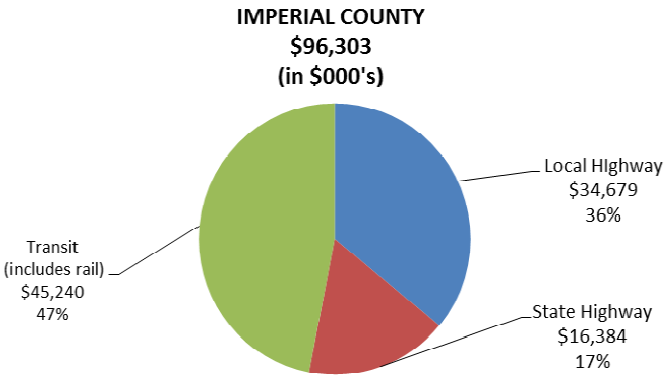
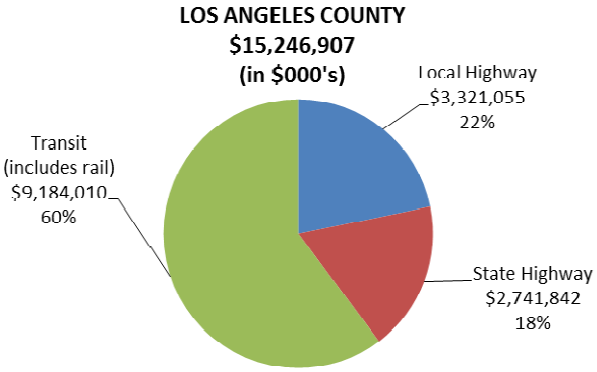


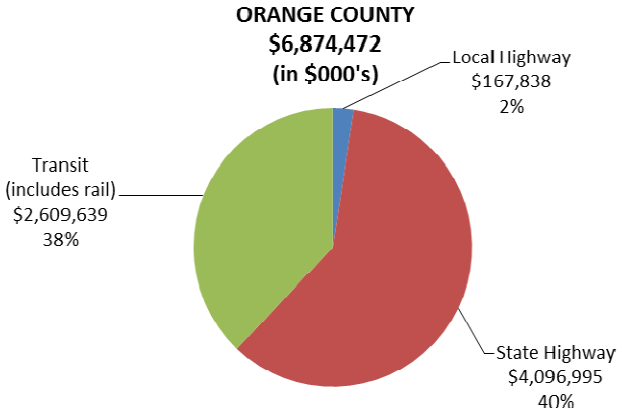
Figure 2
Summary of 2015 FTIP by All Programs
(in 000's)

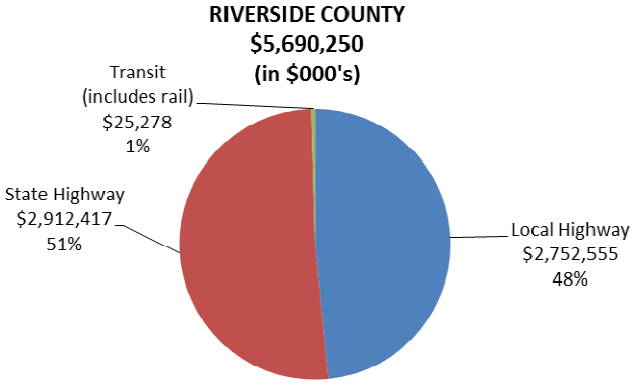
	Local Highway	*State Highway*	*Transit (includes rail)*	*Total*
2014/15	$ 1,608,869	$ 2,604,753	$ 2,557,674	$ 6,771,296
2015/16	$ 1,199,455	$ 2,878,787	$ 2,450,280	$ 6,528,522
2016/17	$ 1,385,759	$ 1,622,551	$ 2,016,343	$ 5,024,653
2017/18	$ 1,240,836	$ 2,260,124	$ 2,068,244	$ 5,569,204
2018/19	$ 1,458,244	$ 1,247,962	$ 1,878,953	$ 4,585,159
2019/20	$ 429,079	$ 1,716,066	$ 1,185,368	$ 3,330,513
Total	$ 7,322,242	$ 12,330,243	$ 12,156,862	$ 31,809,347
% of Total	23%	39%	38%	100%

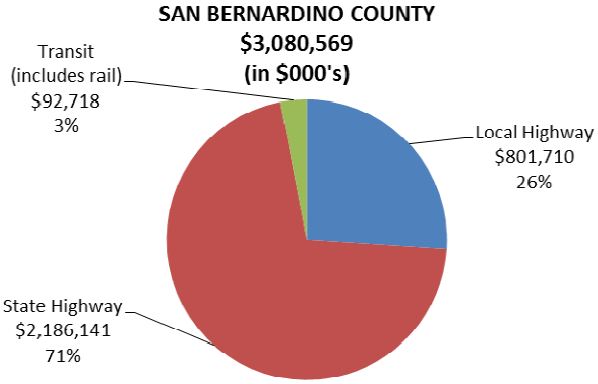
The six pie charts below summarize the funds programmed in the 2015 FTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.

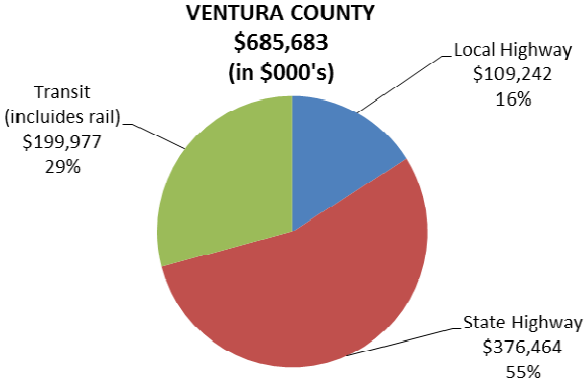




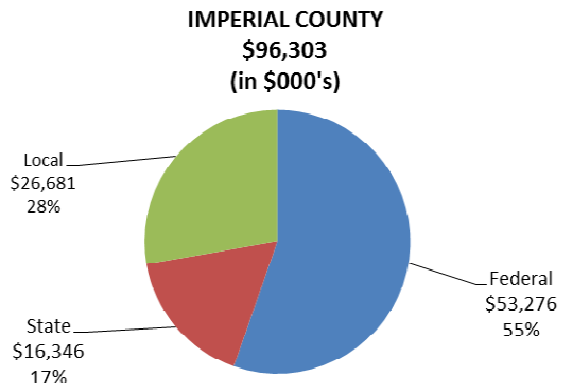


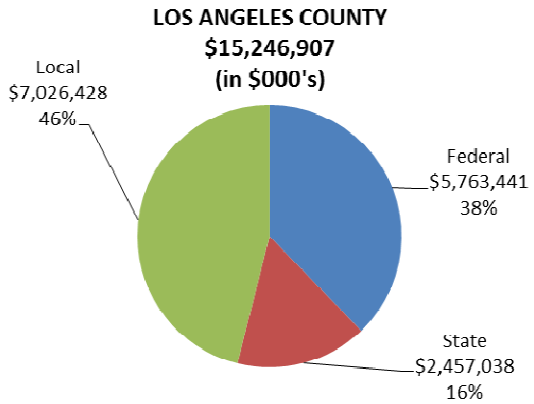


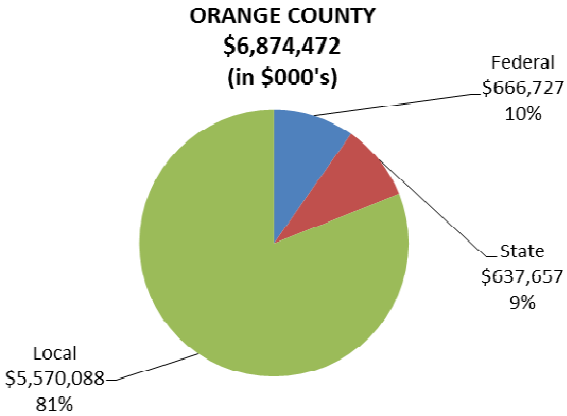


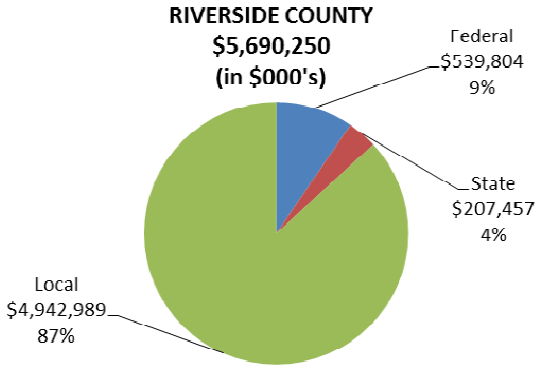


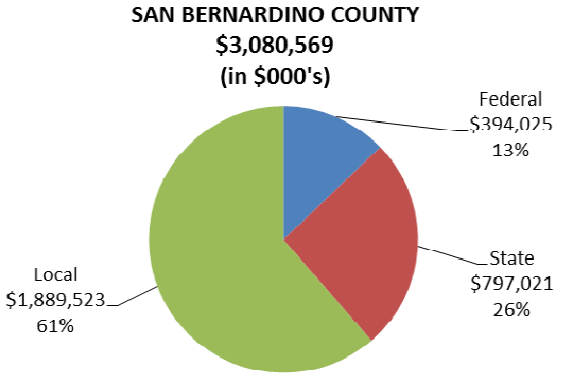
The six pie charts below summarize the funds programmed in the 2015 FTIP for each county in the SCAG region by Federal, state, and local fund sources.

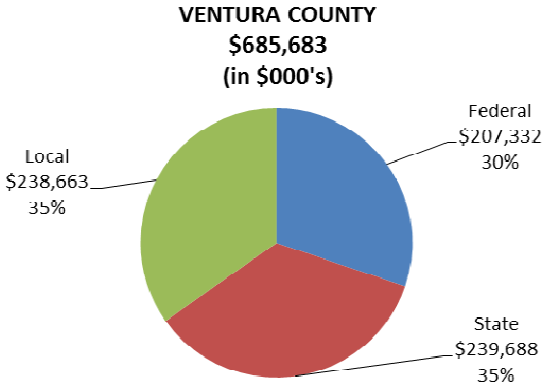












Environmental Justice

The Final 2012-2035 RTP/SCS, approved by the SCAG Regional Council on April 4, 2012 (and approved by FHWA/FTA with regard to transportation conformity on June 4, 2012), included a comprehensive environmental justice analysis. The 2015 FTIP is consistent with the policies, programs, and projects included in the 2012-2035 RTP/SCS, as amended by the proposed 2012-2035 RTP/SCS Amendment No. 2, and as such the environmental justice analysis included as part of the 2012-2035 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2015 FTIP.

A key component of the 2012-2035 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 2012-2035 RTP/SCS, SCAG identified several performance measures to analyze existing social and environmental equity in the region and to address the impacts of the 2012–2035 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://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_EnvironmentalJustice.pdf .

Additionally, SCAG recently 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 2015 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 serves as a forum for interagency consultation.

On July 1, 2014 the Draft 2015 FTIP was released for a 30-day public review period. In addition, during the public review period, two (2) public hearings were held on the Draft 2015 FTIP on July 10th and 24th, 2014 at SCAG's Los Angeles office with video-conferencing available from SCAG Regional offices, located in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties. These public hearings were noticed in numerous newspapers throughout the region. The notices were published in English, Spanish, Korean, Chinese, and Vietnamese languages (copies of these notices are included in Section V of the Final Technical Appendix). The 2015 FTIP is posted on the SCAG website and distributed to libraries throughout the region.

Likewise, the Guidelines for the 2015 FTIP went through a similar public review process. SCAG, in cooperation with the CTCs, TCWG, and other local, state and federal partners, completed its update of the 2015 FTIP Guidelines. The draft Guidelines were presented to the SCAG Transportation Committee for release on September 12, 2013. SCAG received comments during the review period from local, state and federal agencies as well as other interested parties, and revised the document as necessary. The Final Guidelines for the 2015 FTIP were approved by the SCAG Regional Council on October 3, 2013. For additional information on the 2015 FTIP Guidelines, please visit http://ftip.scag.ca.gov/Documents/Final2015FTIPGuidelines.pdf.

Economic Impacts of 2015 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 2014/2015 and ending in 2019/2020. 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 approximately 95,000 jobs in the six-county SCAG region. The total employment impact of the 2015 FTIP transportation program is shown in Figure 3.

Figure 3 - Jobs Creation

	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	Average
SCAG	129295	120029	94064	95752	75996	52924	94677
Los Angeles	71009	53375	41898	36560	28183	14166	40865
Orange County	32838	39334	26587	25511	27799	19899	28661
San Bernardino County	10178	9889	7965	8596	5180	9764	8595
Riverside County	11755	13927	15265	22991	12493	8524	14159
Ventura County	3138	3104	2035	1760	2229	520	2131
Imperial County	375	400	314	336	112	51	265

In addition, the rest of the state of California will benefit from spillover impacts of an additional 6,900 jobs per year on average, and an additional 35,000 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 2015 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 2012-2035 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.
As Southern California slowly recovers from the Great Recession, these "transportation network efficiency" benefits become all the more important to in terms of attracting and retaining employers in the Southern California region. Economic analysis of the 2012-2035 SCAG RTP/SCS estimated that, when fully implemented, the network efficiency benefits of the RTP/SCS could result in 354,000 jobs per year on average. Transportation modeling of the 2015 FTIP shows overall increased network efficiency on the order of approximately 10%, suggesting increased network efficiency benefits over and above the 354,000 associated with the 2012 RTP.

Program Performance of 2015 FTIP

The 2012-2035 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 2012-2035 RTP/SCS and the Performance Measures technical appendix at http://rtpscs.scag.ca.gov/Pages/default.aspx).

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. 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; and
- 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) is currently moving forward with the rulemaking process to implement the provisions of MAP-21, and SCAG is monitoring and participating in this process. At this point, specific performance measures have not been identified, nor

has work begun on developing performance targets. Therefore, the performance discussion in the 2015 FTIP focuses on key measures from the adopted 2012-2035 RTP/SCS. The results suggest that the SCAG region is already taking steps to address the key performance areas identified in MAP-21.

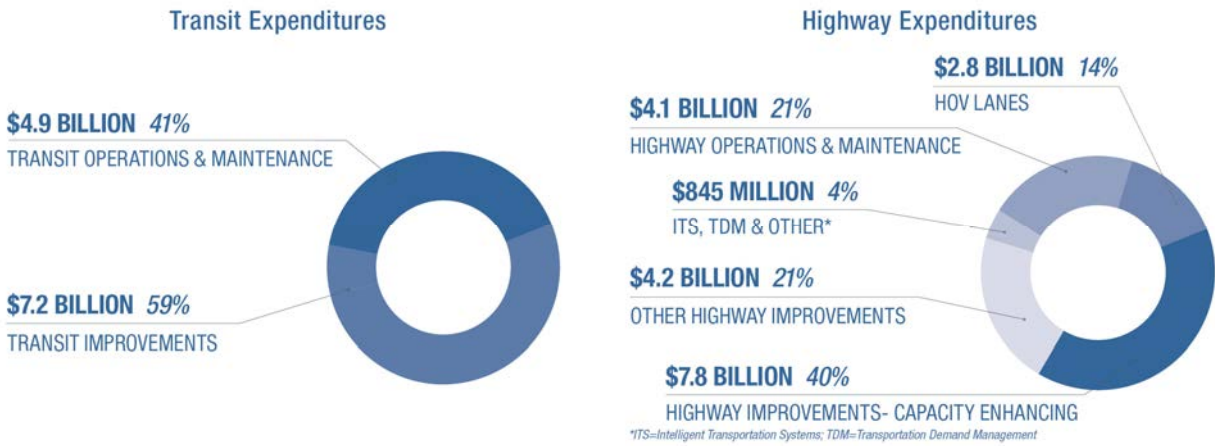
The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of the 2012-2035 RTP/SCS, The 2015 FTIP funding breakdown in Figure 4 shows a shift in the region's transportation needs, with a 65% increase in transit improvements from the 2011 FTIP (2011 FTIP was the last FTIP prior to SB375 and the adoption of the 2012-2035 RTP/SCS) and an emphasis on operations and maintenance of the transportation system.

Figure 4 – Shifting Priorities in the Region

	2011 FTIP Amount Programmed ($ Millions)	2015 FTIP Amount Programmed ($ Millions)
Transit Improvements	$4,300	$7,200
Transit Operations & Maintenance	$4,300	$4,900
Highway Improvements	$17,900	$14,800
Highway Operations & Maintenance	$3,700	$4,100
Intelligent Transportation Systems & Transportation Demand Management*	$698	$655
Other	$330	$190

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

2015 FTIP Investment Categories

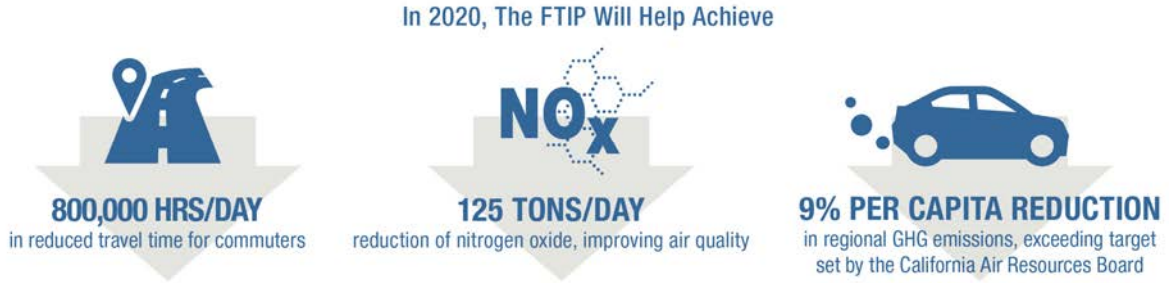


The region's commitment to active transportation is also growing – with investments outpacing the financial projections made in the 2012-2035 RTP/SCS for achieving its active transportation funding goals. Figure 5 shows an estimated $520 million funding nearly 200 active transportation projects are included in the 2015 FTIP, surpassing the $400 million SCAG had projected over roughly the same time period in the 2012-2035 RTP/SCS. The region is accelerating investments in active transportation projects and still more is being done. The 2015 FTIP does not capture all projects funded entirely with local funds nor projects funded by the California Active Transportation Program (ATP) grants. SCAG estimates that the region will receive at least $150 million in ATP funding through 2020, and is in the

process of documenting local initiatives not included in the 2015 FTIP to present a clearer picture of active transportation investments in the region.

Figure 5 – Active Transportation Expenditures (Millions)		
Bicycle and Pedestrian Infrastructure	$259.0	48%
Dedicated Bicycle Infrastructure	$78.0	14%
Dedicated Pedestrian Infrastructure	$85.0	19%
First Mile/Last Mile Strategies	$41.2	8%
Bicycle Detection & Traffic Signals	$2.2	<1%
Bicycle and/or Pedestrian Projects as Part of Larger Projects	$55.2	10%
Total	$520.6	100%

The fruits of these investments are reflected in mobility and environmental benefits. In 2020, the FTIP is projected to help the region to achieve a reduction of over 800,000 hours per day in travel time. This would result in a reduction of 125 tons per day of nitrogen oxide, a pollutant which forms from emissions from cars, trucks and buses, among other sources. This would also result in a nine percent per capita reduction in regional greenhouse gas emissions.



TRANSPORTATION CONFORMITY

The FTIP must undergo the following criteria requirements to be in compliance: it must be consistent with the 2012-2035 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 constraint.

CONFORMITY DETERMINATIONS FOR THE DRAFT 2015 FTIP

The 2015 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 2015 FTIP under the required federal tests.

- ✓ **Consistency with 2012-2035 RTP/SCS Test**
  Finding: SCAG's 2015 FTIP (project listing) is consistent with the 2012-2035 RTP/SCS as amended (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 2015 FTIP is an update to the regional emissions analyses for the 2013 FTIP as previously amended and are identical to the regional emissions analyses for the Amendment No. 2 to the 2012-2035 RTP/SCS.

Finding: The 2015 FTIP regional emissions analysis for 1997 and 2006 $PM_{2.5}$ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).

Finding: The 2015 FTIP regional emissions for 2008 ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

Finding: The 2015 FTIP regional emissions for NO_2 meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2015 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

Finding: The 2015 FTIP regional emissions for PM_{10} 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 2015 FTIP regional emissions for PM_{10} 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 2015 FTIP regional emissions analysis for 2006 $PM_{2.5}$ and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

✓ **Timely Implementation of 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 2015 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/publicparticipationplan/). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

The 2015 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 24, 2013; October 22, 2013; December 3, 2013; January 28, 2014; February 25, 2014; March 25, 2014; April 22, 2014; May 27, 2014; and June 24, 2014). The draft conformity analysis for the 2015 FTIP was released for a 30-day public review on July 1, 2014 and two public hearings were held on July 10 and July 24, 2014 at the SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The 2015 FTIP is posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. All conformity-specific comments, as well as other comments on the 2015 FTIP, have been documented and responded to as appropriate.

✓ Financial Constraint Test

Finding: The 2015 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 2012-2035 RTP/SCS. SCAG's 2015 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.

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SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 15-1	10-Jul-14	Dan Silver	Endangered Habitats League	Public comment (Public Hearing 07-10-14): Dan Silver, Endangered Habitats League, stated he represents a coalition which strenuously objects to the inclusion of the proposed SR 241 Toll Road extension as part of the Draft 2015 FTIP. Mr. Silver stated the SR 241 extension would bisect San Onofre State Beach and has other flaws. Mr. Silver further noted the Tesoro Extension is a prelude to a larger segment intended to reach Interstate 5 which would not provide the Traffic Demand Management benefits (TDM)* claimed by its sponsor, the Transportation Corridor Agencies. Mr. Silver stated the TCA argues SCAG should accept the completed SR 241 as a TDM project although the project was denied by the California Coastal Commission and the United States Department of Commerce upheld that decision. Mr. Silver states the project will fail to provide its intended benefits if there is not a realistic process by which it can be extended to Interstate 5. Mr. Silver asked to show the line on the map that represents the project with the supposed benefits. An ill define stake holders process is not enough. Mr. Silver stated that if this particular measure is challenged, it could void the entire FTIP and if it's a risk SCAG is willing to take?	*Staff clarified with Mr. Silver that the term "Transportation Control Measure" (TCM) was intended rather than "Traffic Demand Management"(TDM) The FTIP is developed through a "bottom-up" approach; the project was submitted to SCAG by OCTA as part of their county TIP. The project is also part of OCTA's long range plan as submitted by TCA and is part of SCAG's 2012 RTP/SCS. The TCM designation of a given project does not dictate whether or not the project is included in the RTP/SCS or FTIP. It should be noted that the TCM portion of the SR-241 extension project is the approximately 11 mile portion within the SCAG region and the South Coast Air Basin. The approximately 5 mile portion of the SR-241 project in the San Diego region (and included in SANDAG's FTIP and RTP/SCS) is not a TCM per the Clean Air Act. It should be further noted that the decision of the Coastal Commission does not impact the TCM portion of the SR-241 extension because the Coastal Commission's jurisdiction lies solely within the San Diego region.	10-Jul-14

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 15-2	11-Jul-14	Dan Wentzel	Private Citizen	I believe SCAG should be working on establishing daily passenger rail between Los Angeles and the Coachella Valley with service in the morning and early evening. If that means using regulation to force the freights to share the railways, if that means building new tracks, if that means upgrading existing stations, then I would like to see that in the FTIP if possible. Thank you. Dan Wentzel	In the SCAG region, projects are submitted for inclusion in the RTP/SCS by a sponsoring local lead agency. To date, no passenger rail service between Los Angeles and the Coachella Valley has been submitted for inclusion in the RTP/SCS or FTIP. Currently, the Riverside County Transportation Commission is studying rail service to the Coachella Valley and Pass Area (see http://www/rctc.org/planning/rail/coachella-valley-rail-service). SCAG continues to support the extension of passenger rail service throughout the region, and would consider the inclusion of this project at the appropriate time in the future.	14-Jul-14
FTIP 15-3	21-Jul-14	Abhijit J. Bagde	CALTRANS, HQ	Thank you very much for providing us an opportunity to review SCAG's Draft 2015 FTIP. My compliments to you and your staff for preparing an excellent document. Please include response to the comments below when submitting final 2015 FTIP to Caltrans. Let me know of any questions. Thank you. General comments: 1. Expedited Project Selection Procedures (EPSP), Technical Appendix, Volume II of III, Section iv, Attachment E: Below are suggested edits: a. SCAG and Caltrans agree that the Caltrans' State Highway Operation Protection Program (SHOPP) Program Manager may advance or delay projects programmed in the adopted SHOPP project schedule upon notifying SCAG. b. The Caltrans Division of Local Assistance has implemented a project selection process for the Highway Maintenance (HM) Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), Highway-Railroad Grade Separation Program, the Highway Bridge Program (HBP), and	EPSP language in Technical Appendix will be updated to reflect agreed procedure for SHOPP, HM, ATP, HSIP, HBP, and HRRR/HR3. Projects funded through the programs listed may be advanced within the four-year element of the FTIP by authorized Program Managers without amending the FTIP, upon notification to SCAG.	21-Jul-14

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				High Risk Rural Roads (HRRR/HR3) Program to produce the four-year FTIP, Program Schedule planning list. Projects funded through the programs listed may be advanced or delayed within the four-year element of the FTIP by the authorized Program Managers without amending the FTIP, upon notification to SCAG.		
				2. 3 – Expedited Project Selection procedures – Part iii is not mandatory. FTIP is not required to be adjusted to incorporate impacts from EPSP.	Part iii removed from EPSP language in Technical Appendix	
				3. Include back-up listings for all grouped projects when submitting final FTIP to Caltrans.	Back-up listings will be submitted with final FTIP submission	
				Financial Summary:		
				1. Per 2014 STIP, STIP revenue/programming (IIP and RIP) for the SCAG region is as follows. Please clarify the discrepancies.	2014 STIP revenue/program will be updated as part of amendment 15-01	
				14/15 221K 15/16 167K 16/17 309K 17/18 231K 18/19 242K		
				2. Highway Bridge Program (HBP): HBP funding is not consistent with the approved list posted at the link below. Please clarify. http://dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_MPO.html	HBP funding will be updated in amendment 15-01	
				Per above link, below is the summary for HBP funding.		
				14/15 $105,059,679 15/16 $117,930,707 16/17 $84,490,069 17/18 $62,888,979		
				3. State Minor Program: Funding programmed is not reflected in the financial summary. Please update the funding per link below.	State Minor Program will be updated in amendment 15-01	
				http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/minor/minor_pgm.htm		

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				4. Safe Routes to School (SRTS): Update the funding per link below. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/srts_pgm/srts_program.htm	SRTS program will be updated in amendment 15-01	
				5. Highway Safety Improvement Program (HSIP): Update the funding per link below. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/hsip_pgm/hsip_program.htm	HSIP program will be updated in amendment 15-01	
				6. Transportation Enhancement (TE) funds in the amount of $426K are programmed in the FY 2014/15. With the passage of Moving Ahead for Progress in the 21st Century Act (MAP-21), Congress eliminated the Transportation Enhancement (TE) Program and, established the Transportation Alternatives Program (TAP). Existing TE projects may remain in the 2015 FSTIP provided they are eligible for State Highway Account or Federal funds in lieu of TE funds.	TE funds will be removed from FY 2014/15 and beyond in amendment 15-01	
				7. Federal Transit: 5310 Program funding is awarded by CTC on an annual basis. Explain the basis of revenue/programming for the 4-year cycle of the 2015 FTIP. Also project list for FY 2014/15 has not been selected by CTC yet.	5310 funds will be removed from FY14/15 and beyond. 5310 funded projects will be amended into FTIP when selected.	
				Project Listings:		
				3. LALS03, LAF5609, 0P240: See comment no. 6 regarding TE funding under Financial Summary above.	TE funds will be removed from FY 2014/15 and beyond in amendment 15-01	
				4. ORA111210: STIP-RIP funding programmed is not consistent with the 2014 STIP funding shown below [in CTIPS screen shot].	Change will be done in amendment 15-01	
				5. ORA990929: STIP-RIP funding programmed is not consistent with the 2014 STIP funding shown below. [in CTIPS screen shot]. Also use only "STIP AC – RIP" fund type for all STIP funding.	Change will be done in amendment 15-01	
				6. ORA020501: HBP funding programmed is not consistent with the approved list posted at the link below. Please clarify. http://dot.ca.gov/hq/LocalPrograms/hbrr99/2014-04-02/2014_04_02_Dist12_OrangeCountyTransporLumpSumItem.pdf	Change will be done in amendment 15-01	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				7. ORA040607, SBD59303, VEN54187: For Planning Studies (non-transportation capital), check to ensure that these projects have been considered for inclusion in the Overall Work Program (OWP) rather than the FTIP.	Projects not in OWP – will remain in the FTIP	
				8. SBD31850: Change the fund type from "National Highway System – RIP" to "STIP – AC" as shown below. [in CTIPS screen shot].	Change will be done in amendment 15-01	
				9. RIV120201: STIP-RIP funding programmed is not consistent with the 2014 STIP funding shown below. [in CTIPS screen shot].	Change will be done in amendment 15-01	
				10. LALS01, LALS03, LALS06, LALS07: Please update the project description for the SHOPP grouped projects per guidance posted at the link below. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/grouped_pjt_listings.pdf	Change will be done in amendment 15-01	
				11. VEN120102: Per project scope it appears that this is a AC Conversion project. What is the project Id of the project that was programmed for initial AC authorization.	The initial project is VEN011205.	
				12. SCAG015: See comment no. 5 under Financial summary above regarding HSIP funding.	Change will be done in amendment 15-01	
				13. LA0D198: Provide details regarding scope of the project.	Project scope for LA0D198 will be updated in 15-01	
				14. LA0G677: Provide the size of buses that are to be purchased.	Project LA0G677 will be updated in amendment 15-01 to reflect size of buses as 30 ft.	
				**********		
				Abhijit J. Bagde, P.E. Senior Transportation Engineer Division of Transportation Programming Office of Federal Trans. Mgmt. Program (916) 654-3638, CALNET 464-3638 FAX: (916) 654-2738 Website: http://www.dot.ca.gov/hq/transprog/oftmp.htm	In addition, any other comments to projects in the Draft 2015 FTIP needing technical updates that do not impact conformity will be updated through amendment 15-01 or 15-02 to the 2015 FTIP	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 15-4	24-Jul-14	Valarie McFall	Transportation Corridor Agencies	Public comment (Public Hearing 07-24-14): Valarie McFall, Transportation Corridor Agencies, read the following letter: Hasan Ikhrata Southern California Association of Governments 818 West Seventh Street, 12th Floor Los Angeles, CA Subject: 2015 FTIP Comments Dear Mr. Ikhrata: The Foothill/Eastern Transportation Corridor Agency (TCA) is pleased to comment on the Draft 2015 FTIP, now open for public comment. This letter supports the continued inclusion in the FTIP of ORA052, SR 241/Foothill Transportation Corridor South, and clarifies several misperceptions of the project that were entered into the record at the July 10, 2014, public hearing. • ORA 052/SR 241 performs important regional functions at no cost to taxpayers. The project provides relief to Interstate 5, which is one of the most heavily traveled and congested facilities within the SCAG region. The project provides inter-regional mobility and enhances transportation security between the SCAG and SANDAG regions. SR 241 reduces ozone emissions that are needed to meet the federal 1-hour ozone standard by 2022, and because of that it is designated as a Transportation Control Measure (TCM) in the RTP/SCS and AQMP. The project reduces GHG emissions on the regional transportation network, and is incorporated into the region's RTP/SCS. SR 241 is a tolled facility that reinforces SCAG's regional priced transportation strategy, and provides access, congestion relief and emission reductions at no cost to the taxpayer. ORA 052/SR 241 has been assumed and modeled in SCAG's RTP since 1989, and has been designated a TCM since 1991. • SR 241 is needed now to provide local mobility and	We appreciate the information provided regarding ORA052/ SR 241 project. ***See also response to comment ID FTIP 15-1***	24-Jul-14

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				congestion relief in South Orange County. The northern portion of SR 241 has been built in 3 phases since 1993. The next link in the project, called the Tesoro Extension, will extend SR 241 from Oso Parkway to Cow Camp Road. Advancing major freeway projects in multiple, stand-alone, independent phases as funds become available are the norm within the SCAG region. The environmental document that is being prepared pursuant to NEPA, will document that the Tesoro Extension has independent utility and provides traffic relief for local arterials and Interstate 5. The Tesoro Extension is needed without further delay to meet demand generated by 14,000 homes and 5 million square feet of commercial development in Rancho Mission Viejo, plus additional demand from other South County housing and employment growth. In fact, if SR 241 were not built, an alternative project would eventually have to be added to the FTIP and RTP- but without the regional congestion relief, air pollutant and greenhouse gas benefits, extensive mitigations and taxpayer relief provided by SR 241. • SR 241 is designated a Transportation Control Measure (TCM). Ozone reductions from the SR 241 TCM are still needed to reach attainment by 2022. SR 241 has been designated a TCM since the 1991 AQMP because its pricing policy lowers congestion that leads to increased ozone emissions. USEPA has published in the Federal Register its intent to approve a new 1-hour Ozone Standard attainment date of September 31, 2022, for the South Coast Air Basin. The proposal is scheduled to be finalized by August 13, 2014. EPA's proposed action underscores that ozone-reducing TCMs, including SR 241, are still necessary to meet regional air quality requirements. This development supports SCAG's decision to retain SR 241's TCM designation in the 2015 FTIP, and TCA's efforts to construct the Tesoro Extension as soon as possible. • Completion of SR 241 has been delayed from its original 2010 opening date. The project has encountered obstacles in obtaining Coastal Commission approval for its connection with Interstate 5 within San Diego County. Per the Secretary of Commerce's 2008 decision to uphold the Coastal Commission's denial, TCA is working with stakeholders to define a path for the southernmost portion of the alignment through Camp Pendleton, connecting with Interstate 5.		

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				However, within the SCAG region, the Tesoro Extension, and any future extension south of Cow Camp Road, do not require a Coastal Commission permit. Because federal conformity regulations require the SR 241 TCM to be completed as expeditiously as possible, TCA is doing everything within its authority to secure permits/approvals for the Tesoro Extension. Concurrently, TCA is working with environmental organizations opposed to the project to identify viable options for the final five miles of SR 241 (south of Cow Camp Road) within the SCAG region. • SR 241 is making steady progress toward construction and meets all federal transportation conformity regulatory requirements. SR 241 has made continuous and substantial progress toward construction since the 2013 FTIP was federally approved. Only two more regulatory approvals (a State Water Resources Control Board waste discharge requirements permit and a biological opinion from the U.S. Fish and Wildlife Service) are needed for the Tesoro Extension. In addition, numerous required technical studies have already been approved. Most recently, an option agreement between TCA and Rancho Mission Viejo on right of way acquisition for SR 241 was approved in June 2014. • SR 241 is financially constrained, with no taxpayer subsidy. TCA's December 2013 refinancing for SR 241 enhances the project's fiscal constraint, as assured by TCA's adopted FY2015 Capital Improvement Program. The CIP clearly identifies and programs funds sufficient to construct the Tesoro Extension, as well as provide funding to continue working with stakeholders to identify viable solutions for the final five miles within the SCAG region. In addition, TCA has reached a Cooperative Agreement with Caltrans that allows TCA to toll SR241 south of Oso Parkway through 2040, with future extensions to be negotiated between TCA and the State. TCA's three decades of expertise in constructing toll roads with efficient design/build techniques further enhances its fiscal constraint. • SR 241 is an integral part of the 2015 FTIP. Working with our partners at Caltrans, TCA is committed to completion of the 61-mile toll road system within the SCAG region in an environmentally responsible and expeditious manner. We are committed to advancing the Tesoro Extension at the earliest		

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				feasible date to provide congestion relief to the regionally significant I-5 corridor, and to deliver needed congestion relief to South Orange County residents and employees. TCA will be pleased to respond to any questions that FHWA and SCAG staff and leadership may have during the 2015 FTIP process. As a supplement to this testimony, we have submitted detailed documentation to SCAG of SR 241 's continuous progress toward opening since the last FTIP adoption, to establish that the project is undertaking all actions required to "overcome obstacles" to permits/approvals as required by federal transportation conformity regulations. Sincerely, Michael Kraman Acting Chief Executive Officer .		
FTIP 15-5	24-Jul-14	Tomas Oliva	SCAG staff on behalf of ICTC Executive Director	Public comment (Public Hearing 07-24-14): Was asked by the ICTC Executive Director [Mark Baza] to convey the message that he fully supports the 2015 FTIP and hopes that it gets approved.	Comment Noted.	24-Jul-14
FTIP 15-6	31-Jul-14	Autumn Bernstein Laura Baker Michele	ClimatePlan Coalition for Clean Air Coachella Valley	(letter below attached to e-mail sent by Channel Fletcher of Climateplan) July 31st, 2014 Attn: Honorable Carl Morehouse, President of SCAG and Regional Council members Southern California Association of Governments (SCAG) 818 W. Seventh Street, 12th Floor Los Angeles, CA 90017 RE: Draft 2015 Federal Transportation Improvement Plan On behalf of the undersigned organizations, we would like to thank SCAG for its leadership to create sustainable communities and implement SB 375. The visionary 2012 RTP/SCS was a significant effort that improved the quality of life, public health, increased long-term economic competiveness, and bolstered the environmental sustainability	SCAG has made special effort to include pertinent information of program performance of the 2015 FTIP in relation to the goals and policies of the 2012-2035 RTP/SCS. See Volume I.	31-Jul-14

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		Hasson Gloria Ohland	Leadership Counsel for Justice and Accountability MoveLA	of the region. With this plan, Southern California has made some impressive strides in this direction, such as: • Reduces overall traffic congestion and allows residents to spend less time in their cars • Triples spending on bike and pedestrian projects and increases transit investments by 13% • Meets the projected economic market demand by planning for a diversity of housing types, including a more adequate number of small-lot single family homes and dwellings in mixed- use, walkable neighborhoods • Saves 400 square miles of open space and mitigates habitat loss via planning for more cost- effective future environmental mitigation With these visionary policies in place, we were excited to review the projects that use the policies listed above to create more sustainable communities. However, it was not clear in the draft 2015 FTIP how the selected projects furthered the goals, policies, and performances measures of the 2012 – 2035 RTP/SCS. In the spirit of collaboration, we would like to provide you with comments to ensure the connection between the 2012 RTP/SCS and 2015 FTIP is clear. The FTIP allocates federal funds over the course of four years to implement the RTP. The FTIP is also required to be consistent with the RTP. Section I of the draft FTIP states, "SCAG's 2015 FTIP (project listing) is consistent with the 2012 – 2035 RTP/SCS as amended (policies, programs, and projects). While we applaud the consistency between the FTIP and RTIP, we believe the FTIP should also be utilized to showcase the connection between selected projects and their role to implement the goals, policies, and performance measures of the 2012 – 2035 RTP/SCS. For better connection between the 2015 FTIP and 2012 – 2035 RTP/SCS, we ask that Section I be expanded to clearly show how the transportation investments in the FTIP meet the goals, policies and performance measures in the 2012 RTP/SCS and SB375. For example, providing a deeper analysis of projects consistency with the RTP/SCS that asks questions such	It is noted that the US Department of Transportation (USDOT) is currently moving forward with the rulemaking process to implement the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) relative to performance measures and reporting. At this point, specific measures, targets, and the type of information regarding performance that will eventually be required to be included in future FTIPs have not been identified. SCAG is monitoring and participating in these processes, and will continue to work with our stakeholders on this important topic.	

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				as: • How will the projects in the FTIP reduce VMT per capita? • How will projects in the FTIP reduce the number of bicycle and pedestrian injuries and fatalities? • How will projects in the FTIP increase transit investments? • How will projects in the FTIP be assessed to determine whether or not projects have growth inducing impacts for existing communities, in particular vulnerable and low income communities? • How many projects in the FTIP will directly benefit disadvantaged communities? • How will projects in the FTIP promote a jobs-housing fit? • How will projects in the FTIP improve investment opportunities for transit and Active Transportation projects that benefit low income, especially rural, communities? • How will projects in the FTIP protect open space and agricultural lands? • How will projects in the FTIP promote public health? Inserting this analysis in the FTIP will highlight projects that align with the 2012 – 2035 RTP/SCS while eliminating projects that do not promote the goals of the RTP. This analysis will also elevate SCAG's position as model for other regions to make a stronger connection between the FTIP and RTP/SCS. As organizations invested in a sustainable Southern California, we recognize and thank SCAG for the enormous progress that Southern California has made in recent years. This is a large and diverse region that has long lacked a transit system with regional reach. By including the analysis listed in this letter, the FTIP will build upon the visionary regional plan to further commit Southern California to the path of reduced greenhouse gas emissions, increased transit and bike options, and		

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				healthier, more equitable transportation decisions. In closing, thank you for your consideration and your ongoing commitment to SB 375. We look forward to working with you to create more sustainable, equitable, and healthy communities. Sincerely, Autumn Bernstein, Director ClimatePlan Laura Baker, Policy Associate Coalition for Clean Air Michele Hasson, Regional Director – Coachella Valley Leadership Counsel for Justice and Accountability Gloria Ohland, Policy and Communications Director MoveLA		
FTIP 15-17	31-Jul-14	Ben Cacatian	Planning, Rules & Incentives Division Ventura County Air Pollution Control District	Thank you for the opportunity to review the Draft 2015 FTIP and 2012 RTP/SCS Amendment #2. Please consider the following comments: 2015 FTIP 1) Section III: Project VEN040502 status comment "replacement with VEN040502" is not clear. It states that the project was replaced by another project with the same project I.D. number. 2) Section III: The 2015 FTIP project completion date is not entered for VEN110308. 3) Section III: Project VEN93017 status states completion date is the same as the 2013 FTIP Transportation Control Measures (TCM) report, however, the table shows a different completion date for the 2015 FTIP. 4) Local Highway Project Listings: Project VEN130103 is marked as a TCM, but is constructing a Class III bike lane which	1) VEN040502 will be replaced with a different TCM project. This typo has been corrected to read "Replacement has been initiated per Final 2015 FTIP Guidelines." 2) The completion date "7/1/2015" has been added. 3) This is an ongoing project. The completion date for the original TCM scope remains the same as in 2013 FTIP TCM Report. The clarification has been added. 4) The project is not a TCM and correction has been made.	31-Jul-14

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				is not a TCM according to 2015 FTIP guidelines. RTP Amendment #2 1) RTP modeled projects list: The following projects appear to be TCMs that should be subject to timely implementation, but are not listed in the timely implementation tables: VEN071104 Bike Lanes 1.3 miles, VEN34089 Sidewalks .6 mile, VEN110112 Sidewalks .4 mile. The 2015 FTIP guidelines state that bike lanes 1 mile or greater and sidewalks ¼ mile or greater are TCMs. 2) RTP modeled projects list: Project VEN070201 includes HOV lanes; however, this project does not appear on the timely implementation report. This project appears to be a TCM.	Staff Note: Comment regarding RTP Amendment #2 pertains to the FTIP (see response below) 1) Per Final 2015 FTIP Guidelines, VEN071104 is a non-reportable TCM because the bike lane is only 0.9 mile; VEN34089 is not a TCM because the sidewalk is replacement only; VEN110112 is a committed TCM and is scheduled to be completed by August 31, 2014 – the TCM project has been added to the TCM Timely Implementation Report. 2) VEN070201 is a committed TCM – the TCM project has been added to the TCM Timely Implementation Report.	
FTIP 15-8	31-Jul-14	Michael Morris Jr.	Federal Highway Administration Cal-South	Thank you for the opportunity to review and comment on the Southern California Association of Government's (SCAG) Draft 2015 Federal Transportation Improvement Program (FTIP). After the Federal Highway Administration's (FHWA) review of SCAG's Draft 2015 FTIP, the document's content was inclusive and comprehensive of federal regulatory transportation improvement program requirements as referenced in 23 Code of Federal Regulations (CFR) § 450.324. In summary, SCAG's FTIP was developed in partnership with the six County Transportation Commissions (CTCs) of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura – as well as with California Department of Transportation's (Caltrans) Districts 7, 8, 11, and 12. All project listings identify specific funding sources and fund amounts, and are prioritized to implement the region's overall strategy for providing mobility, improved efficiency, and enhanced safety in support of efforts to attain federal and state air quality standards in reduction of transportation related air pollution. FTIP projects include capital and non-capital highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes,	Comment Noted.	31-Jul-14

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				signal synchronization, intersection improvements, freeway ramps, and non-motorized projects. Along with this instance to offer FHWA comments, SCAG provided all interested parties – including the public – with a chance to do the same via a 30-day public comment period. SCAG's FTIP also wholly documents regionally significant projects, sufficiently details descriptions for all projects, and delineates an adequate financial plan. SCAG's FTIP covers a period of at least four years and is consistent with the 2012/2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). We are pleased with SCAG's resulting Draft 2015 FTIP document, and recommend SCAG to move forward with developing the Final 2015 FTIP product. If any questions ensue from FHWA's comments, or if SCAG would require assistance with development of the final outcome, please feel free to contact me. Thanks!		
FTIP 15-09	31-Jul-14	Joyce Dillard	Private Citizen	State requires General Plan and Elements to be executed which includes the CIRCULATION ELEMENT. Government Code Section 65302 reads: (b) (1) A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. (2) (A) Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan. (B) For purposes of this paragraph, "users of streets, roads, and highways" mean bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors. Governor's Office of Planning and Research uses the 2003 General Plan Guidelines (Guidelines) with a Notice for revision	The FTIP has no authority over mandated elements of cities General Plans, including, Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety, which fall under the purview of local jurisdictions. SCAG will share all comments received on Draft 2015 FTIP with Los Angeles County Metropolitan Transportation Authority. The FTIP is developed through a "bottom-up" approach; projects are	31-Jul-14

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				in 2014 with a focus on Economics, Equity, Climate Change and Healthy Communities with an Online Mapping Tool to provide planners with customizable city maps with access to State GIS Geographic Information System data for each element. Guidelines state: Consistency Within Elements Each element's data, analyses, goals, policies, and implementation programs must be consistent with and complement one another. Established goals, data, and analysis form the foundation for any ensuing policies. For example, if one portion of a circulation element indicates that county roads are sufficient to accommodate the projected level of traffic while another section of the same element describes a worsening traffic situation aggravated by continued subdivision activity, the element is not internally consistent (Concerned Citizens of Calaveras County v. Board of Supervisors (1985) 166 Cal.App.3d 90). And In addition, preparing, adopting, implementing, and maintaining the general plan serves to: • Identify the community's land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development And The plan's text and diagrams must be reconciled, because "internal consistency requires that general plan diagrams of land use, circulation systems, open-space and natural resources areas reflect written policies and programs in the text for each element." (Curtin's California Land-Use and Planning Law, 1998 edition, p. 18). Without consistency in all five of these areas, the general plan cannot effectively serve as a clear guide to future development. Decision-makers will face conflicting directives; citizens will be confused about the policies and standards the community has selected; findings of consistency of subordinate land use decisions such as rezonings and subdivisions will be difficult to make; and land owners,	submitted by County Transportation Commission as part of their county TIP.	

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				business, and industry will be unable to rely on the general plan's stated priorities and standards for their own individual decision-making. Beyond this, inconsistencies in the general plan can expose the jurisdiction to expensive and lengthy litigation. CITY OF LOS ANGELES has no CIRCULATION ELEMENT. The Transportation Element adopted August 8, 1999, CF 97-1387 superseding the Scenic Highways Plan adopted in May13, 1978, CF 98-0894 and the Highways and Freeways Element adopted in 1959. City of Los Angeles Mobility Plan 2035 was has been circulated this year but not approved. This plan emphasizes bicycles, pedestrians and transit while ignoring the traffic congestion and greenhouse gas emissions from sitting in traffic. Goods movement and pipelines are ignored, yet are contributory factors in transportation planning. CITY OF LOS ANGELES has the FRAMEWORK ELEMENT Policy No. 3.3.2 which reads: 3.3.2 Monitor population, development, and infrastructure and service capacities within the City and each community plan area, or other pertinent service area. The results of this monitoring effort will be annually reported to the City Council and shall be used in part as a basis to: a. Determine the need and establish programs for infrastructure and public service investments to accommodate development in areas in which economic development is desired and for which growth is focused by the General Plan Framework Element. b. Change or increase the development forecast within the City and/or community plan area as specified in Table 2-2 (see Chapter 2: Growth and Capacity) when it can be demonstrated that (1) transportation improvements have been implemented or funded that increase capacity and maintain the level of service, (2) demand management or behavioral changes have reduced traffic volumes and maintained or improved levels of service, and (3) the community character will not be significantly impacted by such increases. Such modifications shall be considered as amendments to Table 2-2 and depicted on the community plans. c. Initiate a study to consider whether additional growth		

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				should be accommodated, when 75 percent of the forecast of any one or more category listed in Table 2-2 (see Chapter 2: Growth and Capacity) is attained within a community plan area. If a study is necessary, determine the level of growth that should be accommodated and correlate that level with the capital, facility, or service improvements and/or transportation demand reduction programs that are necessary to accommodate that level. d. Consider regulating the type, location, and/or timing of development, when all of the preceding steps have been completed, additional infrastructure and services have been provided, and there remains inadequate public infrastructure or service to support land use development. (P42, P43) Annual Reports for Infrastructure have not been executed. With that, the projects in this Draft for the City of Los Angeles have no applicability for providing mobility and improving both the efficiency and safety of the transportation system. Those projects are: LAF1634 El Pueblo Pedestrian Improvements Phase I, II, III, & IV. Design and construction of enhanced facilities to improve & assist pedestrian movement in the El Pueblo District & other landmarks in downtown LA. Wayfinding element in TDM F1718 LAF7703 EXPERIENCELA 3.0-MOBILITY IN THE CLOUD: Develops and implements cloud computing based software technology to provide transit users location specific information via personal mobile devices and interactive kiosks at key transportation facilities LAF7806 VERMONT AVENUE STREETSCAPE IMPROVEMENT PROJECT: (1) Installs streetscape improvements that include landscaping and planting of drought tolerant trees, permeable concrete pavers, nonpermeable interlocking concrete pavers at bus stops, and decorative crosswalks. (2) Landscaping will have automated irrigation system and flow-through filtration planters.		

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				(Note SOILS and GEOLOGY and HAZARD and HAZARDOUS MATERIAL and HYDROLOGY AND WATER QUALITY analyses should be executed to determine Methane Zones, Earthquake Faults and High Groundwater) LA0C8037 LOS ANGELES, CITY OF SOTO ST BRIDGE OVER MISSION RD & HUNTINGTON DR WILL DEMOLISH EXISTING BRIDGE AND REALIGN THE STREET TO INCREASE TRAFFIC FLOW ADDING A 0.5 BIKE LANE. PPNO 3093 3380 (BRIDGE #53C0013) LA0C8075 LOS ANGELES, CITY OF CESAR CHAVEZ AVE/ LORENA ST / INDIANA ST INTERSECTION IMPROVEMENTS. Reconstruction of a five-legged signalized intersection into a modern roundabout. The construction of the roundabout will reduce the complexity of the intersection and will improve traffic flow and safety LA0F007 LOS ANGELES, CITY OF GLENDALE BLVD.-HYPERION AVE. COMPLEX OF BRIDGES OVER LA RIVER, I-5 AND RIVERSIDE DR, REHABILITATION/SEISMIC RETROFIT; UPGRADE BRIDGE RAILING; INCLUDES BRIDGES 53C-1881, 53C-1882, 53C-1883, 53C-1884, 53C-1179 AND 53-1069. NO ADDITIONAL LANES. REALIGN I-5 NORTH BOUND OFF RAMP. CONSTRUCT A PEDESTRIAN BRIDGE OVER LA RIVER.(FED PROJECT ID: BHLS-5006(181) LA0G686 LOS ANGELES, CITY OF Highland Park Pedestrian Improvements along Figueroa between Avenue 50 and Avenue 60 LA0G860 LOS ANGELES, CITY OF LEMON GROVE LIGHTING PHASE 2 - Lemon Grove area bounded by Santa Monica Blvd(north), Western Ave (west), Lemon Grove Ave (south) and the Hollywood Freeway 101(east). Install new street lighting system - installation of new conduit, wiring, pullboxes, foundations, street lighting electroliers. This project will use $31 of Toll Credits to $3 in PE		

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				and $28 in construction in FY2015.. Toll Credits of $3 will be used to match FY15 federal funds for the PE phase, Toll Credits of $28 will be used to match FY15 LA996425 LOS ANGELES, CITY OF INSTALL REVERSIBLE LANE ON SEPULVEDA BL THROUGH TUNNEL AT MULHOLLAND DR, INSTALL BIKE FACILITIES FROM SKIRBALL CENTER DR TO BEL AIR CREST RD, IMPLEMENT INTERSECTION IMPROVEMENTS AT SKIRBALL CENTER DR, I-405 FWY SB ON-RAMP, MORAGA DR, WILSHIRE BL. BIKE FACILITIES LESS THAN A MILE. LAE0180 LOS ANGELES, CITY OF LAUREL CANYON BLVD NEAR VICTORY BLVD. PROJECT WILL PROVIDE FOR PEDESTRIAN SAFETY AND BEAUTIFICATION TREATMENT. ELEMENTS INCLUDE LANDSCAPED MEDIAN ISLANDS. LAE0346 LOS ANGELES, CITY OF LIGHTING, AND SAFETY IMPROVEMENTS ON ROAD LEADING TO HANSEN DAM RECREATION AREA. Access improvements including hillside stabilization and parking lot rehabilitation along Osborne Street between Glenoaks Boulevard and Dronfield Avenue [ref P.L. 110-244, Sec 105(a)(234)] (Change per H.R.1195-6/6/08) (Note-Discovery Science Center will be opening a museum and exhibition space and should be contributing to any improvements needed.) LAE0427 LOS ANGELES, CITY OF IN CITY OF LOS ANGELES, ON 103RD STREET FROM CENTRAL TO GRAHAM & CENTRAL AV. FROM 103RD STREET TO IMPERIAL HWY. PROJECT WILL PROVIDE STREETSCAPE, TRANSIT, AND PEDESTRIAN AMENITIES LAE0518 LOS ANGELES, CITY OF IN THE CITY OF LOS ANGELES, ON BROADWAY W/S FROM 4TH ST. TO 235 N/O 4TH ST, AND 4TH ST FROM BROADWAY TO 120		

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				W/O BROADWAY. REMOVE AND REPLACE SIDEWALKS INCLUDING PORTIONS THAT SPAN. (Note-Broadway Streetscape aka Bringing Back Broadway is being used for the benefit of private business.) LAE1440 LOS ANGELES, CITY OF RECONFIGURE SAN FERNANDO RD. FROM FLETCHER DR. TO I-5 FWY.Install left-turn channelization, improve pedestrian amenities, install wider sidewalks, median islands and landscaping where feasible between Cazador Street to just south of Alice Street (Note-This area has only two lanes which will be reduced to one lane each way with extremely heavy auto, truck and bus traffic especially during the commuting hours. Housing developments have been added on property owned by Metro next to active railroads.) LAE2538 LOS ANGELES, CITY OF KOREATOWN PAVILION GARDEN-TO ENHANCE THE NORTHEAST CORNER OF NORMANDIE AND OLYMPIC BL. Enhance an existing pocket park at the intersection Olympic and Normandie/Irolo with decorative concrete paving and improve streetscape by adding pedestrian improvements such as street furniture, lighting, landscaping, and community identifiers. LAE2699 LOS ANGELES, CITY OF CONSTRUCTION OF NEW MULTI-USE PATH/TRAIL ALONG RIVER BANK BETWEEN SEPULVEDA BLVD & KESTER AVE INCLUDING ACCESS RAMPS, REATAINING WALLS, LANDSCAPING ETC. LAF1524 LOS ANGELES, CITY OF San Fernando Rd. Bike Path Ph. IIIA/IIIB - Construction. Recommend Phase IIIA-Construction of a Class I bike path within Metro owned rail right-of-way along San Fernando Rd. between Branford St. and Tuxford St incl bridge. 2 mile bikepath		

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				LAF1535 LOS ANGELES, CITY OF Bicycle Wayfinding Signage Program. Wayfinding signs to direct bicyclists, and educate motorists, to the locations of dedicated bike paths, lanes and routes, destinations, and transit hubs throughout Los Angeles. LAF1611 LOS ANGELES, CITY OF Cesar Chavez Transit Corridor (110 Fwy to Alameda). Installation of pedestrian/transit rider amenities inc. bus stop gardens at three intersections, new pedestrian lighting, street trees in a landscaped parkway & wayfinding signage LAF1612 LOS ANGELES, CITY OF Century City Urban Design and Pedestrian Connection Plan. Project will implement sidewalk improvements, decorative crosswalks, median island, curb ramps, pedestrian lighting, shelters, benches, trash receptacles & street trees. The physical improvements will consist of a meandering pedestrian walkway, solar-powered pedestrian scale lighting, street lighting, trash receptacles, bus benches, (10) bicycle racks. LAF1704 LOS ANGELES, CITY OF Downtown L.A. Alternative Green Transit Modes Trial Program. Offer shared ride-bicycle and Neighborhood Electric Vehicle transit services to LA City Hall as an alternative to overcrowded DASH service (Note-To our knowledge, the DASH service is not overcrowded.) LAF1844 LOS ANGELES, CITY OF Angels Walk Crenshaw. To promote pedestrian activity within the project limits with a guidebook and 15 on-street information markers (historic stanchions) at strategic locations. LAF1845 LOS ANGELES, CITY OF		

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				Angels Walk Highland Park. To promote pedestrian activity within the project limits with a guidebook and 15 on-street information markers at strategic locations LAF3148 LOS ANGELES, CITY OF North Main St. Grade Separation: Construct a new grade separation over UPRR and Metrolink & LA River while preserving the existing historic N. Main St. Bridge. Bike lanes will be added at the shoulders of the bridge. Other work components include realigning Albion Street and modifying the intersections of North Main and Mesnager Street at the west end LAF3515 LOS ANGELES, CITY OF San Fernando Rd. Bike Path Ph. IIIB Construction. Construct 2.75 mile Class I bike path within METRO right-of-way along San Fernando Rd. between Tuxford St. and Cohasset St. to complete 12-mile bikeway.. The project is located within the City of Los Angeles, in the community of Sun Valley. The project consists of a Class I facility 12 feet in width and 2.75 miles in length between Tuxford St. and Cohasset St. (Burbank City limit). LAF3640 LOS ANGELES, CITY OF LANI - Evergreen Park Street Enhancement Project. Increase pedestrian safety and access by providing improved crosswalks, new bus shelters and street trees to enhance connectivity between transit and area landmarks.. The proposed project is located in the Boyle Heights community of Los Angeles LAF3653 LOS ANGELES, CITY OF Pasadena Ave Ped Connection to Gold Line Heritage Sq Station. This project will implement sidewalk improvements, street furniture, safety lighting, street trees, and enhanced crosswalks along Pasadena Ave between Broadway to to Figueroa St. This project will improve pedestrian connectivity to the Gold Line Heritage Square Station (Note-This area is not well traveled by pedestrians. Autos and		

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				trucks service the area and buses provide transportation to non-car owners.) LAF3721 LOS ANGELES, CITY OF Angels Walk Silverlake. Promote pedestrian activity within the project limits with a guidebook and 15 on-street information markers (historic stanchions) at strategic locations. LAF3722 LOS ANGELES, CITY OF Angels Walk Boyle Heights. Promote pedestrian activity within the project limits with a guidebook and 15 on-street information markers (historic stanchions) at strategic locations LAF3726 LOS ANGELES, CITY OF First and Last Mile Transit Connectivity Options. Implement a pilot shared fleet vehicle program that includes, bikes, alternative green vehicles for first & last miles from Union Station to and other Downtown locations. LAF3731 LOS ANGELES, CITY OF Downtown LA Inter-Modal Transit Information and Wayfinding. Install transit information monitors, variable message signs, interactive kiosks & parking availability signage along Broadway Corridor to Olympic. LAF5519 LOS ANGELES, CITY OF This project is located in the City of Los Angeles. Construction of Bicycle Friendly Street treatments: at least 100 directional signs, at least 500 shared lane markings, and bicycle detectors and markings provided to at least 15 signalized intersections. Other treatments will include traffic calming devices and diversion, which include at least one diverter and roundabout LAF5525 LOS ANGELES, CITY OF To design and construct curb-side bicycle parking (bicycle corral) that will serve each Council District. The project requires surface modifications to curbside parking areas for installing at least 150 bike racks.		

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				LAF5707 LOS ANGELES, CITY OF Angels Walk Central Avenue. This project will provide 15 on-street information markers (historic stanchions), guide books and digital access on the Internet to guide pedestrians and transit users in a significant segment of Central Av, informing them of the history and culture of the area. It will also link the pedestrian to Downtown via connections to public transit options along this Angels Walk Route. LAF5710 LOS ANGELES, CITY OF Experience LA Historic Cultural Neighborhood Connections. Installation of 22 kiosks at transit hubs in activity centers throughout the City of Los Angeles. By utilizing smart technology transit users will be able to use cell phones or the kiosk to find information that will make the transfer more seamless to their final destination LAF7131 LOS ANGELES, CITY OF CENTURY BOULEVARD EXTENSION BETWEEN GRAPE STREET AND ALAMEDA STREET: Extends Century Bl by approx 2,600 ft from Grape St to Alameda St with a 2 lane roadway, sidewalks on both sides, Class II bike lane, ped/bike facilities, and landscaping LAF7628 LOS ANGELES, CITY OF WATTS STREETSCAPE IMPROVEMENTS PHASE 2: Installs ADA ramps, landscaping street trees, street furniture, ped lighting, crosswalk enhancements, curb extensions, sharrows, and ped & bike wayfinding signage LAF7708 LOS ANGELES, CITY OF BICYCLE BOARD DEMO PROJECT: Installs 12 interactive display screens and 96 bicycle counters to encourage greater use of bicycles and reducing Vehicle Miles Traveled LAF7814 LOS ANGELES, CITY OF LADOT STREETS FOR PEOPLE: TRANSIT CORRIDOR PARKLETS		

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				AND PLAZAS: Installs 12 parklets and 3 plazas. The limits of the parklets will be equal to two curbside parking spaces (apprx. 40x 6). The plaza limit varies ranging from 2,000 to 6,000 SF LA0G670 LOS ANGELES, CITY OF Glassell Park Transit Pavilion, Los Angeles.Pavilion will include multiple permanent canopies consisting of fiber glass with metal frames that provide passengers coverage from the weather. Amenities include wandering paths, vegetation and permanent benches for waiting between line transfers of the 5 local and regional transit lines which use the pavilion as a stop LA0G901 LOS ANGELES, CITY OF Historic Los Angeles Streetcar LAF7423 LOS ANGELES, CITY OF DOWNTOWN BUS MAINTENANCE FACILITY: Constructs a maintenance facility and fueling station on an approximately 2.75-acre property in order to service clean-fuel DASH buses. New facility will Provide six service bays, a bus-washing bay, an administrative building, and parking for 60 DASH vehicles. The facility will also provides layover space for Commuter Express buses. LAF7707 LOS ANGELES, CITY OF LAST MILE FOLDING BIKE INCENTIVE PROGRAM: Provides financial incentives to transit riders towards the purchase of 1,800 collapsible or electric bikes to use in conjunction with bus and rail We ask for CONSISTENCY with the General Plan and Its Elements. Please consider all users of transportation including women, children and the elderly. There is much anger in the City of Los Angeles over wasted tax dollars and no improvements to the quality of life and consideration of people's time. Increase of bus fares due to unwarranted improvements or capital acquisitions is not necessary.		

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				Please redesign this plan to enhance transportation not just special interests and developers. Sports venues and tourism is the design of the hotel developers for the use of transit to increase their revenues. Job development and the economy should be viewed in relationship to the needs of the entire population. Joyce Dillard P.O. Box 31377 Los Angeles, CA 90031		

RESOLUTION NO. 14-562-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING AMENDMENT NO. 2 TO THE 2012–2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2012–2035 RTP/SCS)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WHEREAS, on June 6, 2013, the SCAG Regional Council approved Amendment No. 1 to the 2012–2035 RTP/SCS, and on July 15, 2013, FHWA and FTA found that the 2012–2035 RTP/SCS conforms to the applicable State Implementation Plan (SIP);

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

WHEREAS, on June 5, 2014, SCAG's Transportation Committee authorized the July 1, 2014 release of the Draft Amendment No. 2 to the 2012–2035 RTP/SCS ("Amendment No. 2") and Draft 2015 FTIP for a 30-day public review and comment period;

WHEREAS, in accordance with SCAG's Public Participation Plan and applicable federal and state requirements, a Notice of Availability for a 30-day public review and comment period was posted on SCAG's website at http://scag.ca.gov on July 1, 2014, was published in major newspapers in the six-county region, and the Draft Amendment No. 2 and Draft FTIP was made available on SCAG's website, and copies provided for review at SCAG offices throughout the region;

WHEREAS, in accordance with SCAG's Public Participation Plan and applicable federal and state requirements, public hearings for the Draft Amendment No. 2 and Draft FTIP were held at SCAG's Main Office in Los Angeles on July 10, 2014 and July 24, 2014, and were accessible via videoconferencing at SCAG's offices throughout the region;

WHEREAS, SCAG has received one comment on the Draft Amendment No. 2, and this comment along with SCAG's response are summarized in the final version of the Amendment No. 2;

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

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. 93.105, SCAG consulted with the respective transportation and air quality planning agencies, including but not limited to, discussion of the draft conformity finding before the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) on June 24, 2013. In addition, on August 15, 2014, SCAG met and discussed Amendment No. 2 and the 2015 FTIP with representatives from the six county transportation commissions in the SCAG region and the California Department of Transportation in accordance with California Public Utilities Code Sections 130058 and 130059 (commonly referred to as AB 1246);

WHEREAS, Amendment No. 2 includes a financial plan identifying the financial impact of the changes contained in the Amendment;

WHEREAS, Amendment No. 2 contains a positive transportation conformity determination. Using the final motor vehicle emission budgets released by ARB and found to be adequate by the U.S. Environmental Protection Agency (EPA), this conformity determination is based upon staff's analysis of the applicable transportation conformity tests; and

WHEREAS, conformity of the 2015 FTIP has been determined simultaneously with Amendment No. 2 to the 2012–2035 RTP/SCS in order to address the consistency requirement of federal law.

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

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

1. The Regional Council approves Amendment No. 2 to the 2012–2035 RTP/SCS for the purpose of complying with metropolitan planning requirements and all other applicable laws and regulations as referenced in the above recitals. In adopting this Amendment No. 2, the Regional Council finds as follows:

    a. Amendment No. 2 to the 2012–2035 RTP/SCS complies with all applicable federal and state requirements; and

    b. Amendment No. 2 to the 2012–2035 RTP/SCS complies with the emission reduction targets established by the California Air Resources Board and meets the requirements of SB 375 as codified in Government Code §65080(b) et seq. by achieving per capita GHG emission reductions relative to 2005 of 9% by 2020 and 16% by 2035; and

2. The Regional Council hereby makes a positive transportation conformity determination of Amendment No. 2 to the 2012–2035 RTP/SCS. In making this determination, the Regional Council finds as follows:

    a. Amendment No. 2 to the 2012–2035 RTP/SCS passes the four tests and analyses required for conformity, namely: regional emissions analysis; timely implementation of Transportation Control Measures; financial constraint analysis; and interagency consultation and public involvement.

3. SCAG's Executive Director or his designee is authorized to transmit Amendment No. 2 to the 2012–2035 RTP/SCS and associated conformity findings, to the FTA and the FHWA to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.

APPROVED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 7th day of August, 2014.

_____
Carl E. Morehouse
President
Councilmember, City of San Buenaventura

Attest:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joanna Africa
Chief Counsel

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RESOLUTION NO. 14-562-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE 2014/15 – 2019/20 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (2015 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;

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

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 SCAG Regional Council adopted and approved the FY 2012/13 – 2017/18 FTIP (2013 FTIP) in September 2012. As such, the 2015 FTIP updates the 2013 FTIP;

WHEREAS, the 2015 FTIP is a staged, multi-year, intermodal program of transportation projects which covers six fiscal years, includes a priority list of projects to be carried out in the first four fiscal years (2014/15, 2015/16, 2016/17, and 2017/18) and a listing of obligated projects from prior years that may require state or federal action. Projects in the additional years (2018/19 and 2019/20) are to be considered by the Federal Highway Administration (FHWA) and Federal Transportation Agency (FTA) as informational. The 2015 FTIP is composed of approximately 2200 transportation projects with $31.8billion dollars programmed in fiscal years FY 2014/15 to FY 2019/20;

WHEREAS, SCAG adopted its Final 2012-2035 RTP/SCS in April 2012, with Amendment No. 1 to the 2012-2035 RTP/SCS adopted on June 6, 2013 and Amendment No. 2 to the 2012-2035 RTP/SCS adopted on September 11, 2014. 23 U.S.C. §134(j)(3)(C) and 23 C.F.R. § 450.324(g) requires each project or project phase in the 2015 FTIP to be consistent with the 2012 RTP/SCS;

WHEREAS, 42 U.S.C. § 7506(c)(1) requires the 2015 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;

WHEREAS, the 2015 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;

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;

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;

WHEREAS, 23 C.F.R. §450.316 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;

WHEREAS, SCAG staff has conducted an analysis of the Draft 2015 FTIP and found that the 2015 FTIP complies with federal and state metropolitan planning requirements and is consistent with the 2012-2035 RTP/SCS and its policies as amended by Amendment No. 2 to the 2012-2035 RTP/SCS;

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 2015 FTIP with the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) on June 24, 2014. In addition, on August 15, 2014, SCAG met and discussed Amendment No. 2 to the 2012 RTP/SCS and the 2015 FTIP with representatives from the six county transportation commissions in the SCAG region and the California Department of Transportation in accordance with

California Public Utilities Code Sections 130058 and 130059 (commonly referred to as AB 1246);

WHEREAS, SCAG's Transportation Committee authorized the release of the Draft 2015 FTIP for a 30-day public review and comment period on June 5, 2014. The Draft 2015 FTIP was available for public review and comment from July 1 to July 31, 2014, during which time SCAG held two (2) public hearings regarding the Draft 2015 FTIP on July 10 and 24, 2014, respectively;

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 2015 FTIP;

WHEREAS, the 2015 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 2015 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 2015 FTIP as required by 23 U.S.C. §134(h)(2)(b). Further, the 2015 FTIP reaffirms the transportation conformity determination of the 2012-2035 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 2015 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 2015 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 2015 FTIP, the Regional Council finds as follows:

    a. The 2015 FTIP complies with all applicable federal and state requirements;

    b. The 2015 FTIP implements and is consistent with SCAG's 2012-2035 RTP/SCS as amended;

    c. The 2015 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 2015 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 2015 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 2015 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 11th day of September, 2014.

_____
Hon. Carl E. Morehouse
President, SCAG
Councilmember, City of San Buenaventura

Attested by:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joann Africa
Chief Counsel

2012-2035 RTP/SCS Amendment No. 2

- Amendment No. 1 was adopted in June 2013.
- Since then, SCAG received additional requests from CTCs for revisions to allow critical projects to move forward.
- Changes in Amendment No. 2 include:
  - add 6 new Plan projects;
  - revise 16 existing Plan projects; and
  - revise FTIP projects (reflected in 2015 FTIP)
- Amendment No. 2 meets federal and state requirements including conformity and SB375

2015 Federal Transportation Improvement Program (FTIP)

Presented to
the Transportation Committee and Regional Council

September 11, 2014
Rich Macias
Director, Transportation Planning

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

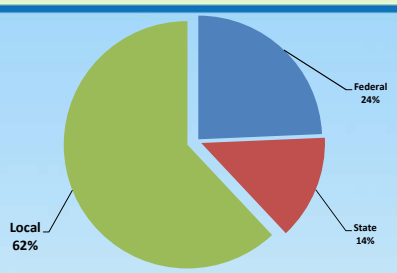
What is the Federal Transportation Improvement Program (FTIP)?

- The FTIP is a federally mandated list of transportation investment priorities in the SCAG region.
- Federal regulations require the FTIP be updated at least every four years, SCAG updates it every 2 years to be consistent with the State Transportation Improvement Program (STIP).
- The FTIP is prepared by SCAG in coordination and consultation with the County Transportation Commissions (CTCs) through a bottoms-up approach, it is a multimodal list of capital improvements programmed with various federal, state, and local fund sources proposed over a six-year period.
- 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. The FTIP is the implementing arm to the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) policies and goals.

What is the Federal Transportation Improvement Program (FTIP)? Cont.

- The FTIP is a dynamic document that is amended frequently to reflect updates to funding, schedules, and program priority changes.
- The 2015 FTIP includes approximately 2,200 projects in the region, representing an investment of $31.8 billion from 2014 to 2020.
- Funding programmed in the first two years are committed funds. Funds in years three and four are reasonably available. Funds in year five and six are for informational purposes.

Summary of 2015 FTIP by Funding Source



Summary of 2015 FTIP by Funding Source (in 000's)				
	Federal	State	Local	Total
2014/15	$1,357,919	$1,813,403	$3,599,974	$6,771,296
2015/16	$1,481,401	$1,030,142	$4,016,979	$6,528,522
2016/17	$1,103,511	$849,868	$3,071,274	$5,024,653
2017/18	$1,275,417	$425,221	$3,868,566	$5,569,204
2018/19	$1,822,951	$216,135	$2,546,073	$4,585,159
2019/20	$694,114	$20,438	$2,615,961	$3,330,513
Total	$7,735,313	$4,355,207	$19,718,827	**$31,809,347**
% of Total	24%	14%	62%	100%

2015 FTIP Investment Categories

Approximately 2200 projects programmed region-wide for an investment of $31.8 billion.

Conformity Tests for the 2015 FTIP

The 2015 FTIP has met the Five tests for transportation conformity:

✓ **Consistent with 2012 Regional Transportation Plan**

The FTIP is consistent with the 2012 RTP/SCS

✓ **Regional Emissions Analysis**

Projects in the FTIP meet the Air Quality Standards set forth in the State Implementation Plan (SIP).

✓ **Timely Implementations of Transportation Control Measure (TCM)**

The FTIP includes projects that meet this test.
TCMs reduce pollutants from transportation sources by reducing vehicle use or congestion conditions.

✓ **Financial Constraint**

The 2015 FTIP complies with federal financial constraint requirements.

✓ **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 10 and July 24, 2014.
- 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 15th.

Comments received on the Draft 2015 FTIP

- Received a total of nine comments from federal, state, and local jurisdictions as well as a number of organizations and citizens.
- ClimatePlan, along with several other agencies, have stated the need to include performance measures in the document.
- Both the Transportation Corridor Agency and the Endangered Habitats League provided comments on the SR-241 project in Orange County.
- FHWA and Caltrans stated that SCAG's document has fulfilled the regulatory process and recommends that SCAG formally submit the document for final approval.

Staff Recommendation

Staff asks that the TC recommend to the Regional Council to adopt Resolution No. 14-562-2 approving Amendment No. 2 to the 2012–2035 RTP/SCS and Resolution No. 14-562-3 approving the Final 2015 FTIP.

Thank you.

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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REPORT

AGENDA ITEM NO. 8

DATE: September 11, 2014

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

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

SUBJECT: Amendment 1 of the Fiscal Year (FY) 2014-15 Overall Work Program (OWP)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION FOR EAC:
Recommend that the Regional Council adopt Resolution No. 14-562-4 approving Amendment 1 to the FY 2014-15 OWP and authorize the Executive Director, or his designee, to submit the necessary administrative documentation to the California Department of Transportation (Caltrans).

RECOMMENDED ACTION FOR RC:
Adopt Resolution No. 14-562-4 approving Amendment 1 to the FY 2014-15 OWP and authorize the Executive Director, or his designee, to submit the necessary administrative documentation to the California Department of Transportation (Caltrans).

EXECUTIVE SUMMARY:
Staff seeks the Regional Council's approval by adopting Resolution No. 14-562-4 related to Amendment 1 of SCAG's OWP for Fiscal Year 2014-15. Amendment 1 will increase the overall budget by $7 million from $44.4 million to $51.4 million. The increase is funded by 29% carryover of Federal Highway Administration (FHWA) Planning (PL) and Federal Transit Administration (FTA) funds, 33% by Transportation Development Act (TDA) funds, 4% by required TDA match and 34% by other grant funds and in-kind match. The change in Amendment 1 results from adding prior year's unspent funds (carryover) to projects that were reduced as part of balancing the FY15 budget and reprogramming TDA funds to all remaining projects from the 2013 Sustainability Call for Projects, Phase III. In this amendment, six (6) new Caltrans Transportation Planning grants awarded in July will be added; a Strategic Growth Council grant awarded to SCAG for the third consecutive year; and an FHWA Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) grant will also be added. In addition, the budget will be adjusted for two existing grant projects.

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

BACKGROUND:
On May 1, 2014, the Regional Council adopted the 2014-15 Overall Work Program (OWP) and authorized the Executive Director to submit the OWP to the Department of Transportation (CALTRANS), Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) for approval. On June 30, 2014, SCAG received notification from CALTRANS of the approval of its FY 2014-15 OWP. Amendment 1 includes programming $2.4 million of FY 2013-14 carryover of FHWA PL, FTA funds and TDA matching funds and $2.2 million TDA funds reprogrammed to fund all remaining projects from the 2013 Sustainability Call for Projects, Phase III.

The changes for Amendment 1 are listed as follows:

Project Budget Adjustments

East-West Freight Corridor/I-15 Phase II		*200,000*
Enterprise GIS (EGIS) Implementation		*129,600*
Goods Movement Planning		*100,000*
Model Enhancement and Maintenance		*175,000*
Planning System Development		*80,000*
Public Health & Active Transportation: Economic Impact Study		*50,000*
Regional Aviation Demand Forecasts & Airport Ground Access Element for 2016 RTP/SCS.		*250,000*
Regional Growth and Policy Analysis		*65,000*
Regional Transportation Plan Outreach		*100,000*
Region-wide data coordination.		*56,478*
Regulatory Compliance		*100,000*
RTP Financial Planning		*375,000*
RTP/SCS Land Use Policy and Program Development		*50,000*
SCAG Goods Movement Border Crossing Study – Phase II		*75,000*
SCAG Regional Active Transportation Database Collection and update (Phase 2)		*75,000*
Southern California Economic Growth Strategy		*100,000*
Sustainability Program Call for Projects		*2,200,000*
System Preservation		*100,000*
Transportation User Fee—Groundwork Project Phase II		*100,000*
University Partnership & Collaboration		*165,000*
Urban Goods Movement (Warehousing/Transloading in the SCAG Region)		*75,000*
	Subtotal	**$ 4,621,078**

New Grant Projects

Anaheim: Integrated Transportation & Capacity Building Plan		*200,000*
Aviation Blvd. Multimodal Corridor Plan		*277,000*
Malaga Bridge Community Based Opportunities Analysis		*221,325*
Malibu Pacific Coast Highway Parking Master Plan		*284,000*
RTA First and Last Mile Mobility Plan		*195,000*
Strategic Growth Council Grant (Yr 3)		*983,541*
Transit Climate Adaptation & Resiliency Plan for So. California		*175,001*
Use of INVEST to Inform the 2016 RTP/SCS		*80,000*
	Subtotal	**$ 2,415,867**

Grant Budget Adjustments

Administration of JARC & New Freedom Program		*15,824*
Pacific Coast Highway Safety Study		*26,071*
	Subtotal	**$ 41,895**
	Grand Total	**$ 7,078,840**

FISCAL IMPACT:

Budget for the preparation of OWP amendments is included in the FY 2014-15 Overall Work Program.

ATTACHMENT:

Resolution Number 14-562-4

RESOLUTION NO. 14-562-4

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING AMENDMENT 1 TO THE FISCAL YEAR (FY) 2014-15 OVERALL WORK PROGRAM (OWP)

WHEREAS, the Southern California Association of Governments ("SCAG") is the Metropolitan Planning Organization, pursuant to 23, U.S.C. 134 et seq. and 49 U.S.C. 5303 et seq. for six (6) counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial;

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

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

WHEREAS, SCAG's Regional Council approved the OWP for FY 2014-15 in May 2014, which was subsequently approved by Caltrans in June 2014;

WHEREAS, SCAG has prepared Amendment 1 to the OWP for FY 2014-15 to increase funds to existing projects, add eight new grant projects, and adjust fund balances to two existing grant projects;

WHEREAS, Amendment 1 to the OWP for FY 2014-15, along with its corresponding staff report, has been reviewed and discussed by SCAG's Executive/Administrative Committee and Regional Council.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments does hereby approve and adopt Amendment 1 to the OWP for FY 2014-15.

BE IT FURTHER RESOLVED:

1. The Regional Council hereby authorizes submittal of Amendment 1 to the FY 2014-15 OWP to the participating State and Federal agencies.

2. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.

3. That SCAG's Executive Director, or in his absence, the Chief Financial Officer, is hereby designated and authorized to submit Amendment 1 to the FY 2014-15 OWP, and to execute all related agreements and other documents on behalf of the Regional council.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 11th day of September, 2014.

_____
Hon. Carl E. Morehouse
President, SCAG
Councilmember, City of San Buenaventura

Attested by:

_____
Hassan Ikhrata
Executive Director

Approved as to Form:

_____
Joann Africa
Chief Counsel

NO. 561
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE MEETING
THURSDAY, AUGUST 7, 2014

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

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held its meeting at the SCAG Los Angeles office. There was a quorum.

Members Present

Hon. Carl Morehouse, President	*San Buenaventura*	District 47
Hon. Cheryl Viegas-Walker, 1st Vice President	*El Centro*	District 1
Hon. Michele Martinez, 2nd Vice President	*Santa Ana*	District 16
Hon. Greg Pettis, Immediate Past President	*Cathedral City*	District 2
Hon. Michael D. Antonovich		Los Angeles County
Hon. Matthew Harper	*Huntington Beach*	OCTA
Hon. Alan Wapner	*Ontario*	SANBAG
Hon. Keith Millhouse	*Moorpark*	VCTC
Hon. Jim Hyatt	*Calimesa*	District 3
Hon. Micheal Goodland	*Eastvale*	District 4
Hon. Ronald Roberts	*Temecula*	District 5
Hon. Frank Navarro	*Colton*	District 6
Hon. Larry McCallon	*Highland*	District 7
Hon. Deborah Robertson	*Rialto*	District 8
Hon. Bill Jahn	*Big Bear Lake*	District 11
Hon. Mike Munzing	*Aliso Viejo*	District 12
Hon. Kathryn McCullough	*Lake Forest*	District 13
Hon. Steven Choi	*Irvine*	District 14
Hon. Leslie Daigle	*Newport Beach*	District 15
Hon. John Nielsen	*Tustin*	District 17
Hon. Leroy Mills	*Cypress*	District 18
Hon. Kris Murray	*Anaheim*	District 19
Hon. Art Brown	*Buena Park*	District 21
Hon. Brett Murdock	*Brea*	District 22
Hon. Gene Daniels	*Paramount*	District 24
Hon. Ali Saleh	*Bell*	District 27
Hon. Dan Medina	*Gardena*	District 28
Hon. Margaret Clark	*Rosemead*	District 32
Hon. Barbara Messina	*Alhambra*	District 34
Hon. John Curtis	*La Cañada/Flintridge*	District 36
Hon. Sam Pedroza	*Claremont*	District 38
Hon. James Gazeley	*Lomita*	District 39

Members Present – *continued*

Hon. Pam O'Connor	*Santa Monica*	District 41
Hon. Steven Hofbauer	*Palmdale*	District 43
Hon. Carmen Ramirez	*Oxnard*	District 45
Hon. Tom LaBonge	*Los Angeles*	District 51
Hon. Jim Katapodis	*Huntington Beach*	District 64
Hon. Ryan McEachron	*Victorville*	District 65
Hon. Michael Wilson	*Indio*	District 66
Hon. Dante Acosta	*Santa Clarita*	District 67
Hon. Julio Rodriguez	*Perris*	District 69
Hon. Andrew Masiel, Sr.	*Pechanga Band of Luiseño Indians*	Tribal Government Rep.

Members Not Present

Hon. Gary Ovitt		San Bernardino County
Hon. Shawn Nelson		Orange County
Hon. Jeff Stone		Riverside County
Hon. Jack Terrazas		Imperial County
Hon. Linda Parks		Ventura County
Hon. Mark Ridley-Thomas		Los Angeles County
Hon. Adam Rush	*Eastvale*	RCTC
Hon. Paul Eaton	*Montclair*	District 9
Hon. Ed Graham	*Chino Hills*	District 10
Hon. Tri Ta	*Westminster*	District 20
Hon. Bruce Barrows	*Cerritos*	District 23
Hon. Mario Guerra	*Downey*	District 25
Hon. Roy Francis	*La Habra Heights*	District 31
Hon. Gene Murabito	*Glendora*	District 33
Hon. Margaret E. Finlay	*Duarte*	District 35
Hon. Carol Herrera	*Diamond Bar*	District 37
Hon. Judy Mitchell	*Rolling Hills Estates*	District 40
Hon. Jess Talamantes	*Burbank*	District 42
Hon. Mark Rutherford	*Westlake Village*	District 44
Hon. Glen Becerra	*Simi Valley*	District 46
Hon. Gilbert Cedillo	*Los Angeles*	District 48
Hon. Paul Krekorian	*Los Angeles*	District 49
Hon. Bob Blumenfield	*Los Angeles*	District 50
Hon. Paul Koretz	*Los Angeles*	District 52
Hon. Nury Martinez	*Los Angeles*	District 53
Hon. Felipe Fuentes	*Los Angeles*	District 54
Hon. Bernard C. Parks	*Los Angeles*	District 55
Hon. Curren D. Price, Jr.	*Los Angeles*	District 56
Hon. Herb Wesson, Jr.	*Los Angeles*	District 57
Hon. Mike Bonin	*Los Angeles*	District 58
Hon. Mitchell Englander	*Los Angeles*	District 59
Hon. Mitch O'Farrell	*Los Angeles*	District 60
Hon. José Huizar	*Los Angeles*	District 61
Hon. Joe Buscaino	*Los Angeles*	District 62

Members Not Present - *continued*

Hon. Karen Spiegel	*Corona*	District 63
Hon. Rusty Bailey	*Riverside*	District 68
Hon. Lisa Bartlett	*Dana Point*	TCA
Mr. Randall Lewis	*Lewis Group of Companies*	Business Representative
Hon. Eric Garcetti	*Los Angeles*	(At-Large)

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Carl Morehouse called the meeting to order at 12:19 p.m. Councilmember Bill Jahn, Big Bear Lake, District 11, led the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

There were no public comments.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the Agenda.

President Morehouse announced the departure of former Regional Councilmember and City of Long Beach Councilmember, James Johnson, who will be formally recognized at the 2015 Regional Conference and General Assembly. Mr. Johnson made farewell remarks. On behalf of the Regional Council, Hasan Ikhrata, Executive Director, presented Mr. Johnson with a token of appreciation.

EXECUTIVE DIRECTOR'S REPORT

SCAG/SCLC – "Fifty Years into the War on Poverty" Summit, August 20, 2014

Hasan Ikhrata, Executive Director, invited the members to the upcoming SCAG/SCLC summit, *"Fifty Years into the War on Poverty,"* scheduled for August 20, 2014, at the California Science Center, from 9AM to 3PM. First Vice President Cheryl Viegas-Walker, El Centro, District 1, recognized and thanked Steve Lambert, 20/20 Network, for organizing the various meetings and stakeholder discussions leading

up to the summit in the SCAG region. She also announced the diverse participation of representatives from health agencies, education, housing, workforce and business groups.

Decision of the 3rd District Court of Appeal on California High-Speed Rail Authority (CHSRA)

Mr. Ikhrata reported that the 3rd District Court of Appeal ruled in favor of the CHSRA with respect to the sale of bonds to pursue the HSR project.

2015 Draft Federal Transportation Improvement Program (FTIP)

Mr. Ikhrata reported that the 30-day public review and comment period for the 2015 FTIP closed on July 31, 2014 after two (2) Public Hearings were held on July 10 and July 24. He emphasized the importance of the document to allow project sponsors to proceed with the state and federal environmental review for project funding and allocation—with 2,200 projects and representing an investment of $31.8 billion.

PRESIDENT'S REPORT

Executive/Administration Committee (EAC) Retreat – Update

As Chair of the EAC, President Morehouse reported that the EAC Retreat was held in Ventura County, July 10 – 11, 2014. The following topics were discussed and guidance was given to staff related to the: update of SCAG Regional Council Policy Manual; revision of the SCAG Scholarship Award Program; Healthy Communities Program; SCAG FY 2014-15 Budget; development of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) including emerging technologies, system preservation, funding strategy, Goods Movement, First/Last Mile connectivity, and aviation; recognition of SCAG's 50th Anniversary at the 2015 Regional Conference and General Assembly; and the role of education, health issues, performance measures and expansion of stakeholder interest (labor, educators, service providers) for the upcoming SCAG/SCLC Poverty Summit, August 20, 2014.

Summary Report on SCAG Delegation Activities in China, June 2014

President Morehouse noted a summary report included in the packet regarding his participation as a SCAG representative and part of the SCAG delegation at the International Regional Planning and Interagency Collaboration Discussion Workshop organized by the Chinese Academy of Sciences in Beijing, China. He also reported that, on behalf of SCAG, he signed a Memorandum of Understanding (MOU) with the Jingsu Transportation Institute in Nanjing, China. He acknowledged the following SCAG staff for coordinating the travel and meetings in China: Huasha Liu, Ping Wang, Annie Nam, Jacob Lieb and Jonathan Nadler.

2014 SCAG Scholarship Program Award Recipients

President Morehouse recognized the following 2014 SCAG Scholarship Program Award recipients from the following counties: Imperial County, Amber Valenzuela; Los Angeles County, John Marcus and Elena Villaescusa Pineda; Orange County, Andrea Kim; Riverside County, Taylor Thomas; Ventura County, Marisa Pedroso; and San Bernardino County, Oscar Sandoval-Banuelos.

New Members and Committee Appointments

President Morehouse congratulated and announced the following new members and committee appointments:

New Regional Council Members
John Sibert, Malibu, District 44
Jose Luis Solache, Lynwood, District 26
Micheal Goodland, Jurupa Valley, District 4

Appointments to the Energy and Environment Committee (EEC)
Diana Mahmud, South Pasadena, SGVCOG
Joe Shaw, Huntington Beach, OCCOG

Appointment to the Community, Economic, and Human Development (CEHD) Committee
Joe McKee, Desert Hot Springs, CVAG

Appointments to the Transportation Committee (TC)
Jonathan Curtis, La Cañada/Flintridge, District 36
Steve Hofbauer, Palmdale, District 43 [transferred from CEHD]
Dante Acosta, Santa Clarita, District 67

Next Regional Council Meeting

President Morehouse announced the next Regional Council meeting is scheduled on the second Thursday, September 11, 2014, to allow members to attend the League of California Cities Annual Conference on September 3 – 5, 2014.

Electronic Voting System

Joe Silvey, General Counsel, reminded the Regional Council members regarding SCAG's electronic voting system process that requires members to vote on the communicator keypad using a pre-coded identifying smartcard. He asked the members to insert the smartcards in the keypad when voting; to remove the cards if they need to leave the meeting room; and to re-insert the cards when they return to the meeting. Mr. Silvey cautioned the members to use care when selecting their votes while using the keypad as the Minutes of the Meetings will be based on these electronically-recorded votes which will indicate how each member voted and will be a part of the official record of the Regional Council meeting minutes.

Business Update

No report was provided.

Air Resources Board – Update

No report was provided.

COMMITTEE REPORTS/ACTION ITEMS

Executive/Administration Committee (EAC) Report

1. Federal Transit Administration (FTA) Section 5310 Administration Hybrid Partnership between MPOs and Caltrans

Hasan Ikhrata, Executive Director, introduced the item and provided background information.

A MOTION was made (McCallon) to approve the Memorandum of Understanding (MOU) between Caltrans and SCAG, and authorize SCAG's Executive Director or his designee, to execute the MOU and related agreements and documents to implement the FTA Section 5310 program. Motion was SECONDED (Viegas-Walker) and passed by the following votes:

AYE/S: Acosta, Antonovich, Brown, Choi, Clark, Curtis, Daigle, Gazeley, Goodland, Hofbauer, Jahn, Martinez, Masiel, Sr., McCallon, McEachron, Medina, Mills, Munzing, Murdock, Navarro, Nielsen, O'Connor, Pedroza, Pettis, Ramirez, Robertson, Rodriguez, Saleh, Solache, Viegas-Walker, Wapner, and Wilson.
NOE/S: None
ABSTAIN: None

2. SCAG Sustainability Planning Grants Program - New Member Project Applications

Hasan Ikhrata, Executive Director, introduced the item and provided background information.

A MOTION was made (Martinez) to approve the staff recommendation. Motion was SECONDED (Pettis) and passed by the following votes:

AYE/S: Acosta, Antonovich, Brown, Choi, Clark, Curtis, Daigle, Daniels, Gazeley, Goodland, Hofbauer, Hyatt, Jahn, Martinez, Masiel, Sr., McCallon, McCullough, McEachron, Medina, Mills, Morehouse, Munzing, Murdock, Navarro, Nielsen, O'Connor, Pedroza, Pettis, Ramirez, Robertson, Roberts, Rodriguez, Saleh, Solache, Viegas-Walker, Wapner, and Wilson.
NOE/S: None
ABSTAIN: None

3. Resolution No. 14-561-1 regarding Acceptance of U.S. Department of Energy (DOE) Funds for the United Parcel Service (UPS) Los Angeles Metro Zero-Emission Delivery Vehicle Demonstration Project

Hasan Ikhrata, Executive Director, introduced the item and provided background information.

A MOTION was made (Robertson) to approve Resolution No. 14-561-1 authorizing SCAG to accept, if awarded, DOE ZECT Demonstration Grant Program funds to support the UPS LA Metro Zero-Emission Delivery Vehicle Demonstration Project. Motion was SECONDED (Acosta) and passed by the following votes:

AYE/S: Acosta, Antonovich, Brown, Choi, Clark, Curtis, Daigle, Daniels, Gazeley, Goodland, Hofbauer, Hyatt, Jahn, Martinez, Masiel, Sr., McCallon, McCullough, McEachron, Medina, Mills, Morehouse, Munzing, Murdock, Navarro, Nielsen, O'Connor, Pedroza, Pettis, Ramirez, Robertson, Roberts, Rodriguez, Saleh, Solache, Viegas-Walker, Wapner, and Wilson.
NOE/S: None
ABSTAIN: None

4. Resolution No. 14-561-2 regarding Acceptance of Southern California Active Transportation Safety and Encouragement Campaign Funds

Hasan Ikhrata, Executive Director, introduced the item and provided background information.

A MOTION was made (Jahn) to approve Resolution No. 14-561-2 authorizing SCAG to accept, if awarded, Caltrans' Active Transportation Program funds to support the Southern California Active Transportation Safety and Encouragement Campaign. Motion was SECONDED (Martinez) and passed by the following votes:

AYE/S: Acosta, Antonovich, Brown, Choi, Clark, Curtis, Daigle, Daniels, Gazeley, Goodland, Hofbauer, Hyatt, Jahn, Martinez, Masiel, Sr., McCallon, McCullough, McEachron, Medina, Messina, Mills, Morehouse, Murdock, Navarro, Nielsen, O'Connor, Pedroza, Pettis, Ramirez, Robertson, Roberts, Rodriguez, Saleh, Solache, Viegas-Walker, Wapner, and Wilson.
NOE/S: Munzing
ABSTAIN: None

5. Resolution No. 14-561-3 for Federal Highway Administration (FHWA) Funds for the Use of the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) to Assist in the Development of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

Hasan Ikhrata, Executive Director, introduced the item and provided background information.

A MOTION was made (Robertson) to approve Resolution No. 14-561-3, authorizing SCAG to accept FHWA funds to support use of INVEST to assist in the development of the 2016 RTP/SCS. Motion was SECONDED (Navarro) and passed by the following votes:

AYE/S: Acosta, Antonovich, Brown, Choi, Clark, Curtis, Daigle, Daniels, Gazeley, Goodland, Hofbauer, Hyatt, Jahn, Martinez, Masiel, Sr., McCallon, McCullough, McEachron, Medina, Messina, Mills, Morehouse, Munzing, Murdock, Navarro, Nielsen, O'Connor, Pedroza, Pettis, Ramirez, Robertson, Roberts, Rodriguez, Saleh, Solache, Viegas-Walker, Wapner, and Wilson.
NOE/S: None
ABSTAIN: None

6. Resolution No. 14-561-4 regarding Acceptance of Federal Highway Administration (FHWA) Implementation Assistance Program Funds

Hasan Ikhrata, Executive Director, introduced the item and provided background information.

A MOTION was made (Choi) to approve Resolution No. 14-561-4, authorizing SCAG to accept, if awarded, FHWA Implementation Assistance Program funds. Motion was SECONDED (Viegas-Walker) and passed by the following votes:

AYE/S: Acosta, Antonovich, Brown, Choi, Clark, Curtis, Daigle, Daniels, Gazeley, Goodland, Hofbauer, Hyatt, Jahn, Martinez, Masiel, Sr., McCallon, McCullough, McEachron, Medina, Messina, Mills, Morehouse, Murdock, Navarro, Nielsen, O'Connor, Pedroza, Pettis, Ramirez, Robertson, Roberts, Rodriguez, Saleh, Solache, Viegas-Walker, Wapner, and Wilson.
NOE/S: None
ABSTAIN: None

Transportation Committee (TC) Report

As Chair of the TC, Councilmember Alan Wapner, SANBAG, reported that the TC discussed the Anaheim Regional Transportation Intermodal Center (ARTIC) Project; overview of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) development process; the Transportation System Preservation, Safety and Operation; and emphasized the importance that SCAG take a position to encourage the state to expand the number of public participation meetings on the approved Cap-and-Trade Expenditure Plan.

Community, Economic, and Human Development (CEHD) Committee Report

As Vice Chair of the CEHD Committee, Councilmember Bill Jahn, Big Bear Lake, District 11, reported that there were a number of informational items received by the committee.

Audit Committee Report

As Chair of the Audit Committee, Councilmember Michele Martinez, Santa Ana, District 16, reported on the following: election of Councilmember Margaret Finlay, Duarte, District 35, as Vice Chair; the external auditors, Vasquez & Co., LLC, will be presenting results of monitoring tasks at the October 14, 2014 Audit Committee meeting; and launch of a new SCAG Finance and Budget webpage to enhance credibility, financial transparency and display of budget and financial information.

Energy and Environment Committee (EEC) Report

As Chair of the EEC, Councilmember Deborah Robertson, Rialto, District 8, stated that after providing a presentation at the June 5 EEC meeting on Annual Household Costs Water, Flood Control, Storm Water and Wastewater Survey, the City of Monrovia Mayor will be presenting at the Regional Council today. She noted the 17 graduates who participated in the U.S. Environmental Protection Agency (EPA) Super Job Training Initiative (SuperJTI) Program—a national contract—offered to communities affected by hazardous waste sites regulated by the Superfund were all recognized last month in Rialto, California.

7. Annual Household Costs Water, Flood Control, Storm Water and Wastewater Survey

Hasan Ikhrata, Executive Director, introduced the item and provided background information. He introduced the San Gabriel Valley Council of Governments President and City of Monrovia Mayor Maryann Lutz.

Mayor Lutz provided a presentation on "Stormwater / Runoff Water MS4." She discussed the background of the regulation under the Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination Program (NPDES); the flexible compliance alternatives; funding source; and the participation of the U.S. Conference of Mayors Water Council in developing resolutions, drafting legislation and completion of a survey to present to legislators and the U.S. Environmental Protection Agency (EPA) the actual costs of water programs in the community. In closing, she encouraged the Regional Council members of their respective cities to complete the survey.

President Morehouse thanked Mayor Lutz for the presentation. Supervisor Antonovich commented on feasible regulations that must be developed by Congress and not through a regulatory agency as a means to fund a program.

A MOTION was made (Clark) to approve recommendation to urge every city within the SCAG region to participate in the Water Affordability Survey organized by the U.S. Conference of Mayors. Motion was SECONDED (Pedroza) and passed by the following votes:

AYE/S: Acosta, Antonovich, Brown, Clark, Curtis, Daigle, Daniels, Gazeley, Goodland, Hofbauer, Hyatt, Martinez, McCallon, McCullough, McEachron, Messina, Mills, Morehouse, Murdock, Navarro, O'Connor, Pedroza, Pettis, Ramirez, Roberts, Rodriguez, Saleh, Solache, Viegas-Walker, Wapner, and Wilson.
NOE/S: Medina and Munzing.
ABSTAIN: None

Legislative/Communications and Membership Committee (LCMC) Report

As Chair of the LCMC, Councilmember Pam O'Connor, Santa Monica, District 41, noted the committee's recommendation to support ongoing memberships sponsorship on Agenda Item No. 13; and the Federal and State Legislative Update on Agenda Item No. 18.

CONSENT CALENDAR

Approval Items

8. Minutes of the June 5, 2014 Meeting

9. Contracts $200,000 or Greater: Contract No. 14-019-C1, Public Private Partnership (PPP) Finance and Delivery Strategies Screening for the East West Freight Corridor

10. Contracts $200,000 or Greater: Contract No. 14-024-C1, Interstate 405 (I-405) Corridor Master Plan

11. Contracts $200,000 or Greater: Contract No. 15-002-G1, State Governmental Affairs Consulting and Lobbying Services

12. Amendment(s) Greater than 30% of the Contract's Original Value: Contract No. 13-018, Organizational Development Services

Receive and File

13. SCAG Memberships and Sponsorship

14. SCAG Sustainability Planning Grants Program – Monthly Update

15. Progress of the Bottom-up Local Input Process for the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)

16. 2014 Regional Council and Policy Committees Meeting Schedule

17. 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

18. State Approved Cap-and-Trade Expenditure Plan

19. August 2014 State and Federal Legislative Update

20. CFO Monthly Report

A MOTION was made (O'Connor) to approve Agenda Item Nos. 8 to 13; and to Receive and File Agenda Item Nos. 14 to 20. Motion was SECONDED (Navarro) and passed by the following votes:

AYE/S: Acosta, Antonovich, Brown, Clark, Curtis, Daigle, Daniels, Gazeley, Goodland, Hofbauer, Hyatt, Martinez, McCallon, McCullough, McEachron, Medina, Messina, Mills, Morehouse, Munzing, Murdock, Navarro, O'Connor, Pedroza, Pettis, Ramirez, Roberts, Rodriguez, Saleh, Viegas-Walker, Wapner, and Wilson.
NOE/S: None
ABSTAIN: Solache

FUTURE AGENDA ITEM/S

There was no request for a future agenda item.

ADJOURNMENT

There being no further business, the Regional Council meeting adjourned at approximately 1:46 p.m. in memory of Daniel Pohl, the grandson of Regional Councilmember Bill Jahn, who recently passed away.

The next meeting of the Regional Council is scheduled for Thursday, September 11, 2014 at the Los Angeles office.

Lillian Harris-Neal, Clerk of the Board

REPORT

AGENDA ITEM NO. 10

DATE: September 11, 2014

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

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

SUBJECT: Contracts $200,000 or Greater: Contract No. 14-020-C1, 48-Month Lease of Production Copier/Printer Equipment and Print Management Software

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve Contract No. 14-020-C1 with Konica-Minolta Business Solutions Inc. (Konica-Minolta), in an amount not-to-exceed $505,595, for 48-month lease of two (2) production machines, one (1) high-volume scanner, and finishing equipment to be housed in the Reprographics Center; ten (10) walk-up machines, plus one new check printer; five (5) walk-up machines in the regional offices; and the purchase of enterprise print management software.

EXECUTIVE SUMMARY:
With the lease and purchase agreement, SCAG will be able to implement a single, comprehensive print management program that includes new reproduction center equipment; walk-up equipment; as well as usage tracking and reporting.

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

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

Consultant/Contract #	Contract Purpose	Contract Amount
Konica-Minolta (14-020-C1)	Replace old reprographics equipment and staff walk-up equipment, usage tracking and reporting.	$505,595

FISCAL IMPACT:
Funding of $117,826 is available in the FY 2014-15 budget, funding of $119,314 is available in the FY 2015-16 budget, and the remaining $268,455 is expected to be available in the FY 2016-17, 2017-18, 2018-19 budgets, subject to budget availability.

ATTACHMENT:
Contract No. 14-020-C1

CONTRACT 14-020-C1

Recommended Consultant: Konica-Minolta Business Solutions USA Inc. (Konica-Minolta)

Background & Scope of Work: SCAG is replacing the existing Production Copier/Printer equipment currently under lease, as well as most of its existing printer and fax equipment. The current leases from Canon and Xerox expired on or before June 30, 2014.

With the lease and purchase agreement, SCAG will be able to implement a single, comprehensive print management program that includes new reproduction center equipment, new staff walk-up equipment, and usage tracking and reporting. Included are two (2) production machines, one (1) high-volume scanner, and finishing equipment to be housed in the Reprographics center; ten (10) walk-up machines on two floors in Los Angeles, plus one new check printer; five (5) walk-up machines in the regional offices; and the purchase of enterprise-level print management software.

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

- 15% cost reduction while achieving substantial increase in capabilities;
- Right-sizing of equipment to reduce cost to support aging, outdated printers, faxes, copiers and scanners;
- Increase staff efficiency by installing high-performance equipment that uses a single interface across all SCAG offices;
- Implement easy-to-use authentication (badge swipe) to ensure reduction of waste from misrouted or forgotten print jobs;
- Enable secure printing of confidential materials, allowing the reduction of desktop printers for supervisory staff; and
- Support sustainability efforts with energy efficiency and allowing on-site, on-demand printing that replaces outsourcing that requires higher job volumes.

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

Contract Amount: **Total not-to-exceed** **$505,595**
Konica-Minolta

Note: Konica-Minolta originally proposed $579,408, but staff negotiated the price down to $505,595 without reducing the scope of work.

Contract Period: October 1, 2014 through September 30, 2018

Project Number: 810-0120.03 $505,595
Funding source: Indirect Cost

Request for Proposal (RFP): SCAG staff notified three (3) firms that hold current Printer-Copier Master Service Agreements (MSAs) of the release of RFP No. 14-020. These firms are recognized as being the most capable of meeting the quality, technical capability and volume

requirements of SCAG. In accordance with SCAG's Contract Manual Section 2.5, version 10, to foster greater economy and efficiency, SCAG's federal procurement guidance (49 CFR Part 18, Section 18.36 [b] [5]) authorizes SCAG to procure goods and services by entering into State and local intergovernmental agreements (Master Service Agreements – MSAs). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially "piggy backing" on the agreement.) SCAG utilized the Western States Contracting Alliance (WSCA) Master Price Agreement 1715. This agreement is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing and qualification for copier leases. The following three (3) proposals were received in response to the solicitation:

Konica-Minolta	**$579,408**
Canon Solutions America, Inc.	$756,535
So Cal Office Technologies (Xerox)	$370,128

Selection Process: The Proposal Review Committee (PRC) evaluated three (3) proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews and onsite visits were held with all three (3) vendors.

The PRC was comprised of the following individuals:

Catherine Kirschbaum, Chief Information Officer, SCAG
Carolyn Hart, Lead Graphic Designer, SCAG
David Milner, Senior Operations Technician (Acting), SCAG
Ruth Abney, Consultant, AgreeYa Solutions

Basis for Selection: The PRC recommended Konica-Minolta for the contract award because the firm:

- Proposed high value, including all-new, advanced equipment and enterprise-level software for a reasonable price;
- Demonstrated the best understanding of the project, specifically, by promoting sustainability, efficiency, reduced costs (including labor reductions not reflected in the proposal), and supporting comprehensive print management;
- Provided the best technical approach, including tools for ensuring quality over long job runs, replaceable components, extensive usage reporting, and automated service and dispatch systems that reduce time to repair; and
- Provided excellent references of public sector clients with similar requirements.

Although Xerox submitted the lowest offer, they provided inadequate information and support throughout the solicitation process. Further, Xerox service mechanisms were not as advanced as Konica-Minolta's, sustainability was not a core focus and the print management software was not the most advanced of the products reviewed.

Conflict Of Interest Form - Attachment
For September 11, 2014 Regional Council Approval

Approve Contract No. 14-020-C1, in an amount not to exceed $505,595, to Konica-Minolta Business Solutions USA Inc. (Konica-Minolta), to replacing the existing Production Copier/Printer equipment currently under lease, as well as most of its existing printer and fax equipment.

This consultant team for this contract includes:
Konica-Minolta Business Solutions USA Inc.

SCAG CONFLICT OF INTEREST FORM

RFP No. 14-020

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: Konica Minolta Business Solutions U.S.A., Inc.

Name of Preparer: Judy Griffin, Major Account Executive

Project Title: Copier and Printer Fleet Equipment and Services

RFP Number: 14-020 **Date Submitted:** 3/12/14

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** "To the best of our knowledge."

   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** "To the best of our knowledge."

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** "To the best of our knowledge."

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** "To the best of our knowledge."

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** "To the best of our knowledge."

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) Myrtha Eugene **hereby declare that I am the (position or title)** Assistant Secretary **of (firm name)** Konica Minolta Business Solutions U.S.A., 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** 3/10/14 **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) — Date: 3/10/14

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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REPORT

AGENDA ITEM NO. 11

DATE: September 11, 2014

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

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

SUBJECT: Contracts $200,000 or Greater: Contract No. 15-010-C1, Microsoft Enterprise Software License Agreement

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve Contract No. 15-010-C1 with CompuCom Systems., Inc., in an amount not-to-exceed $285,696, to provide Microsoft Enterprise Agreement (EA) for software licenses and maintenance, for three-years.

EXECUTIVE SUMMARY:
This contract establishes a three-year agreement for the consultant to provide Microsoft software licenses, maintenance and training to support SCAGs ongoing operations.

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

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

Consultant/Contract #	Contract Purpose	Contract Amount
CompuCom Systems, Inc., (15-010-C1)	The Consultant shall provide a Microsoft Enterprise Agreement (EA) for software licenses and maintenance.	$285,696

FISCAL IMPACT:
Funding of $72,924 is available in the FY 2014-15 budget; $94,982 is expected to be available in the FY 2015-16 budget; $94,232 is expected to be available in the FY 2016-17 budget; and $23,558 is expected to be available in the FY 2017-18, subject to budget availability.

ATTACHMENT:
Consultant Contract No. 15-010-C1

CONSULTANT CONTRACT 15-010-C1

Recommended Consultant: CompuCom Systems, Inc.

Background & Scope of Work: In 2008 and 2011, SCAG entered into 3-year contracts with CompuCom Systems and Microsoft for the Microsoft Enterprise Agreement (EA). Under these agreements, CompuCom Systems acts as the channel partner and reseller for SCAG purchases of Microsoft software licenses, maintenance and training. The current agreement ends on September 30, 2014.

This contract establishes a new 3-year agreement. The contract includes maintenance fees for existing software licenses plus new licenses, as required.

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

- Providing up-to-date automated platforms to perform mission-critical planning and administrative work;
- Increase SCAG staff productivity with the latest desktop and web software;
- Ensure legal compliance, consistent budgeting and lower software costs; and
- Provide staff 24-hour, seven (7) days per week, online training and technical support.

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

Contract Amount: **Total not to exceed** **$285,696**

Year 1 (10/01/14 – 09/30/15)	
Maintenance, existing licenses	$87,232
New licenses, estimated	$10,000
Year 2 (10/01/15 – 09/30/16)	
Maintenance, existing licenses	$87,232
New licenses, estimated	$7,000
Year 3 (10/01/16 – 09/30/17)	
Maintenance, existing licenses	$87,232
New licenses, estimated	$7,000

Contract Period: Notice-to Proceed through September 30, 2017

Project Number: 811-1163.08 – Indirect

Basis for Selection: In accordance with SCAG's Contract Manual Section 2.5, version 10, to foster greater economy and efficiency, SCAG's federal procurement guidance (49 CFR Part 18, Section 18.36 [b] [5]) authorizes SCAG to procure goods and services by entering into State and local intergovernmental agreements (Master Service Agreements – MSA's). The goods and services procured under an MSA were previously competitively procured by another governmental entity

(SCAG is essentially “piggy backing” on the agreement.) SCAG utilized an MSA with the County of Riverside (Enterprise Agreement No. 01E69044, Amendment CTM-01E69633). This agreement is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing and qualification for programs such as Microsoft EA. Any new licenses added by SCAG are purchased annually at the end of Years 1, 2 and 3 in what is termed a license “true up” program. This once-a-year program reduces the administrative burden and compliance risk of tracking and purchasing licenses for new staff or newly-added applications during the year.

It is of critical importance to SCAG operations that the Enterprise Agreement be renewed. SCAG utilizes Microsoft software on a daily basis for Information Technology (IT) infrastructure (servers and desktops), modeling systems, and custom applications that serve our members directly, including the Federal Transportation Improvement Program (FTIP), Regional Transportation Plan (RTP), InterGovernmental Review (IGR), Finance Division systems, SCAG web sites and the new SCAG employee portal. Software includes Visual Studio and Team Foundation Server for software development, Windows Server operating system, Microsoft Office suite, Microsoft Customer Relationship Management (CRM), SQL Server databases, Lync communications software, SharePoint web and collaboration software, and Exchange email suite. Upgrades are covered under the Software Assurance (SA) maintenance provisions of the contract so that SCAG remains current with the latest software versions.

Conflict Of Interest Form - Attachment
For September 11, 2014 Regional Council Approval

Approve Contract No. 15-010-C1, in an amount not to exceed $285,696, to CompuCom Systems, Inc., to provide a Microsoft Enterprise Agreement (EA) for software licenses and maintenance.

This consultant team for this contract includes:
CompuCom Systems, Inc.

Note: Since the purchase was made via a Master Service Agreement, there is no Conflict of Interest From to include with this Attachment.

REPORT

AGENDA ITEM NO. 12

DATE: September 11, 2014

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

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

SUBJECT: Proposition 1 – Water Quality, Supply, and Infrastructure Improvement Act of 2014 - SUPPORT

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Support.

EXECUTIVE SUMMARY:
The Legislative/Communications and Membership Committee (LCMC) at its August 19, 2014 meeting reviewed provisions of AB 1471, the revised water bond bill that passed the California legislature and was signed by the Governor on August 13, 2014. This will replace the $11.14 billion Safe, Clean, and Reliable Drinking Water Supply Act of 2010 on the California November 4, 2014 general election ballot. It will appear as Proposition 1 – Water Quality, Supply, and Infrastructure Improvement Act of 2014. This measure provides for a total bond amount of $7.545 billion, comprised of $7.12 billion of new debt and a $425 million reallocation of exiting bond funds previously approved by voters. Upon review, the LCMC recommended to forward to the Regional Council a support position of Proposition 1, consistent with prior Board-adopted 2014 State Legislative Priorities to support water legislation that invests in water infrastructure to establish a sufficient and reliable source of water to the Southern California region.

BACKGROUND:
Originally passed for the 2010 general election ballot, the Safe, Clean, and Reliable Drinking Water Supply Act of 2010 authorizes the issuance of bonds in the amount of $11.14 billion pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program. The water bond, which has been moved twice by the legislature from the 2010 and 2012 general elections, is set to appear on the November 4, 2014 ballot.

Throughout the year, the Governor and legislative leaders have expressed desire to replace the current water bond proposal with a more fiscally constrained measure that would address the state's most serious water infrastructure needs in a more cost effective, prudent manner. On August 5, 2014, Governor Brown outlined his proposed state Water Action Plan Financing Act of 2014, a $6 billion proposal which would replace the $11.14 billion water bond on the November 4, 2014 General Election ballot. On August 13, 2014, the legislature passed and the Governor signed AB 1471, a negotiated water bond bill that will appear on the November 4, 2014 General Election ballot allocating a total of $7.545 billion in bond funding, of which $7.12 billion is new debt, and $425 million is reallocated from previous bond debt, repurposing $105 million from Prop. 84, $95 million from Prop 50, $81 million from Prop 13, $25.5 million from Prop 204, $13.5 million from Prop 44, $5 million from Prop 82, and

$100 million from Prop. IE. The approved water bond strikes a balance between the smaller $6 billion proposal the Governor put forth and other legislative proposals totaling as much as $10.6 billion.

The bond allocates funds by chapter for the following purposes:

- $520 million for Clean Drinking Water;
- $2.7 billion for STORAGE - Statewide Water System Operational Improvement;
- $1.495 billion for protecting Rivers, Lakes, Streams, Coastal Waters & Watersheds;
- $810 million for Regional Water Security, Climate, & Drought Preparedness (includes $200 million for storm water capture);
- $725 million for Water Recycling;
- $900 million for Groundwater Sustainability;
- $395 million for Flood Management;
- **Total bond amount is $7.545 billion.**

More general provisions of the Act include the following:

- State agencies that receive an appropriation to administer a competitive grant or loan program shall develop and adopt project solicitation and evaluation guidelines;
- Prior to disbursing grants or loans, the state agency shall conduct three public meetings to consider public comments prior to finalizing the guidelines;
- In the appropriation and expenditure of funding, priority will be given to projects that leverage private, federal, or local funding or produce the greatest public benefit;
- Special consideration will be given to projects that employ new or innovative technology or practices, including decision support tools that support the integration of multiple jurisdictions, including, but not limited to, water supply, flood control, land use, and sanitation;
- Funds provided shall not be expended to pay the costs of the design, construction, operation, mitigation, or maintenance of Delta conveyance facilities. Those costs shall be the responsibility of the water agencies that benefit from the design, construction, operation, mitigation, or maintenance of those facilities.

A more detailed breakdown of bond allocations includes:

Storage - $2.7 billion

- Continuous appropriation for water storage projects

Watershed Protection, Watershed Ecosystem Restoration, State Settlements - $1.495 million

- Conservancies - $327.5 million (included among these are within Southern California Baldwin Hills Conservancy, ten million dollars ($10,000,000); Coachella Valley Mountains Conservancy, ten million dollars ($10,000,000); San Diego River Conservancy, seventeen million dollars, ($17,000,000); San Gabriel and Lower Los Angeles Rivers and Mountains conservancy, thirty million dollars ($30,000,000); and Santa Monica Mountains Conservancy, thirty million dollars ($30,000,000);
- Wildlife Conservation Board - $200 million (restoration of flows);
- Department of Fish and Wildlife - $285 million (out of delta, no mitigation on Bay Delta Conservation Plan);
- Department of Fish and Wildlife - $87.5 million (in delta with constraints);

- State settlement obligations - $475 million (Salton Sea restoration is eligible for this funding);
- Rivers and Creeks - $120 million.

Regional Water Reliability – $810 million

- Integrated regional water management - $510 million (included among these funds to the state's hydro-regions under the California Water plan - in Southern California: Ninety-eight million dollars ($98,000,000) for the Los Angeles subregion, which includes the Ventura County watershed; Sixty-three million dollars ($63,000,000) for the Santa Ana subregion; Fifty-two million five hundred thousand dollars $52,500,000) for the San Diego subregion);
- Storm water capture - $200 million;
- Water conservation - $100 million.

Safe Drinking Water - $520 million

- Provide clean, safe and reliable drinking water to all Californians, with minimum to leverage federal funds for safe drinking water and clean water programs and for disadvantaged communities;
- Small Community Wastewater Program - $260 million;
- Drinking Water Public Infrastructure - $260 million;

Water Recycling - $725 million

- Statewide water recycling projects and activities.

Groundwater Sustainability - $900 million

- Prevent and reduce groundwater contaminants - $800 million;
- Provide sustainable groundwater management planning and implementation - $100 million.

Statewide Flood Management - $395 million

- Statewide flood management projects and activities - $100 million;
- For Delta levee subvention programs and delta flood protection projects - $295 million.

A partial list of current on-record support of the water bond includes:

- Agricultural Council of California;
- Audubon Society;
- Western Agricultural Processors;
- Clean Water Action;
- Association of California Water Agencies;
- American Rivers, Audubon Society;
- Bay Area Business Council;
- California Alliance for Jobs;
- California Chamber of Commerce;
- California Coalition of Utility Workers;
- California Conference of Carpenters;
- California Farm Bureau Federation;
- California Labor Federation;
- California League of Conservation Voters;

- California-Nevada Conference of Operating Engineers;
- California State Pipe Trades Council;
- California Trout;
- California Waterfowl Association;
- California Coalition of Utility Workers;
- Community Water Center;
- Contra Costa Water District;
- Defenders of Wildlife, Ducks Unlimited;
- Metropolitan Water District of Southern California;
- Natural Resources Defense Council;
- San Diego County Water Authority;
- Santa Clara Valley Water District;
- Silicon Valley Leadership Group;
- State Association of Electrical Workers;
- State Building and Construction Trades Council of California;
- California State Council of Laborers, Sonoma County Water Agency;
- The Nature Conservancy;
- Trout Unlimited;
- Western Growers Association;
- WateReuse California;
- Defenders of Wildlife;
- Northern California Water Association;
- California Building Industry Association;
- Westlands Water District;
- Yuba County Water Agency;
- California Fresh Fruit Association;
- Sacramento County;
- San Diego County Water Authority;
- Upper San Gabriel Valley Municipal Water District;
- Contra Costa County;
- Yolo County;
- Yuba County Water Agency;
- Solano County.

There is no on-record list of opposing organizations.

The League of California Cities has not yet taken position on the proposed water bond; the California State Association of Counties' Board of Directors will review the measure at its September 4, 2014 meeting. Consistent with SCAG's adopted 2014 state legislative priorities, the LCMC forwards a recommendation of a support position of the water bond for adoption by the Regional Council.

ATTACHMENT:
None

REPORT

AGENDA ITEM NO. 13

DATE: September 11, 2014

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

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

SUBJECT: SB 498 (Lara): Solid Waste: Biomass Conversion – SUPPORT

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Support

EXECUTIVE SUMMARY:
At the request of the Energy & Environment Committee (EEC), the Legislative/Communications and Membership Committee (LCMC) reviewed SB 498 at its August 19, 2014 meeting and upon consideration recommends that the Regional Council adopt a support position on this bill. The Los Angeles County Department of Public Works reported to the EEC, at its August 7, 2014 meeting, on the development of a countywide solid waste management plan, which supports the conversion of biomass materials to renewable energy. Specifically, the bill, which is co-sponsored by the County of Los Angeles and the California State Association of Counties, would revise the definition of biomass conversion to include non-combustion technologies and would expand authority for biomass processing facilities to convert more biomass organic materials to renewable energy.

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

BACKGROUND:
Existing California law defines "biomass conversion" as the direct combustion of certain listed types of biomass materials. Biomass includes organic material such as wood, bark, yard waste, and agricultural crop residues. It is leftover waste wood collected from construction sites, tree trimmings and wood chips from orchards and vineyards, and residential yard waste collected from the curbside. Under existing law, these materials are collected as a feedstock that can be burned to produce heat or electricity, Existing law also establishes a state policy goal that 75% of solid waste generated in California be diverted from landfill disposal through source reduction, recycling, or composting by 2020.

Conversion technologies are capable of processing biomass using *non-combustion* technology to produce energy or renewable fuels. These processes have been used for over 25 years as a tool for diverting waste from landfills by converting it into domestic, non-fossil fuel, and renewable energy (biofuel and electricity). Hundreds of conversion technology facilities are currently operating around the world, and the first commercial scale conversion technology facilities making biofuels from waste have recently begun operation in North America.

While technologies such as conversion technology may have positive environmental impacts in California, the state's ability to use them as a potential "tool in the tool box" of waste diversion technologies is hindered by a lack of inclusion of "conversion technology" in current conversion definitions. This definition excludes non-combustion conversion technologies that can more efficiently generate renewable energy from biomass with lower air emissions.

SB 498 would address the law by adjusting the definition of "biomass conversion" to add the production of fuels and include non-combustion thermal conversion technologies. SB 498 also provides expanded authority for biomass processing facilities. Specifically, the bill:

- Includes conversion technologies that use specified biomass feedstock in the definition of biomass for purposes of the Integrated Waste Management Act (IWMA);
- Defines biomass facilities to include production of fuel in addition to heat and electricity;
- Requires solid waste facilities to ensure any materials sent to a biomass facility are limited to the following materials separated from solid waste:

  a) Agricultural crop residues.
  b) Leaves, silvicultural residue, and tree and bush pruning.
  c) Wood, wood chips, and wood waste.
  d) Nonrecyclable pulp or nonrecyclable paper material.

- Authorizes a local enforcement agency to inspect the solid waste facilities and operations for compliance with the provisions of the bill;
- Beginning in 2016, requires the operator or owner of a biomass conversion facility, to provide an annual report to CalRecycle by April 1st of each year containing specified information regarding the previous year.

Discussion

The existing definition of biomass conversion excludes conversion technologies that generate electricity more efficiently and with lower air emissions. Existing law is unclear regarding whether anaerobic digestion facilities are permitted, which hampers the state's goal for diverting additional organic materials from landfills. According to the sponsor, the County of Los Angeles, conversion technologies and anaerobic decomposition of organic wastes promote the highest and best use of resources while supporting the state's air quality and greenhouse gas reduction goals.

This bill expands the definition of biomass conversion to include conversion technologies that use biomass feedstocks and specifies that anaerobic digestion facilities are solid waste facilities. This bill will allow cities and counties to send increased material to biomass facilities and receive credit toward mandatory diversion requirements in the IWMA.

A coalition of environmental and community groups state in opposition that combustion or 'conversion' for energy production has been shown to be responsible for air, water, and land pollution. These pollutants, including smog, hazardous ash, acid rain, and persistent bioaccumulative toxics, threaten human health and the environment. Even so, biomass plants currently are not required to go through a permit process at CalRecycle that would assess the impacts of burning organics, such as commercial wood waste, tree trimmings and yard waste for energy production.

The bill's sponsor counters that providing combustion and non-combustion biomass facilities with the same incentives will help facilitate the development of cleaner and more efficient technologies in California for converting biomass materials to renewable energy. The sponsor asserts that additional tools such as conversion technology are necessary to help local governments manage the organic fraction of the waste stream to help prevent the trucking of waste to outlying areas, and will help the state reach its 75% waste reduction goal set forth in existing law.

At its August 7, 2014 EEC meeting, staff was asked to bring the bill to the LCMC for consideration and recommendation of a support position, after receiving a report from the Los Angeles County Department of Public Works on the development of countywide solid waste management plan which supports the conversion of biomass materials to renewable energy, and specifically, this bill.

SB 498 passed from the Legislature on August 20, 2014 and was presented to the Governor on August 25, 2014. A copy of the bill is available at the following link: http://goo.gl/IHMyVt

On-record support and opposition to SB 498 include:

Support

California State Association of Counties (co-sponsor)
County of Los Angeles (co-sponsor)
City of Torrance
County of Santa Clara
Los Angeles County Solid Waste Management Committee/Integrated Waste Management Task Force
Rural County Representatives of California

Oppose
Asamblea de Poder Popular de Gonzales
California Environmental Justice Alliance
California Safe Schools
Center for Biological Diversity
Center on Race, Poverty & the Environment
Clean Water Action
Global Alliance for Incinerator Alternatives
Global Community Monitor
Grayson Neighborhood Council
Greenaction for Health and Environmental Justice
Sierra Club California
Valley Improvement Projects
West Berkeley Alliance for Clean Air and Safe Jobs

At its August 19, 2014 LCMC meeting, it was recommended that the Regional Council adopt a support position on SB 498 and, upon so doing, SCAG will transmit a Request for Signature letter to the Governor.

ATTACHMENT:
None

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REPORT

AGENDA ITEM NO. 14

DATE: September 11, 2014

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 Sponsorships

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve.

EXECUTIVE SUMMARY:
The Legislative/Communications & Membership Committee (LCMC) met on August 19, 2014 and recommended approval of up to $10,000 in sponsorships for: 1) 2014 AltCar Expo & Conference ($5,000) and 2) 2014 Southern California Energy Summit ($5,000).

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

BACKGROUND:
As the administrators for the Southern California Clean Cities program, SCAG assumes responsibility of completion for a number of deliverables as part of the annual Department of Energy (DOE) Clean Cities Coalition (CCC) support contract. Among these deliverables includes a provision of four (4) stakeholder meetings and or outreach facilitation and events participation.

1. **2014 AltCar Expo & Conference (September 19-20, 2014) $5,000**
   The 2014 AltCar Expo & Conference will be held at the Santa Monica Civic Center on September 19-20, 2014. This event will showcase all technologies including electric, natural gas, propane, biofuels, ethanol, hydrogen fuel cell, and hybrids, as well as providing extensive presentations regarding public transportation, cycling, telecommuting, other business and lifestyle shifts, alternative energy, energy efficiency, and urban planning. The 2013 AltCar event offered one of the largest presentations of alternative technology vehicles found anywhere. The opening day conference for fleets, municipalities, and industry was sold out. The event also hosted the National Reveal of the Ford CNG 150, the west coast debut of the ANGA natural gas sedan prototypes, and the unveiling of the South Coast Air Quality Management District's natural gas police pursuit vehicle.

   In order to fulfill a portion of the outreach requirement, staff proposes extending $5,000 from the 2012-2013 DOE CCC support contract to facilitate SCAG's Clean Cities Coalition participation at the "Fleet Breakfast (Gold)" sponsor level for the upcoming 2014 AltCar Expo & Conference.

The "Fleet Breakfast (Gold) Sponsorship" level includes:

- Exclusive Banner at Fleet Conference entrance;
- Exclusive table tent signs at breakfast;
- Logo placement on AltCar web site home page with link;
- Dedicated section for product highlight on the AltCar website special features page;
- Premier Logo placement on AltCar direct mail piece;
- Premier Logo placement on all AltCar electronic marketing pieces;
- Premier Logo placement on AltCar program;
- Premier Logo placement on AltCar fleet conference invitation;
- Highlighted inclusion in AltCar Public relations campaign;
- Six (6) conference passes; and
- Opportunity to introduce one of the industry panel sessions.

Exhibitor booth space at the Energy Summit would be used to promote the activities of SCAG's CCC to meet one of our outreach obligations for this year.

2. **2014 Southern California Energy Summit (October 9-10, 2014) $5,000**

The 2014 Southern California Energy Summit will be held at the Palm Springs Convention Center on October 9-10, 2014. This event unites the hub of renewable energy resources in Southern California to raise the platform of these important issues and foster collaboration. The Coachella Valley Association of Governments (CVAG) and Coachella Valley Economic Partnership (CVEP) hosted the 2012 Coachella Valley Energy Summit with over 350 attendees, including numerous State and local elected officials. Since the 2012 Summit, CVAG and CVEP decided to expand the Summit to include Imperial, Riverside, and San Bernardino Counties, and welcome some new partners: Western Riverside Council of Governments (WRCOG); San Bernardino Associated Governments (SANBAG); Inland Empire Economic Partnership (IEEP); and Imperial Valley Economic Development Corporation (IVEDC).

In order to fulfill a portion of the outreach requirement, staff proposes extending $5,000 from the 2012-2013 DOE CCC support contract to facilitate SCAG's Clean Cities Coalition participation at the "Gold Conservation" sponsor level for the upcoming 2014 Southern California Energy Summit.

The "Gold Sponsorship" level includes:

- Name recognition and promotion as a Gold Sponsor for the Energy Summit;
- Includes logo with link on event website and in select promotional material, including event notifications and advertisements;
- 1/2 page four-color advertisement in event program;
- Logo on sponsor signage at entry at entry of Energy Summit;
- Logo w/ Gold Sponsor listing on one side of registration bag;
- Product or materials placement opportunities in registration bag;
- Event registration for 5 attendees; and
- 1 Premiere Exhibitor Space at the Energy Summit.

Exhibitor booth space at the Energy Summit would be used to promote the activities of SCAG's CCC to meet one of our outreach obligations for this year.

FISCAL IMPACT:
$10,000 for sponsorships from Project 267-1241.03 (Department of Energy grant) is included in the approved FY 14-15 budget.

ATTACHMENT:
None

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REPORT

AGENDA ITEM NO. 15

DATE: September 11, 2014

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 Ikhrata, Executive Director, Ikhrata@scag.ca.gov, 213-236-1944

SUBJECT: SCAG Sustainability Planning Grants Program – Monthly Update

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Receive and File.

EXECUTIVE SUMMARY:
SCAG is providing a monthly update (attached) regarding successful implementation of the seventy-five (75) grants Sustainability Grants to member agencies. Forty-four (44) of the seventy-five (75) approved SCAG Sustainability Planning Grants were funded in the fall of 2013. An additional fifteen (15) projects were funded in the summer of 2014. Six of these projects will be funded by an award to SCAG from the California Strategic Growth Council. At the time this report was distributed, forty-six (46) grant projects have had Scopes of Work developed and finalized, forty-five (45) grant projects have had Request for Proposals (RFPs) released, forty-two (42) grant projects have selected consultants, and thirty-nine (39) grant projects have had contracts executed.

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

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

SCAG staff is providing monthly updates to the Board regarding implementation of the seventy-five (75) grants. At the time this report was distributed, *forty-six (46)* grant projects have had scopes of work developed in partnership with the cities, *forty-five (45)* grant projects have had RFPs released, *forty-two (42)* grant projects have consultants selected and *thirty-nine (39)* grant projects have completed negotiations and have contracts executed.

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

ATTACHMENT:
Summary Progress Chart

SCAG Sustainability Planning Grants

September 2, 2014 **Regional Council Progress Update**

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

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

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

Rank	Applicant	Project		Working / Last Contact	Scope	RFP	Selection	Contract
39	Palmdale	Avenue Q Feasibility Study - **Mixed-use; Integrated planning**		x	x	x	x	x
40	Long Beach	Willow Springs Wetland Habitat Creation Plan - **Open Space; Resource protection**		x	x	x	x	x
41	Indio	General Plan Sustainability and Mobility Elements - **Sustainability; Multi-modal, General Plan update**		x	x	x	x	
42	Glendale	Space 134 - **Open space/Freeway cap; Multi-modal**		x	x	x	x	x
43	Rancho Palos Verdes/City of Los Angeles	Western Avenue Corridor Design Implementation Guidelines - **Urban Infill; Mixed-use; Multi-modal**		x	x	x	x	x
44	Moreno Valley	Nason Street Corridor Plan - **Multi-modal; Economic development**		x	x	x	x	x
	Phase 3 (Pending additional funds)							
45	Park 101/City of Los Angeles	Park 101 District - **Open space/Freeway cap; Multi-modal**		x				
46	Los Angeles/San Fernando	Northeast San Fernando Valley Sustainability & Prosperity Strategy - **Multi-jurisdiction; Economic development; Sustainability**		x	x	x		
47	San Dimas	Downtown Specific Plan - **Mixed use; Infill**		x				
48	Los Angeles - Department of City Planning	CEQA Streamlining: Implementing the SCS Through New Incentives - **CEQA streamlining**		**Oct-13**				
49	Pico Rivera	Kruse Road Open Space Study - **Open space; Active transportation**		x				
50	South Bay Cities Council of Governments	Neighborhood-Oriented Development Graphics - public outreach		x				
51	San Bernardino Associated Governments	Safe Routes to School Inventory - **Active transportation; Public health**		x	x	x	x	x
52	Burbank	Mixed-Use Development Standards - **Mixed use; Urban infill**		x				

Rank	Applicant	Project		Working / Last Contact	Scope	RFP	Selection	Contract
53	San Bernardino Associated Governments	Countywide Habitat Preservation/Conservation Framework - **Open Space; Active Transportation**		x				
54	Rancho Cucamonga	Healthy RC Sustainability Action Plan - **Public health; implementation**		Oct-13				
55	Pasadena	Form-Based Street Design Guidelines - **Complete Streets; Multi-modal; Livability**		Oct-13				
56	South Gate	Gateway District/Eco Rapid Transit Station Specific Plan - **Land Use Design; Mixed Use; Active Transportation**		x				
57	Lancaster	Complete Streets Master Plan - **Complete Streets Plan**		Oct-13				
58	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - **Transit Access**		Oct-13				
59	Santa Clarita	Soledad Canyon Road Corridor Plan - **Land Use Design; Mixed Use Plan**		Oct-13				
60	Seal Beach	Climate Action Plan - **Climate Action Plan**		Oct-13				
61	La Mirada	Industrial Area Specific Plan - **Land Use Design**		Oct-13				
62	Hemet	Downtown Hemet Specific Plan - **Land Use Design; Mixed Use Plan**		Oct-13				
63	Hollywood Central Park/City of Los Angeles	Hollywood Central Park EIR - **Open Space/Freeway Cap; Multi-modal**		x				
64	Desert Hot Springs	Bicycle/Pedestrian Beltway Planning Project - **Active Transportation**		Oct-13				
65	Cathedral City	General Plan Update - Sustainability - **General Plan Update; Sustainability Plan**		Oct-13				
66	Westminster	General Plan Update - Circulation Element - **General Plan Update; Complete Streets**		x	x	x	x	
67	La Canada Flintridge	Climate Action Plan - **Climate Action Plan**		Oct-13				
68	Huntington Beach	Neighborhood Electric Vehicle Plan - **Electric Vehicle**		Oct-13				
69	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - **Climate Action Plan**		Oct-13				

Rank	Applicant	Project		Working / Last Contact	Scope	RFP	Selection	Contract
70	San Bernardino Associated Governments	Countywide Bicycle Route Mobile Application - **Active Transportation**		**Oct-13**				
71	Dana Point	General Plan Update - **General Plan Update**		**Oct-13**				
72	Garden Grove	RE:IMAGINE Downtown - Pedals & Feet - **Active Transportation; Infill**		**Oct-13**				
73	Barstow	Housing Element and Specific Plan Update - **Housing; Land Use Design**		**Oct-13**				
74	Bell	General Plan Update - **General Plan Update**		**Sep-14**				
75	Fountain Valley	Euclid/I-405 Overlay Zone - **Mixed use; Urban infill**		**Sep-14**				

REPORT

AGENDA ITEM NO. 16

DATE: September 11, 2014

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

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

SUBJECT: Funding Awarded to SCAG for the Southern California Active Transportation Safety and Encouragement Campaign

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Receive and File.

EXECUTIVE SUMMARY:
On August 20, 2014, SCAG was awarded a $2,333,000 grant by the California Transportation Commission from the statewide competitive portion of 2014 Active Transportation Program (ATP). The funds will be used to initiate the Southern California Active Transportation Safety and Encouragement Campaign. SCAG applied for this grant to implement the May 1, 2014 General Assembly Resolution No. GA 2014-2, supporting a regional pedestrian and bicycle safety initiative.

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:
In 2011, data indicated that 38 pedestrians and bicyclists are killed or injured daily in the SCAG region. On May 1, 2014, the SCAG General Assembly passed GA Resolution No. 2014-2, which was advanced by Councilwoman Michele Martinez, representing the City of Santa Ana and Councilwoman Leslie Daigle, representing the City of Newport Beach, to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. The regional safety initiative is focused on reducing the number of injuries and fatalities for people traveling by non-motorized means. As part of GA Resolution No. 2014-2, SCAG noted that it will support various partnership efforts, including an annual public education, awareness and behavior campaign.

In coordination with the six county public health departments and the six (6) California Transportation Commissions (CTCs), SCAG has successfully applied to the statewide 2014 ATP Call for projects for $2,333,000 in Caltrans grant funding to coordinate the Southern California Active Transportation Safety and Encouragement Campaign. A funding match was not provided or required. The project will implement a regional advertising campaign, community outreach/tactical urbanism events, and the development of active transportation trainings and toolkits designed for target audiences.

NEXT STEPS:

- The Active Transportation Safety and Encouragement Campaign is scheduled to begin in January of 2015 and be completed by June of 2016.
- The regional advertising component will begin in October of 2015
- The tactical urbanism component will occur in May of 2016.
- The targeted trainings will occur between October of 2015 and May of 2016.

Staff will bring a consultant on board to manage the project and once the consultant is selected, a project steering committee will be formed to guide the campaign's development. As project milestones are completed, staff will report back to the Regional Council with project updates.

FISCAL IMPACT:
SCAG will receive $2,333,000 in Caltrans funds that will be utilized for the Southern California Active Transportation Safety and Encouragement Campaign. Approval to receive this funding was previously authorized by the Regional Council by passage of Resolution 14-561-2 on August 7, 2014.

ATTACHMENT:
None

REPORT

AGENDA ITEM NO. 17

DATE: September 11, 2014

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

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

SUBJECT: Annual "Walk To School Day" and the Success of Riverside County's Safe Routes to School Program

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION FOR TC:
For Information Only - No Action Required.

RECOMMENDED ACTION FOR RC:
Receive and File.

EXECUTIVE SUMMARY:
October 8, 2014, is International Walk to School Day, a global event that involves communities from more than 40 countries walking and biking to school. Started in 1997, the one-day annual event has become part of a movement for year-round safe routes to school and is celebrated each October. Marsie Huling, Riverside County Department of Public Health, Safe Routes to School Program, will present on the success of the county's program in changing student travel behavior and walk to school day plans for Riverside County to the Transportation Committee.

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:
In 2012, the SCAG General Assembly took action to develop a Regional Safe Routes to School Plan aimed at providing a regional strategy to make walking and bicycling to and from school safer by expanding on existing regional efforts. The 2012 RTP/SCS includes Active Transportation Goal number 3.1: Adoption of a Safe Routes to School Policy. The item is being presented to inform Regional Councilmembers of this year's "Walk to School Day" which is scheduled on October 8, 2014 and to present the efforts of the Riverside County Department of Public Health related to Safe Routes to School.

Many communities in the SCAG region will be developing and implementing Safe Routes to School Programs as the result of the recent grant awards made through the Active Transportation Program. Twenty-six grants were awarded to agencies in the SCAG region through the state portion of the Active Transportation Program (ATP) to support the implementation of Safe Routes to School. More projects will

be funded through the regional portion of the ATP, which will be recommended to the Regional Council for approval on October 2, 2014.

"Walk to School Day" is an event designed to promote Safe Routes to School and started in the United States to build awareness for the need for communities to be safe and walkable. Many schools in the SCAG region already participate in the event and participation continues to grow each year. Started in 1997, the one-day event is organized by the Partnership for a Walkable America, Walk to School Day in the USA that is aimed at building awareness for the need for walkable communities. In 2000, the event became known internationally when the United Kingdom, Canada and the USA joined together for the first International Walk to School Day. Over time, Walk to School Day has become the signature event used by communities to jump-start their year-round safe routes to school programs. Today, thousands of schools across America and in more than 40 countries worldwide celebrate walking to school every October. In 2013, 539 Walk to School Day events were registered in California alone. To register a school in your community for this year's Walk to School Day, please visit: http://walkbiketoschool.org/.

The Riverside Department of Public Health has been a leader in advancing Safe Routes to School efforts in Riverside County. Since 2008, the Department of Public Health has partnered with city and county public works departments to secure more than $2.5 million in infrastructure and non-infrastructure Safe Routes to School funding. The program leveraged thousands of dollars in donations, staff time, and contributions from private and public sector organizations, volunteers and community organizations. Leveraging resources has enabled the Riverside Department of Public Health's SRTS program to promote services beyond its initial scope of work. Marsie Huling will present on the success of the county's Program in changing student travel behavior and walk to school day plans for Riverside County.

FISCAL IMPACT:
Work associated with this item is included in the Fiscal Year 2014-2015 Overall Work Program (WBS Number 15-050.SCG00169.01: Regional Active Transportation Strategy).

ATTACHMENTS:
1. Report: Walk to School Day 2013 – Another year, and yes! Another record: http://walkbiketoschool.org/sites/default/files/WTSD_Report_2013.pdf
2. Report: Safe Routes to School Success Story – Riverside, CA http://www.casaferoutestoschool.org/wp-content/uploads/2011/05/SRTS-Success-Story_Riverside_10-8-2012.pdf

Attachment 1

WALK TO SCHOOL DAY 2013

ANOTHER YEAR, AND YES! ANOTHER RECORD

From all 50 states, the District of Columbia and Puerto Rico, 4,447 schools registered for Walk to School Day this year, making it another record-breaking year for participation.

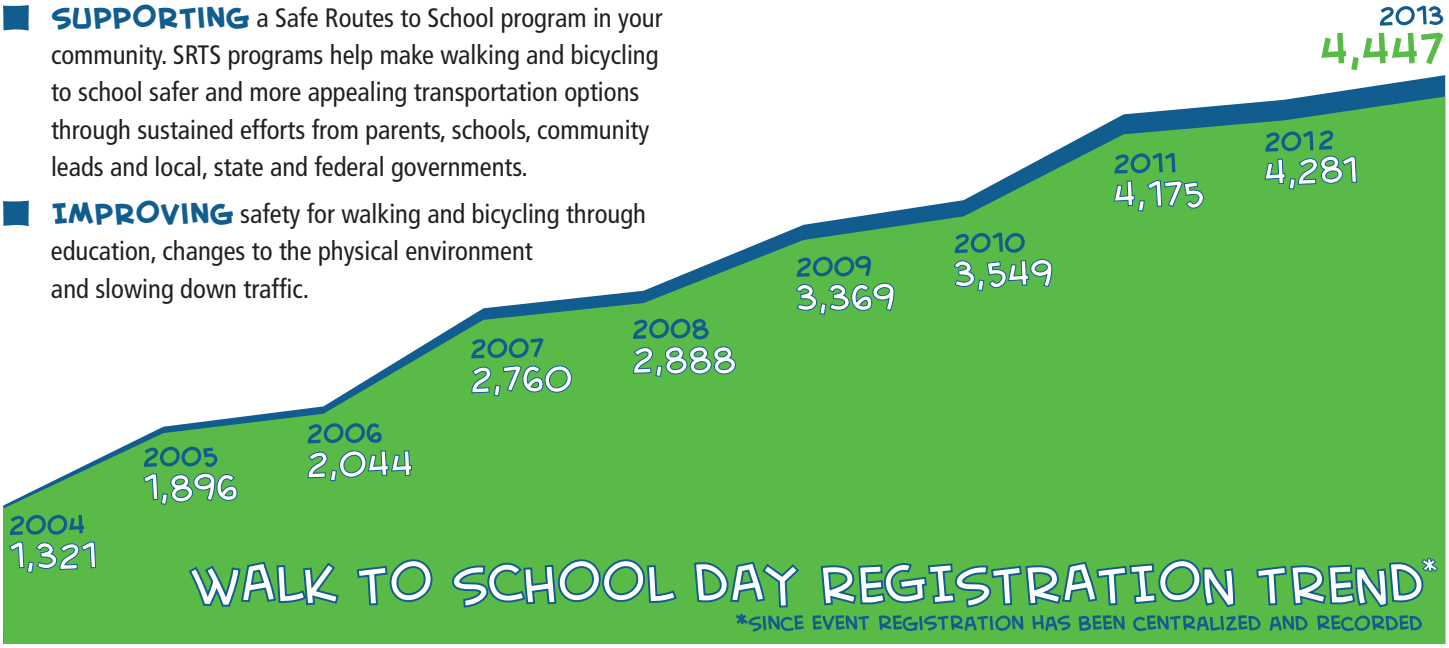
Schools and communities are bringing a level of excitement and commitment to the event that founders could have only dreamed of back in 1997 when the event began with a single school. Walk to School Day started in the US to build awareness for the need for communities to be safe and walkable. In 2000, the event became International Walk to School Day when the UK, Canada and the US joined together for the first time. Today, thousands of schools across America and more than 40 countries celebrate walking to school every October.

The continued support for Walk to School Day proves that this celebration has evolved into an important tradition for schools and communities around the country. At the same time, the support continues to grow, with new events making up 44% of this year's count.

Communities have many reasons why they celebrate Walk to School Day. Three reasons rise to the top:

- **INCREASING** physical activity. Walking and bicycling are great ways to foster a healthy lifestyle for students and families.
- **SUPPORTING** a Safe Routes to School program in your community. SRTS programs help make walking and bicycling to school safer and more appealing transportation options through sustained efforts from parents, schools, community leads and local, state and federal governments.
- **IMPROVING** safety for walking and bicycling through education, changes to the physical environment and slowing down traffic.

> This was the 9th Walk to School Day event for this school. The students are so practiced… it practically runs itself… The kids look forward to these events in the fall and in the spring.
>
> – NAMPA, ID



> We realized that it was not just about being healthy and safe, it was a day of building school spirit… It was a great display of pride.
>
> – HOLYOKE, CO

DURHAM, NC

In ten years, communities held more than **31,000 EVENTS** nationwide for Walk to School Day. In that same time period, nearly **17,500** different schools in more than **4,500** different cities held Walk to School Day events.

> This was our first year participating in the event. Everyone was enthusiastic and felt a great sense of pride walking together as a team and representing our school in the Walk to School Day event.
>
> – SARASOTA, FL

STATE STAND-OUTS

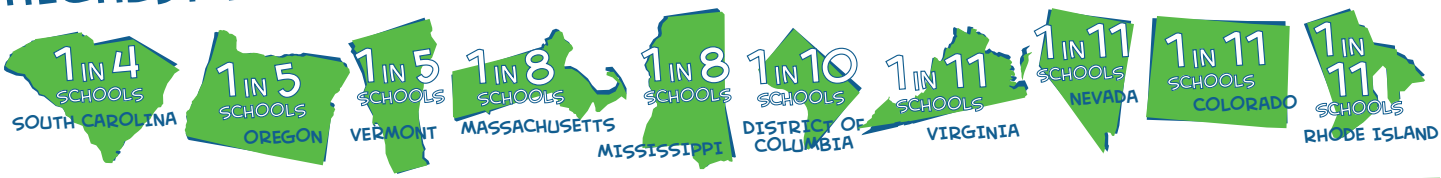
The fact that every state had at least one registered Walk to School Day event is outstanding. This year marks the 12th consecutive Walk to School Day with a 100-percent participation rate among states. Nationally, an estimated 5% of elementary and middle schools* registered an event this year. Some states recorded exceptional participation with 27 states beating their registration totals from last year and 17 states setting all time event registration highs.

States with more schools would be expected to have more events. In order to level the playing field between smaller states and bigger states, a Walk to School Day participation rate was calculated to compare states. In other words, for each state, the total number of events is divided by the total number of public and private elementary and middle schools, where the vast majority of events take place.

PHOENIX, AZ

*Based on data from the National Center for Education Statistics (NCES) for "schools beginning with grade 6 or below and having no grade higher than 8." The number of public schools derives from the Public Elementary/Secondary School Universe Survey (current as of the 2011-2012 school year) and the number of private schools derives from the Private School Universe Survey (current as of the 2011-2012 school year). Go to http://nces.ed.gov/ccd/elsi/ for more information.

HIGHEST REGISTRATION RATES



CATALYST FOR CHANGE

Walk to School events have a track record for leading to policy and engineering changes that help make it safer and more convenient to walk to school every day. In 2013, sixty-six percent of event organizers indicated that their event had an impact on making a policy or engineering change.

TOP THREE POLICY OR ENGINEERING CHANGES

These are the kinds of changes that make walking and bicycling to school possible on a daily basis; not just for an event.

21% OF EVENTS LED TO THE ADDITION OF WALKING/BICYCLING PROMOTION TO EXISTING SCHOOL POLICIES (SUCH AS A SCHOOL WELLNESS POLICY)

20% LED TO THE ADDITION OF REQUIRED SAFETY EDUCATION

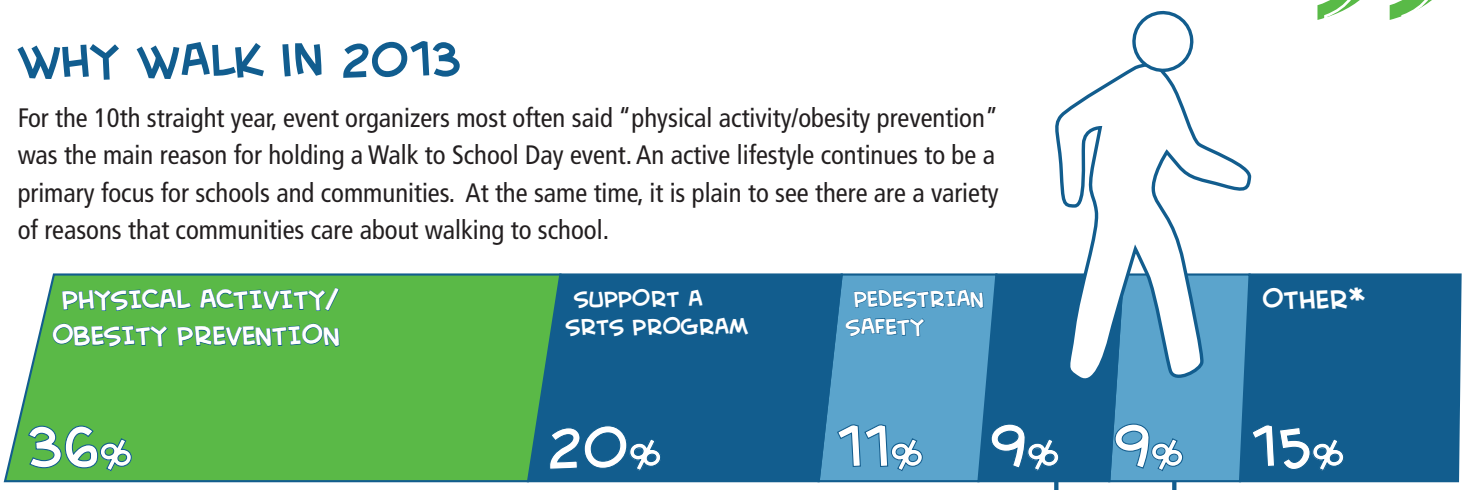
17% LED TO THE INCREASED TRAFFIC ENFORCEMENT NEAR THE SCHOOL

54 PERCENT of registered events are part of ongoing walking or bicycling to school promotional activities conducted throughout the year.

> Our school is located in a very distressed neighborhood that has the highest crime rates in the city…This Walk to School initiative is not only seen as a way to improve health of students… but is also a community safety initiative. Family and community members feel empowered by being able to create a safe environment for students to walk to school.
> – PITTSBURGH, PA

WHY WALK IN 2013

For the 10th straight year, event organizers most often said "physical activity/obesity prevention" was the main reason for holding a Walk to School Day event. An active lifestyle continues to be a primary focus for schools and communities. At the same time, it is plain to see there are a variety of reasons that communities care about walking to school.



*"Other" includes: Air pollution or a concern for the environment; time for families to be together; traffic congestion; international aspect of the event; and other factors

FOR ADDITIONAL INFORMATION, VISIT **WWW.WALKBIKETOSCHOOL.ORG**

SafeRoutes National Center for Safe Routes to School

U.S. Department of Transportation Federal Highway Administration

Prepared by the National Center for Safe Routes to School with support from the Federal Highway Administration. Sources for this report: Walk to School event registration (http://www.walkbiketoschool.org/go/register-your-event), Walk to School organizer surveys and Walk to School organizer photos.

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SAFE ROUTES TO SCHOOL SUCCESS STORY

33%

reduction in pedestrian collisions between 2009 and 2010

48

schools benefitted from Safe Routes to School infrastructure improvements

213

intersections within a ½ mile of schools retrofitted with upgraded pedestrian signals

1,500

pedestrian signals with visual and vocal count down timers installed throughout the city

Riverside, California

CALTRANS DISTRICT 8, RIVERSIDE COUNTY

There was a time when the sight of children walking and bicycling to school was a familiar scene in communities across California. In fact, in1969 approximately 50 percent of children walked or bicycled to school. Today, fewer than 15 percent of children do and rates of childhood obesity and overweight are overwhelming.[1,2]

Concerns about traffic safety are often cited as one of the main reasons children do not walk or bicycle to school.[3] And for good reason, as in 2010 alone, over 21,000 California school children were sent to an emergency department and over 1,500 were hospitalized due to pedestrian or bicycle injuries.[4]

Creating safe opportunities for walking and bicycling is critical to improving the safety of young pedestrians and bicyclists and to reducing overweight and obesity among California's youth. Safe Routes to School (SRTS) programs are key to reversing these trends. SRTS programs increase the number of children who safely walk and bicycle to school through education and encouragement programs, enhanced enforcement, engineering improvements, and strong program evaluation.

PROGRAM SUMMARY

The City of Riverside received a SRTS state Cycle 7 Infrastructure award for $150,000 to upgrade pedestrian signals with visual and vocal count down timers at 213 intersections located within a ½ mile of 48 school sites.

Traffic engineers targeted these signals for retrofitting because their proximity to schools increased the likelihood of pedestrian use by students, teachers, and parents. Choosing these locations also provided the greatest investment in pedestrian safety.

This project was turned around quickly. By summer 2010, all 1,500 pedestrian signals at the 213 intersections near schools were upgraded.

August 2012

California Safe Routes to School Technical Assistance Resource Center, a program of California Active Communities

www.CaSafeRoutesToSchool.org

(916) 552-9874

CaActiveCommunities@cdph.ca.gov

SAFE ROUTES TO SCHOOL
SUCCESS STORY

Implementing Agency

City of Riverside,
Traffic Engineering Department

Location

Riverside, Riverside County

Caltrans District 8

CA Assembly District 63

CA Senate District 31

Funding

State SRTS Infrastructure – Cycle 7

Participating Schools

48 schools in the City of Riverside

Contact

Steve Libring, City Traffic Engineer
Traffic Engineering Department
City of Riverside
SLibring@riversideca.gov
(951) 826-5368
www.riversideca.gov/traffic

PROGRAM SUCCESSES

- **Decrease in Pedestrian Collisions:** Between 2009 and 2010, pedestrian collisions decreased by 33 percent.
- **Positive Feedback From the Community:** City staff continue to get positive feedback from parents, teachers, residents, and elected officials, who say walking and bicycling to school (and other destinations) is safer and more accessible as a result of the new pedestrian signals.
- **Makes it Easier for Crossing Guards to Keep Children Safe:** Crossing guards are especially pleased with the change because the signal now communicates the time available to cross the street with the children.
- **High Return on Investment:** The City Traffic Engineer said this project was "one of the best $150,000 we spent in the City. Retrofitting the pedestrian signals provided a high benefit at a relatively low cost."
- **Encouraged Additional Pedestrian Crossing Signal Upgrades:** As a result of the positive feedback from the community, the City decided to retrofit the remaining 147 intersections with upgraded pedestrian crossing signals. As of July 2012, all 360 pedestrian crossing signals were upgraded with a pedestrian count down.

1. "Quick Facts." Safe Routes to School National Partnership. http://www.saferoutespartnership.org/mediacenter/quickfacts.
2. Ogden CL, Carroll MD, Curtin LR, McDowell MA, Tabak CJ, Flegal KM. Prevalence of overweight and obesity in the United States, 1999-2004. *JAMA.* 2006;295: 1549-1555.
3. Chaufan, C, Yeh J, Fox, P. The Safe Routes to School Program in California: An Update. *American Journal of Public Health* Published online ahead of print April 19, 2012: e1-e4. Doi:1.2105/AJPH.2012.300703).
4. *California Department of Public Health Vital Statistics Death Statistical Master Files*. Prepared by: California Department of Public Health, Safe and Active Communities Branch. Report generated from http://epicenter.cdph.ca.gov on June 6, 2012.

The California Safe Routes to School Technical Assistance Resource Center is a program of California Active Communities, a joint Unit of the University of California San Francisco and the California Department of Public Health, and is funded through a statewide non-infrastructure SRTS award from the California Department of Transportation.

REPORT

AGENDA ITEM NO. 18

DATE: September 11, 2014

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

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

SUBJECT: 2014 Active Transportation Program (ATP) Statewide Competition Funding Awards

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Receive and File.

EXECUTIVE SUMMARY:
On August 20, 2014, the California Transportation Commission adopted the statewide and rural portions of the 2014 Active Transportation Program (ATP). The ATP includes $115.2 million to fund 68 projects in the SCAG region that will result in $248 million of investment in active transportation facilities, plans and programs. The awards received within the SCAG region represent approximately 63% of the total funding awarded through the statewide ATP competition. Projects not selected through the statewide competition are being considered for funding in the Regional ATP, which is administered by SCAG, in collaboration with the county transportation commissions. Staff recommendations for the funding awards made through the Regional ATP will be submitted to Regional Council for approval on October 2, 2014 and for adoption by the California Transportation Commission on November 12, 2014.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective 1: Identify new infrastructure funding opportunities with State, Federal and private partners.

BACKGROUND:
The California Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), and ultimately signed into law by Governor Brown on September 26, 2013, to encourage increased use of active modes of transportation, such as biking and walking, as well as to ensure compliance with the federal transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21). The new ATP program will award approximately $124.2 million statewide per year for active transportation projects. The first three-years of funding, approximately $360 million statewide, will be awarded in the 2014 Call for Projects. The goals of the Active Transportation Program are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction

goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).

- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Funds awarded through the new ATP program are selected by the state (60% of total funds) as well as regional MPOs (40% of total funds). In lieu of hosting a separate Call for Projects for the 2014 Regional ATP, which is an option provided by the ATP Guidelines, SCAG will assemble the Regional ATP from grant proposals that were not awarded funding in the statewide competition. The Regional Project Selection Process, which was developed in collaboration with the county transportation commissions per state law, was approved by the Regional Council on April 3, 2014 and adopted by the California Transportation Commission on May 21, 2014.

SCAG local jurisdictions and other eligible applicants applied for nearly $500 million in ATP grant funds through the 2014 Call for Projects. While the funding request far exceeds the amount available in the statewide and regional competitions combined, it underscores the demand for active transportation infrastructure and programs within the SCAG Region.

Statewide Competition Results

The California Transportation Commission approved the Statewide and Small Rural and Urban components of the ATP on August 20, 2014. The SCAG region received approximately $115.2m to fund 68 projects worth $248.5m for the two (2) year funding cycle (Fiscal years 2014/15 and 2015/16). The award represents approximately 63% of the total statewide funding as reported in agenda item titled "Funding Awarded for Southern California Active Transportation Safety and Encouragement Campaign". SCAG's application for a Regional Safety and Encouragement Campaign was selected as part of the statewide award selections. The campaign will target all roadway users including drivers, pedestrians and cyclists in communities across the region. The focus will be on disadvantaged communities, high-risk populations, and key opportunity areas. The statewide selections list is attached to this report. To see the full statewide selection list, visit http://www.catc.ca.gov/programs/ATP/2014_ATP_Adoption_BI_final.pdf

Regional Program Development Status

SCAG and the county transportation commissions in the SCAG region are assembling the Regional Program based on scores provided by Caltrans and other factors outlined in the approved Project Selection Process, noted above. The Regional Program will award $78.2m, with up to 5% ($3.9m) available for planning projects. SB 99 and the ATP Guidelines require that the Regional Program consider geographic equity, which is addressed in the Project Selection Process by the inclusion of funding targets for each county based on a per capita formula. The funding targets do not consider the planning funds ($3.9m), which will be awarded regionally on a competitive basis.

SCAG Region Funding Targets

County	Funding Target (in thousands)
Imperial County	$718
LA County	$40,411
Orange County	$12,389
Riverside County	$9,012
SB County	$8,376
Ventura County	$3,389
Region	**$74,295**

The Active Transportation Program is the largest source of funding available to local agencies for the implementation of active transportation projects, and is a key revenue source for meeting SCAG's funding goals established in the 2012 Regional Transportation Plan/Sustainable Communities Strategy. The SCAG region was successful in capturing a large share of the funding available statewide through the first funding cycle of ATP. Staff will be analyzing the results of the first funding cycle over the next few months to identify opportunities to work with the California Transportation Commission, Caltrans, and the county transportation commissions to improve the program and project selection process, as well as, to better prepare local agencies to compete for future funding cycles and deliver quality projects.

Next Steps

The project list for the Regional Program is scheduled to be reviewed and approved by SCAG's Regional Council on October 2, 2014 and adopted by the California Transportation Commission on November 12, 2014.

FISCAL IMPACT:
Work associated with this item was included in the FY 2014-15 Budget under FY15OWP under 050.SCG00169.01.

ATTACHMENT:
ATP Statewide Selection List for the SCAG Region

Active Transportation Program
Statewide Selections SCAG Region

	Co	Agency	Project Title	Total Project Cost	Total Fund Request
1	IMP	Westmorland	Improve Center St Ped Facility	1,113	985
2	LA	Bell	Florence Ave Ped Improvements	2,405	62
3	LA	Bell Gardens	City Wide Safety Enhancement Project	997	802
4	LA	Carson	City of Carson Active Transportation Project	1,482	1,482
5	LA	Compton	Wilmington Ave Safe Streets Ped/Bicycle Improvements	996	996
6	LA	Cudahy	Cudahy Citywide SRTS Improvement (Ped Crosswalks)	1,271	1,271
7	LA	Duarte	Duarte Gold Line Station Ped and Bicycle Improvements	1,646	1,305
8	LA	El Monte City School District	Durfee-Thompson Elementary Emerald Necklace Walking School Bus	692	604
9	LA	Glendale	Citywide Ped Plan	500	500
10	LA	Glendale	SRTS Improvements	1,642	1,642
11	LA	Inglewood	Active Transportation Plan & SRTS Plan	486	486
12	LA	Lancaster	5th Street East Corridor Improvements	1,438	1,438
13	LA	LARRC	N. Atwater Non-Motorized Multimodal Bridge	9,038	3,660
14	LA	Los Angeles	Yale St Ped Linkages - Phase 1	690	690
15	LA	Los Angeles	Beverly Blvd Trans Enhancements	1,374	992
16	LA	Los Angeles	Cesar E Chavez Connections	2,350	1,565
17	LA	Los Angeles	Top 50 SRTS Safety Assessments & Travel Plans	1,900	1,900
18	LA	Los Angeles	Eastside Active Transportation Linkages, Ph II	3,651	2,237
19	LA	Los Angeles	Hollywood Western Ped Improvements	3,923	2,288
20	LA	Los Angeles	SRTS Education and Enforcement Prog	2,829	2,829
21	LA	Los Angeles	Expo Line Bundy Sta First-Last Mile Improvements	3,450	3,053
22	LA	Los Angeles	Little Tokyo Ped Safety	4,439	3,316
23	LA	Los Angeles	Hollywood HS & Selma Ave ES, SRTS	3,412	3,412
24	LA	Los Angeles	SRTS Delores Huerta ES/Quincy Jones ES	4,292	4,292
25	LA	Los Angeles	SRTS Menlo Ave ES/West Vernon ES	4,742	4,742
26	LA	Los Angeles	SRTS Sheridan St ES/Breed St ES	5,092	5,092
27	LA	Los Angeles Co	Vermont Av Bike Lane, Manchester-El Segundo	1,317	676
28	LA	Los Angeles Co	East Los Angeles Community SRTS Program	925	810
29	LA	Los Angeles Co	Florence-Firestone Community SRTS	1,092	960
30	LA	Los Angeles Co	Florence Metro Blue Line Stn Bikeway Access Improv.	1,624	1,188
31	LA	Los Angeles Co	Eastside Light Rail Bike Interface Project	1,861	1,305
32	LA	Los Angeles Co	Unincorporated LA County Ped Plans and Programs	1,498	1,445
33	LA	Los Angeles Co	Quarry Clasp Peck Road to Peck Park Bike Project	2,575	1,546
34	LA	Los Angeles Co	Willowbrook Area Ped Access Improvements to MLK MACC	5,555	3,865
35	LA	Palmdale	Active Transportation Program Plan	595	595
36	LA	Palmdale	Ave R Complete Streets and Safe Routes	6,669	5,332
37	LA	Pomona	Priority Implementation for Downtown Bike and Ped Improvements	2,010	2,010
38	LA	Santa Monica	Santa Monica SRTS Program	450	450
39	ORA	Anaheim	Western Ave Ped Signal	400	400
40	ORA	Anaheim	South St Sidwalk Gap Closure	796	796
41	ORA	Anaheim	Cerritos Ave Sidewalk Gap Closure	1,209	1,209
42	ORA	Santa Ana	Newhope-Civic Ctr-Grand Class 11 Bike Lanes	272	272
43	ORA	Santa Ana	Complete Streets Plan	300	300
44	ORA	Santa Ana	SRTS Enhancements for Heninger Elementary	480	480
45	ORA	Santa Ana	SRTS Enhancements for King Elementary	500	500
46	ORA	Santa Ana	SRTS Enhancements for Washington Elementary	780	780
47	ORA	Santa Ana	Develop, design, and construct Bishop-Pacific-Shelton bike boulevards	950	950
48	RIV	CVAG	CV Link	99,359	10,900
49	RIV	Indio	Andrew Jackson Elementary Ped Improvements	2,581	2,581
50	RIV	Jurupa Valley	SRTS - Troth St	689	627
51	RIV	Jurupa Valley	Pyrite St SRTS Project	732	665
52	RIV	Moreno Valley	Citywide SRTS Ped Facility Improvements	1,640	1,640
53	RIV	Perris	Murrieta Road Ped Improvements	1,100	1,100
54	RIV	Perris	Perris Valley Storm Drain Channel Trail	3,828	1,202
55	RIV	Riverside	Downtown and Adjoining Areas Bicycle and Ped Improvements	997	877
56	RIV	San Jacinto	Safe & Active San Jacinto SRTS	989	989
57	RIV	Riverside Co DPH	SRTS Active Transportation Program City of Perris	350	350
58	RIV	Riverside Co DPH	SRTS City of Jurupa Valley	500	500
59	RIV	Riverside Co DPH	SRTS City of Indio	500	500
60	SBD	SANBAG	SANBAG SRTS Plan	400	400
61	SBD	Apple Valley	Apple Valley SRTS	1,095	1,095
62	SBD	Colton	Active transportation plan	265	265
63	SBD	Ontario	SRTS Active Transportation-Bon View, Corona, Euclid and Vineyard Elementary Schools	1,164	1,164
64	SBD	Rilato	SRTS Plan	1,450	1,450
65	SBD	SANBAG	Metrolink Station Accessiblity Imrprovement	4,679	4,679
66	SBD	Yucaipa	Safe Routes to Calimesa and Wildwood Elementary Schools	1,027	872
67	VAR	SCAG	SCAG Active Transportation Safety & Encouragement Campaign	2,333	2,333
68	VAR	Omnitrans	West Valley Connector Corridor	25,125	3,500
			Total	**248,511**	**115,199**

AGENDA ITEM NO. 19

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Margaret Finlay, Duarte

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino Associated Governments

2014 Meeting Schedule

Regional Council and Policy Committees

All Regular Meetings are scheduled on the 1st Thursday of each month, except for September*	
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

January 2, 2014

February 6, 2014

March 6, 2014

April 3, 2014

May 1 – 2, 2014
(SCAG 2014 Regional Conference & General Assembly)

June 5, 2014

DARK IN JULY

August 7, 2014

September 11, 2014*
(Note: League of California Cities Annual Conference in Los Angeles, Sept. 3 – 5)

October 2, 2014

November 6, 2014

December 4, 2014

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

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REPORT

AGENDA ITEM NO. 20

DATE: September 11, 2014

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

Vendor	PO Purpose	PO Amount
New Horizons CLC of So. California	Computer Training Classes	$35,000
Office Depot Business Services Div.	FY15 Office Supplies	$30,000
CDW Government, Inc.	Memory Modules	$27,727
Law Offices of Jim Kahng	Legal Services (Employment Matters)	$25,000
Liebert Cassidy Whitmore	Legal Services (Personnel Matters)	$25,000
Imperial Co. Transportation Commission	Safe Route Master Plan MOU	$14,000
PlanetBids, Inc	FY15 Annual Subscription for Vendor Management Services	$11,000
Newegg, Inc.	Hard Drives	$10,125
World Elyad Corp dba Trimana Grill	Poverty Summit Meeting Provisions	$5,001

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

Consultant/Contract #	Contract's Purpose	Contract Amount
1. Environmental Science Associates (14-001-B22)	The Consultant shall provide services for a Sustainability Planning Grant for the Western Riverside Council of Governments (WRCOG). Specifically, this project will help WRCOG incorporate municipal and regional storm water management needs into the transportation and land use planning process. Through this project, WRCOG intends to develop and evaluate different policy, design and financing options for integrating water quality, transportation and land use measures.	$156,828

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

Consultant/Contract #	Contract's Purpose	Contract Amount
	The project will represent a significant advance in regional transportation planning and will advance the integrated transportation and land use planning policies adopted in SCAG's 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (2012 RTP/SCS).	
2. IBI Group (14-001-B18)	The Consultant shall provide services for a Sustainability Planning Grant for the City of Fullerton (City). Specifically, the Consultant shall create a bicycle boulevard planning-level diagram along the segment of East Wilshire Avenue, and use the lessons learned from that diagram process to develop "A Guide for Creating Bicycle Boulevard Communities in the City of Fullerton." This policy guide will be used as a tool to engage other residential neighborhoods and create additional bicycle enhanced roadways elsewhere in the City; thereby implementing a much larger network of bicycle friendly corridors, which is strategically aligned with SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) goals and objectives.	$122,784
3. Alta Planning + Design (14-001-B26)	The Consultant shall provide services for a Sustainability Planning Grant for the San Bernardino Associated Governments (SANBAG). Specifically, the Consultant will develop a Countywide Complete Streets Strategy and Safe Routes to School Inventory (SRTS). The Complete Streets and SRTS strategies will be living documents, integrated into SANBAG's Non-Motorized Transportation Plan (NMTP) and maintained and updated by SANBAG planning staff as new resources become available. The strategies will be consistent with SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS).	$109,283
4. ArborPro, Inc. (14-001-B34)	The Consultant shall provide services for a Sustainability Planning Grant for the City of Palm Springs Urban and Community Forestry Plan. The goal of this project will be to reduce greenhouse gas emissions by providing an	$68,250

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

Consultant/Contract #	Contract's Purpose	Contract Amount
	inventory of carbon mitigation assets and urban forestry management, and increase access to non-motorized transportation by providing shade and the ease of walkability.	
5. Restoration Design Group, LLC (14-001-B40)	The Consultant shall provide services for a Sustainability Planning Grant for the City of Long Beach. The Project involves several elements that promote sustainable communities through economic development, stewardship, and health of the environment with the ultimate goal of restoration and enhancement of a natural wetlands area. The Project also supports SCAG's Green Region Initiative by helping to preserve rural, agricultural, recreational and environmentally sensitive areas.	$49,418

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

Consultant/Contract #	Amendment's Purpose	Amendment Amount
6. Burke, Williams, & Sorensen, LLP (12-045-SSG1)	The purpose of this amendment is to provide additional funding to continue providing General Counsel legal services to SCAG.	$30,000

ATTACHMENT:
Contract Summaries

CONSULTANT CONTRACT 14-001-B22

Recommended Consultant: Environmental Science Associates (ESA)

Background & Scope of Work: The Consultant shall provide services for a Sustainability Planning Grant for the Western Riverside Council of Governments (WRCOG). Specifically, this project will help WRCOG incorporate municipal and regional storm water management needs into the transportation and land use planning process. Through this project, WRCOG intends to develop and evaluate different policy, design and financing options for integrating water quality, transportation and land use measures. The project will represent a significant advance in regional transportation planning and will advance the integrated transportation and land use planning policies adopted in SCAG's 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

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

- Storm water volume and treatment needs for anticipated development in different sub-watersheds within the planned growth area;
- Locations on public or private land where low-impact development (LID) or other storm water management facilities can be constructed that exceed the requirements for their own sites, and thus provide available volume and treatment capacity;
- Options include modifying existing storm water systems, integrating additional treatment into new public or private projects, or creating new treatment and capacity within municipally-owned sites or rights of way;
- A policy framework for allocating, tracking and managing "credits" associated with development and redevelopment projects; and
- A financing mechanism to establish the cost per unit of storm water volume and treatment, hold funds, and provide financing to construct or incentivize storm water capacity projects.

Strategic Plan: This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

Contract Amount:

Total not-to-exceed	**$156,828**
ESA(prime consultant)	$45,404
Keyser Martson Associates (subconsultant)	$34,224
Robert Leiter (subconsultant)	$28,800
Birch Planning (subconsultant)	$28,500
Fehr & Peers (subconsultant)	$19,900

Note: ESA originally proposed $159,932, but staff negotiated the price down to $156,828 without reducing the scope of work.

Contract Period: July 29, 2014 through June 30, 2015

Project Number: 065-SCG00137.01 $156,828
Funding sources: Consolidated Planning Grant – FTA and TDA

Request-for-Proposal (RFP): SCAG staff notified 1,785 firms of the release of RFP 14-001-B22 via SCAG's Solicitation Management System. A total of 112 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

ESA (4 subconsultants)	**$159,932**
PMC (2 subconsultants)	$159,948
BNIM Architects (1 subconsultant)	$160,880

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

The PRC consisted of the following individuals:

Jason Uhley, Chief of Watershed Protection, Riverside County Flood Control and Water Conservation
Jennifer Ward, Staff Analyst, WRCOG
Marco Anderson, Sr. Regional Planner
Rebecca Forbes, Transportation Planner, Caltrans District 8

Basis for Selection: The PRC recommended ESA for the contract award because the Consultant:

- Proposed the best approach to the inter-agency collaboration, financing strategy development; showed the best specific examples of tools and techniques for determining a test case, and calculating the development cost impacts of proposed water management practice;
- Demonstrated the best understanding of the context of the study area and community issues in addressing a new development fee program;
- Identified and expressed the best understanding of the various community groups that would need to be contacted in order to ensure a successful project; and
- Demonstrated the most creative and innovative approach for analyzing a specific development test case and described most clearly the specific actions that would be taken to analyze the proposed test case.

CONSULTANT CONTRACT 14-001-B18

Recommended Consultant: IBI Group

Background & Scope of Work: Consultant shall provide services for a Sustainability Planning Grant for the City of Fullerton (City). Specifically, the Consultant shall create a bicycle boulevard planning-level diagram along the segment of East Wilshire Avenue, and use the lessons learned from that diagram process to develop "A Guide for Creating Bicycle Boulevard Communities in the City of Fullerton." This policy guide will be used as a tool to engage other residential neighborhoods and create additional bicycle enhanced roadways elsewhere in the City; thereby implementing a much larger network of bicycle friendly corridors, which is strategically aligned with SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and objectives.

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

- Existing conditions technical memorandum;
- Draft report on alternative scenarios;
- Traffic impact analysis and report of traffic counts;
- Community meetings, meeting materials, billboard signs, illustrations, and presentations; and
- Guide to Creating Bicycle Boulevard Communities in Fullerton.

Strategic Plan: This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

Contract Amount:

Total not-to-exceed	**$122,784**
IBI Group (prime consultant)	$94,716
KTU+A (subconsultant)	$28,068

Contract Period: July 15, 2014 through November 30, 2015

Project Number: 065.SCG137.01 $122,784

Funding sources: Consolidated Planning Grant – FTA and TDA

Request-for-Proposal (RFP): SCAG staff notified 1,595 firms of the release of RFP No. 14-001-B18 via SCAG's Solicitation Management System. A total of 84 firms downloaded the RFP. SCAG received the following seven (7) proposals in response to the solicitation:

IBI Group (1 subconsultant)	**$122,891**
KOA Corporation (no subconsultants)	$107,498
RBF Consulting (no subconsultants)	$111,490
BNIM Architects (2 subconsultants)	$112,154
Stantec Consulting Services, Inc. (2 subconsultants)	$118,711
Alta Planning + Design (1subconsultant)	$119,960
Meléndrez (1 subconsultant)	$122,769

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the four (4) highest ranked offerors.

The PRC consisted of the following individuals:

Heather Allen, Planning Project Manager, City of Fullerton
India Brookover, Assistant Regional Planner, SCAG
Miya Edmonson, Associate Transportation Planner, Caltrans District 12
Mark Miller, Traffic Engineer, Consultant for City of Fullerton

Basis for Selection: The PRC selected IBI Group for the contract award because the Consultant:

- Demonstrated the best understanding of state of the art practices in bicycle transportation infrastructure to achieve a plan for safe and efficient active transportation;
- Demonstrated the best balance between technical skills and community engagement;
- Provided the clearest examples of visual products from previous work in their proposal and interview presentation; and
- Proposed the most qualified team in terms of breadth of experience, previous experience with projects of similar scope and size, and inclusion of the most qualified specialists.
- Demonstrated a creative and innovative approach to the project.

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

- Did not clearly demonstrate a balance between technical capability and quality of community outreach;
- Did not provide enough resources in terms of either proposed staff members or team hours; and
- Did not adequately demonstrate their qualifications by showing work on similar projects.

CONSULTANT CONTRACT 14-001-B26

Recommended Consultant: Alta Planning + Design

Background & Scope of Work: The Consultant shall provide services for a Sustainability Planning Grant for the San Bernardino Associated Governments (SANBAG). Specifically, the Consultant will develop a Countywide Complete Streets Strategy and Safe Routes to School Inventory (SRTS).

The Complete Streets and SRTS strategies will be living documents, integrated into SANBAG's Non-Motorized Transportation Plan (NMTP) and maintained and updated by SANBAG planning staff as new resources become available. The strategies will be consistent with SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), as well as continue to highlight benefits associated with implementation of strategies and how implementation assists the region in satisfying implementation of the RTP/SCS. SANBAG will champion the evolution of complete streets development throughout the county consistent with SANBAG's messaging for the NMTP. Programs such as Transportation Development Act Article 3 grant funding that is administered by SANBAG will incorporate criteria for consideration of complete streets when evaluating grant applications. SANBAG is committed to development of tools that can be applied regionwide to take advantage of economies of scale, consistency and other benefits to further the county's coordination with the RTP/SCS.

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

- Creation of more livable places through development of a balanced transportation system;
- Improve safety through consideration of all modes of travel; and
- Improve public health through encouragement of walking and bicycling, consistent with the Countywide Vision.

Strategic Plan: This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

Contract Amount:

Total not-to-exceed	**$109,283**
Alta Planning + Design (prime consultant)	$88,941
ChangeLab Associates (subconsultant)	$20,342

Note: Alta Planning's initial proposal of $130,941 but staff negotiated the price down to $109,283 without reducing the scope of work.

Contract Period: July 30, 2014 through June 30, 2015

Project Number:

065-0137.01	$64,283
266-0715O3.02	$45,000

Funding sources: Consolidated Planning Grant – FTA, TDA and Cash Match

Request-for-Proposal (RFP): SCAG staff notified 1,936 firms of the release of RFP 14-001-B26 via SCAG's Solicitation Management system. A total of 78 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

Alta Planning + Design (1 subconsultant)	**$130,941**
Ryan Snyder Associates (1 subconsultant)	$134,883

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

The PRC consisted of the following individuals:

Tim Byrne, Chief of Planning, SANBAG
Josh Lee, Transportation Planning Analyst, SANBAG
Anna Rahtz, Acting Planning Director, Omnitrans
Rye Baerg, Regional Policy Manager, Safe Routes to School National Partnership
Kristen Torres Pawling, Associate Regional Planner, SCAG

Basis for Selection: The PRC recommended Alta Planning + Design for the contract award because the Consultant:

- Proposed the lowest cost;
- Demonstrated the most comprehensive and broadest range of services and solutions that will meet SCAG's requirements. Specifically, the Consultant team brings together a set of planners and policy developers with backgrounds well-suited to this project;
- Demonstrated the best understanding of the proposed scope of work and the key elements involved. Specifically, their Technical Approach included mention of working with Spanish-speaking communities during outreach process and showed their expertise with multi-jurisdictional planning; and
- Demonstrated the most extensive experience with projects of similar size and scope. Specifically, they performed a SRTS for the San Diego Association of Governments and a Complete Streets project for the Metropolitan Transportation Commission. This experience best positions the selected Consultant to handle the scale and scope of this project.

CONSULTANT CONTRACT 14-001-B34

Recommended Consultant: ArborPro, Inc.

Background & Scope of Work: The Consultant shall provide services for a Sustainability Planning Grant for the City of Palm Springs Urban and Community Forestry Plan. The goal of this project will be to reduce greenhouse gas emissions by providing an inventory of carbon mitigation assets and urban forestry management, and increase access to non-motorized transportation by providing shade and the ease of walkability.

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

- Provide technical assistance to the City and create interactive maps for the City's website, enabling a more effective communication tool for residents to understand more suitable options for non-motorized transportation activities, and to better plan their routes;
- Inventory all tree (assets) located City-wide and provide a dataset that will allow the City to keep track of every trees' species composition, condition and age distribution, canopy cover and tree replacement values;
- Allow the City to be more cost effective in replacing their trees (assets) and keep track of its assets; and
- Provide draft policies, plans and agenda reports to allow the City to make the public aware of the benefits of the Urban Forest and the need to properly maintain it.

Strategic Plan: This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

Contract Amount: **Total not-to-exceed** **$68,250**
ArborPro, Inc. (prime consultant)

Contract Period: August 11, 2014 through February 28, 2015

Project Number: 800.0160.13 $68,250
Funding sources: General Fund

Request-for-Proposal (RFP): SCAG staff notified 2,594 firms of the release of RFP 14-001-B34 via SCAG's Solicitation Management System. A total of 73 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

ArborPro, Inc. (no subconsultants)	**$68,250**
SWA Group (1 subconsultant)	$79,936

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information to base a contract award.

The PRC consisted of the following individuals:

Christopher Tzeng, Associate Regional Planner, SCAG
Rebecca Forbes, Transportation Planner, Caltrans District 8
Michele Mician, Manager, Office of Sustainability, City of Palm Springs
Brett Klein, Events & Retail Marketing Manager, City of Palm Springs

Basis for Selection: The PRC recommended ArborPro, Inc. for the contract award because the Consultant:

- Proposed the lowest price;
- Demonstrated the best understanding of the project, specifically their proposal focused on the inventory of trees (assets) and their inventory plan is most beneficial for the future use of the City's urban forestry plan and program;
- Demonstrated the most comprehensive methodology in collecting data on the existing urban forest in the City;
- Demonstrated the best understanding of the need for the data collected for the tree inventory to be exportable and interchangeable with Geographical Information Systems (GIS); and
- Provided the most creative and innovative methods in communicating the urban forest plan/program to the residents of the City.

CONSULTANT CONTRACT 14-001-B40

Recommended Consultant: Restoration Design Group, LLC

Background & Scope of Work: The Consultant shall provide services for a Sustainability Planning Grant for the City of Long Beach. Specifically, the Consultant shall coordinate with the City of Long Beach Project Design Team and develop a Habitat Creation Plan to further inform and enable the wetlands creation and upland revegetation aspects of a portion of Willow Springs Park. The Project involves several elements that promote sustainable communities through economic development, stewardship, and health of the environment with the ultimate goal of restoration and enhancement of a natural wetlands area. To facilitate public access and education, existing access roads would be enhanced for pedestrian use and a comprehensive interpretive signage program would be installed, along with an outdoor classroom. The Project supports the City's efforts to provide a healthy ecosystem, watershed, and a safe public space within an underserved area, that is accessible through active transportation means. The Project also supports SCAG's Green Region Initiative by helping to preserve rural, agricultural, recreational and environmentally sensitive areas.

Project's Benefits & Key Deliverables: The project's benefits and key deliverables include, but are not limited to the completion of a Habitat Creation Plan that will:

- Allow Willow Springs Park to support a healthy ecosystem, watershed, and a safe public space within an underserved area;
- Guide development and maintenance of a wetlands/bioswale system (landscape elements designed to capture stormwater runoff and remove silt and pollution) and approximately 12 acres planted with California native species;
- Include public access trails, and interpretive signage; and
- Design a space that is accessible through active transportation means.

Strategic Plan This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

Contract Amount:

Total not-to-exceed	**$49,418**
Restoration Design Group, LLC (prime consultant)	$36,038
Cooper Ecological Monitoring (subconsultant)	$13,380

Note: Restoration Design Group, LLC originally proposed $64,318, but staff negotiated the price down to $49,418 without reducing the scope of work.

Contract Period: August 11, 2014 through June 30, 2015

Project Number: 065.SCG0137.01 $49,418
Funding sources: Consolidated Planning Grant – FTA and TDA

Request-for-Proposal (RFP): SCAG staff notified 2,471 firms of the release of RFP 14-001-B40 via SCAG's Solicitation Management System. A total of 52 firms downloaded the RFP. SCAG received the following four (4) proposals in response to the solicitation:

Restoration Design Group, LLC (1 subconsultant)	**$64,318**
Dudek (1 subconsultant)	$28,670
Analytical Environmental Services (no subconsultant)	$45,310
Tidal Influence, LLC (1 subconsultant)	$45,500

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed all four (4) offerors.

The PRC consisted of the following individuals:

Alison Linder, Senior Regional Planner, SCAG
Larry Rich, Sustainability Coordinator, City of Long Beach
Rebecca Sanchez, Associate Transportation Planner, Caltrans District 7

Basis for Selection: The PRC recommended Restoration Design Group, LLC for the contract award because the Consultant:

- Was in the range of what the PRC determined it would take to meet the required deliverables. Although the selected Consultant was not the lowest proposed price, they provided the best value for SCAG as their proposal included more hours worked by professionals with significant experience than the other firms. The PRC felt that this experience level and time commitment offered the best value despite the slightly higher overall cost; and
- Demonstrated the best understanding of the proposed scope of work and the key elements involved. Specifically, they most accurately characterized the needs of the site, including the need to accommodate high levels of visitation, respond to the needs of the urban population, and minimize long term maintenance costs. The Willow Springs Wetland Project and Habitat Creation Plan are intended to restore freshwater wetlands in the City of Long Beach. As such, the PRC sought out firms with experience with freshwater wetland restoration projects. Only one other firm presented prior experience with a freshwater wetland restoration, though the project presented included annual water which differs from Willow Springs. In contrast, the selected consultant presented several projects of similar size and scope including El Dorado Nature Center, Old Tujunga Wash Restoration in Johnny Carson Park and Compton Creek. Each project included a freshwater wetland and/or stream components. In addition, the associated subconsultant, Cooper Ecological, worked on Madrona Marsh, a project of similar scope.

CONTRACT 12-045-SSG1 AMENDMENT 2

Consultant: Burke, Williams, & Sorensen, LLP

Background & Scope of Work: In July of 2012, SCAG awarded Contract 12-045-SSG1 to Burke, Williams, & Sorensen, LLP to provide the necessary personnel, facilities, equipment and materials to provide General Counsel legal services to SCAG. Specifically the Consultant serves as SCAG's General Counsel for Regional Council and External Affairs. Services in connection with this contract include, but are not limited to: advising and consulting with the SCAG's Regional Council and its Committees on legal matters; attending Metropolitan Planning Organization (MPO) Executive Director's meetings with other MPO legal counsel; attending other meetings as directed by SCAG's Executive Director or Chief Deputy Executive Director; collaborating as needed on items of Regional Council interest; and reviewing, as necessary, SCAG Bylaws for future opportunities to improve clarity.

The purpose of this amendment is to provide additional funding to continue the previously mentioned services and extend the contract term from June 30, 2014 to December 31, 2014.

Project's Benefits & Key Deliverables: The project's benefits and key deliverables include, but are not limited to: providing legal guidance and/or services to SCAG's Executive Director, Chief Deputy Executive Director and SCAG Regional Council, as requested.

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 2	$30,000
Amendment 1 (administrative - no change to contract's value)	$0
Original contract value	$120,000
Total contract value is not-to-exceed	**$150,000**

This amendment does not exceed $75,000 or 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (dated 02/14/13) Section 8.3, it does not require the Regional Council's approval.

Contract Period: July, 2, 2012 through December 31, 2014

Project Number: 800-0160.01 $150,000
Funding source: General Fund

Basis for the Amendment: SCAG awarded Burke, Williams, & Sorensen, LLP the original contract because of the Consultant's has extensive knowledge and legal expertise with advising and consulting on legal matters. SCAG has an ongoing need for these services and it is in SCAG's best interest to retain the Consultant to continue to provide these services.

REPORT

AGENDA ITEM NO. 21

DATE: September 11, 2014

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

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

SUBJECT: Cap-and-Trade Funding Update: Allocation Guideline Development and Schedule

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Receive and File.

EXECUTIVE SUMMARY:
This report will provide information on the upcoming implementation of the Cap-and-Trade Program and related Planning Grant allocation process. As reported to the RC and the Policy Committees at the August 7, 2014 meetings, the Governor signed the FY 2014-15 state budget on June 20, 2014, that includes the first investment plan for Cap-and-Trade auction revenues. As specified in the law, SCAG staff is working with the Strategic Growth Council (SGC), the Air Resources Board (ARB), and other state agencies to develop implementation guidelines for the Cap-and-Trade program areas related to Affordable Housing and Community Strategies (AHSC) with a funding amount of $130 million in FY14-15. This staff report also provides an overview of the major milestones of this important funding program.

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 California State Legislature and Governor appropriate Cap-and-Trade auction proceeds from the Greenhouse Gas Reduction Fund (GGRF) to state agencies and programs through the budget process, consistent with the implementing legislation. The GGRF is administered by the ARB. ARB is also required to develop guidelines on greenhouse gas (GHG) reporting and quantification methods for agencies that receive appropriations to ensure that the requirements of AB 32 and SB 535 are met.

Two categories under the Cap-and-Trade program receive multi-year funding allocations: 1) Transit, Housing, and Sustainable Communities (35%); and 2) High-Speed Rail (25%). The remaining 40% of Cap-and-Trade funds will be subject to the annual budget process for other program areas. Funding for FY 2014-15 varies from this formula because of a one-time $200 million allocation to ARB's clean transportation program to accelerate the transition to low carbon freight and passenger transportation.

FY 2014-15 appropriations are broken down by the following allocations:

- $250 million to High Speed Rail;
- $200 million to Low Carbon Transportation Program;
- $130 million to Affordable Housing and Sustainable Communities (AHSC);
- $50 million to Transit and Intercity Rail Capital Program & Low-Carbon Transit Operations Program;
- $202 million for non-transportation related programs for energy, water, waste diversion and weatherization.

The AHSC Program is intended to further the regulatory purposes of AB 32 and SB 375 by investing in projects that reduce GHG emissions by implementing Sustainable Communities Strategies such as: creating more compact, infill development patterns; encouraging active transportation and mass transit usage; and protecting agricultural land from sprawl development. Of the funds expended in the AHSC program, 50% must be for affordable housing and 50% must benefit of disadvantaged communities. The SGC is mandated to develop guidelines and administer the AHSC funding program. The State Budget provides an ongoing commitment of 20 percent of future auction proceeds for this program.

The Transit and Intercity Rail Capital Program, administered by Caltrans and California Transportation Commission, is a competitive grant program for rail and bus transit operators for capital improvements to integrate state and local rail and other transit systems, including those located in disadvantaged communities, and those that provide connectivity to the high-speed rail system. The State Budget provides an ongoing commitment of 10 percent of future auction proceeds for this purpose. The Low Carbon Transit Operations Program, administered by California State Transportation Agency (CalSTA) and local transit agencies, will support new or expanded bus and rail services, with an emphasis on disadvantaged communities. Expenditures are required to result in an increase in transit ridership and a decrease in GHG emissions. The State Budget provides an ongoing commitment of five (5) percent of future auction proceeds for this purpose.

On your behalf, SCAG staff is working closely with state agencies and other MPOs to make our voice heard and ensure we receive our fair share of the revenue generated from Cap-and-Trade auction proceeds. SCAG staff will continue to monitor this process and provide timely comments upon the release of the draft guidelines for the AHSC program by the SGC and on other relevant material.

The following chart presents the major milestones associated with developing the Transit, Housing, and Sustainable Communities Cap-and-Trade expenditure program.

Major Milestones for Transit, Housing, and Sustainable Communities Cap-and-Trade Expenditure Program
(See also embedded links)

	Strategic Growth Council (AHSC Program)	**Air Resources Board and CalEPA (GGRF Administration)**	**Caltrans and CalSTA (Rail and Transit Programs)**
August 2014	Public Workshops on Guidelines Development	ARB releases Interim Guidance for expenditure records and fiscal procedures CalEPA releases the draft cut point for identification of disadvantaged communities for public comment (based on CalEnviroScreen 2.0) ARB releases preliminary concepts for Interim Guidance on investment in disadvantaged communities for public comment Public workshops on identification of disadvantaged communities and preliminary concepts for Interim Guidance	Public Workshops to Develop Draft Guidelines
September 2014		CalEPA finalizes identification of disadvantaged communities ARB staff updates Board at 9/18/19 public meeting and receives feedback on development of Interim Guidelines ARB releases Interim Guidance for use by State and local agencies	
October 2014	Draft Guidelines presented to SCG Public Workshops on Draft Guidelines	*October to mid-2015* ARB, in consultation with CalEPA and administering agencies, develops full funding guidelines, holds public workshops, and presents proposed guidelines to the Board for approval ARB and agencies develop methodologies to quantify GHG reductions and co-benefits; ARB prioritizes programs using emission reductions as a criterion in a competitive process to select projects Administration begins process to update the three-year investment plan (due Jan 2016)	
November 2014			
December 2014	Final Guidelines presented to SGC for approval		
January 2015	Funding solicitation released		
April 2015	Applications due		
June 2015	Awards announced		

FISCAL IMPACT:

Work associated with this item is included in the current FY2014-15 Overall Work Program (15-20.SCG00161.04: Regulatory Compliance

ATTACHMENTS:

1. Cap-and-Trade Expenditure Plan
2. Summary Table: Programs and State Agencies that have been Appropriated GGRF Monies
3. Public Workshop Handout: Cap and Trade Auction Proceeds - Investment in Disadvantaged Communities

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CAP AND TRADE EXPENDITURE PLAN

The California Global Warming Solutions Act of 2006 (AB 32) established California as a global leader in reducing greenhouse gas emissions (GHGs). To meet the goals of AB 32, the state has adopted a three-pronged approach to reducing emissions, including adopting standards and regulations, providing emission reduction incentives via grant programs, and establishing a market-based compliance mechanism known as Cap and Trade. The Cap and Trade program sets a statewide limit on the GHG sources responsible for 85 percent of California GHG emissions. Through an auction mechanism, it establishes a financial incentive for industries subject to the statewide cap to make long-term investments in cleaner fuels, more efficient energy use, and transformational technological and scientific innovations. The Cap and Trade program provides GHG emitters the flexibility to implement the most efficient options to reduce GHG emissions. Based on the first update to the Climate Change Scoping Plan, the Cap and Trade program will be responsible for approximately 30 percent of the required GHG emission reductions to meet the AB 32 goal of reducing GHG emissions to 1990 levels by 2020.

Chapter 830, Statutes of 2012 (SB 535), requires that the state invest at least 10 percent of the auction proceeds within the most disadvantaged communities and at least 25 percent of the proceeds be invested to benefit these communities. The California Environmental Protection Agency, directed by SB 535, will determine the list of disadvantaged communities using CalEnviroScreen, a tool developed by the Office of Environmental Health Hazard Assessment, in collaboration with stakeholders and an advisory group.

The Budget provides $832 million of Cap and Trade proceeds to support existing and pilot programs that will reduce GHG emissions and meet SB 535 goals (see Figure CAP-01). This expenditure plan will reduce emissions by modernizing the state's rail system including high-speed rail and public transit, encouraging local communities to develop in a sustainable manner with an emphasis on public transportation and affordable housing, increasing energy, water, and agricultural efficiency, restoring forests in both urban and rural settings, and creating incentives for additional recycling. The Budget permanently allocates 60 percent of future auction proceeds to public transit, affordable housing, sustainable communities, and high-speed rail. The remaining proceeds will be allocated in future budgets.

Figure CAP-01

Cap and Trade Expenditure Plan

(Dollars in Millions)

Investment Category	*Department*	*Program*	*2014-15*	*Ongoing*
Sustainable Communities and Clean Transportation	High-Speed Rail Authority	High-Speed Rail Project	$250	25 percent
	State Transit Assistance	Low Carbon Transit Operations Program	$25	35 percent
	Caltrans	Transit and Intercity Rail Capital Program	$25	
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	$130	
	Air Resources Board	Low Carbon Transportation	$200	Annual Appropriations
Energy Efficiency and Clean Energy*	Department of Community Services and Development	Energy Efficiency Upgrades/Weatherization	$75	Annual Appropriations
	Energy Commission	Energy Efficiency for Public Buildings	$20	
	Department of Food and Agriculture	Agricultural Energy and Operational Efficiency	$15	
Natural Resources and Waste Diversion	Department of Fish and Wildlife	Wetlands and Watershed Restoration	$25	Annual Appropriations
	Department of Forestry and Fire Protection	Fire Prevention and Urban Forestry Projects	$42	
	Cal Recycle	Waste Diversion	$25	
Total			**$832**	

* Emergency drought legislation enacted in February 2014 included $40 million of Cap and Trade funds for water use efficiency projects.

Specifically, the Cap and Trade Expenditure Plan invests in the following programs:

SUSTAINABLE COMMUNITIES AND CLEAN TRANSPORTATION

- High-Speed Rail—$250 million for the High-Speed Rail Authority for construction of the initial construction segment in the Central Valley and further environmental and design work on the statewide system. The Budget also provides an ongoing commitment of 25 percent of future Cap and Trade proceeds to the high-speed rail project and specifies that $400 million remaining from a prior General Fund loan also be available for the project. This long-term funding commitment allows for the advancement of the project on multiple segments concurrently, which yields cost savings and creates an opportunity for earlier potential private sector investment. These investments in the high-speed rail system will alleviate pressure on California's current transportation network and will provide both environmental and economic benefits.

- Low Carbon Transit Operations Program—$25 million for local transit agencies to support new or expanded bus and rail services, with an emphasis on disadvantaged communities. Expenditures are required to result in an increase in transit ridership and a decrease in GHG emissions. The Budget also provides an ongoing commitment of 5 percent of future auction proceeds for this purpose.

- Transit and Intercity Rail Capital Program—$25 million for Caltrans to administer a competitive grant program for rail and bus transit operators for capital improvements to integrate state and local rail and other transit systems, including those located in disadvantaged communities, and those that provide connectivity to the high-speed rail system. The Transportation Agency will prepare a list of projects recommended for funding, to be submitted to the California Transportation Commission for programming and allocation. The Budget also provides an ongoing commitment of 10 percent of future auction proceeds for this purpose.

- Affordable Housing and Sustainable Communities Program—$130 million to support the implementation of sustainable communities strategies required by Chapter 728, Statutes of 2008 (SB 375), and to provide similar support to other areas with GHG reduction policies, but not subject to SB 375 requirements. The Strategic Growth Council will coordinate this program. Projects that benefit disadvantaged communities will be given priority. Also, projects will reduce GHG emissions by increasing transit ridership, active transportation (walking/biking), affordable housing near transit stations, preservation of agricultural land, and local planning that promotes infill development and reduces the number of vehicle miles traveled.

The Budget also provides an ongoing commitment of 20 percent of future auction proceeds for this program and requires that at least half of the expenditures be allocated for affordable housing projects.

- Low Carbon Transportation—$200 million for the Air Resources Board to accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. This investment will also support the Administration's goal to deploy 1.5 million zero-emission vehicles in California by 2025. The Board administers existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses. These expenditures will respond to increasing demand for these incentives, as well as provide incentives for the pre-commercial demonstration of advanced freight technology to move cargo in California, which will benefit communities near freight hubs.

Energy Efficiency and Clean Energy

- Weatherization Upgrades/Renewable Energy—$75 million for the Department of Community Services and Development to assist in the installation of energy efficiency and renewable energy projects in low-income housing units within disadvantaged communities. Weatherization measures typically include weather-stripping, insulation, caulking, water heater blankets, fixing or replacing windows, refrigerator replacement, electric water heater repair/replacement, and heating and cooling system repair/replacement. Renewable energy measures include installation of solar water heater systems and photovoltaic systems. This program will serve a mix of single and multifamily housing units.

- Energy Efficiency in Public Buildings—$20 million for the Energy Resources Conservation and Development Commission to finance energy efficiency and energy generation projects in public buildings, including the University of California, the California State University, and courts. Energy savings projects will include lighting systems, energy management systems and equipment controls, building insulation and heating, ventilation, and air conditioning equipment.

- Agricultural Energy and Operational Efficiency—$15 million for the Department of Food and Agriculture to support projects that reduce GHG emissions from the agriculture sector by capturing greenhouse gases, harnessing greenhouse gases as a renewable bioenergy source, improving agricultural practices and promoting low carbon fuels, agricultural energy, and operational efficiency.

Natural Resources and Waste Diversion

- Wetlands and Coastal Watersheds—$25 million for the Department of Fish and Wildlife to implement projects that provide carbon sequestration benefits, including restoration of wetlands (including those in the Delta), coastal watersheds and mountain meadows. In addition to furthering the goals of AB 32, these types of projects are also identified in the Water Action Plan and are integral to developing a more sustainable water management system statewide.

- Fire Prevention and Urban Forests—$42 million for the Department of Forestry and Fire Protection to support urban forests in disadvantaged communities and forest health restoration and reforestation projects that reduce wildfire risk and increase carbon sequestration. These expenditures will enhance forest health and reduce fuel loads in light of climate change increasing wildfire intensity and damage.

- Waste Diversion—$25 million for the Department of Resources Recycling and Recovery to provide financial incentives for capital investments that expand waste management infrastructure, with a priority in disadvantaged communities. Investment in new or expanded clean composting and anaerobic digestion facilities is necessary to divert more materials from landfills, a significant source of methane emissions. These programs reduce GHG emissions and support the state's 75-percent solid waste recycling goal.

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Greenhouse Gas Reduction Fund Programs

Appropriations	Potential Projects Identified by Implementing Agencies	2013-14 (M)	2014-15 (M)	2015-16 (%)	% of 2014-15 Funds Benefiting Disadvantaged Communities
High Speed Rail (HSRA) Construction of the initial construction segment in the Central Valley and further environmental and design work on the statewide system. The Budget also provides an ongoing commitment that allows for the advancement of the project on multiple segments concurrently, which yields cost savings and creates an opportunity for earlier potential private sector investment. These investments in the high-speed rail system will alleviate pressure on California's current transportation network and will provide both environmental and economic benefits.	Planning/Design		$59	25%	0-25%
	Right-of-way acquisition of Initial Operating Segment		$191		
	Construction of Initial Operating Segment				
Transit and Intercity Rail Capital Program (CalSTA) Competitive grant program for rail and bus transit operators for capital improvements to integrate state and local rail and other transit systems, including those located in disadvantaged communities, and those that provide connectivity to the high-speed rail system. The Transportation Agency will prepare a list of projects recommended for funding, to be submitted to the California Transportation Commission for programming and allocation.	Connectivity to existing/future rail systems by adding new rail cars/engines		$25	10%	25% (in statute)
	Increase service and reliability of intercity and commuter rail systems				
	Encourage multi-modal transit via integrated ticketing / scheduling				
Low Carbon Transit Operations Program (Caltrans to local agencies) Support new or expanded bus and rail services, with an emphasis on disadvantaged communities. Expenditures are required to result in an increase in transit ridership and a decrease in GHG emissions.	New/expanded bus or rail services or expanded intermodal transit facilities		$25	5%	50% (in statute)
	Service or facility improvements, e.g. equipment, fueling, and maintenance				
Affordable Housing and Sustainable Communities (SGC and member agencies) Implementation of sustainable communities strategies required by SB 375, and to provide similar support to other areas with GHG reduction policies, but not subject to SB 375 requirements. Projects that benefit disadvantaged communities will be given priority. Also, projects will reduce GHG emissions by increasing transit ridership, active transportation (walking/biking), affordable housing near transit stations, preservation of agricultural land, and local planning that promotes infill development and reduces the number of vehicle miles traveled.	Intermodal affordable housing		$130	20%	50% (in statute)
	Transit capital projects				
	Active transportation/complete streets				
	Transit-oriented development				
	Agricultural land preservation				
	Local planning and implementation				
Low Carbon Transportation (ARB) Accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. This investment will also support the Administration's goal to deploy 1.5 million zero-emission vehicles in California by 2025. ARB administers existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses. These expenditures will respond to increasing demand for these incentives, as well as provide incentives for the pre-commercial demonstration of advanced freight technology to move cargo in California, which will benefit communities near freight hubs.	Passenger ZEV rebates	$30	$200		50%
	Heavy duty hybrid/ZEV trucks and buses				
	Freight demonstration projects				
	Pilot programs (car sharing, financing, etc.) in disadvantaged communities				

Greenhouse Gas Reduction Fund Programs

Appropriations	Potential Projects Identified by Implementing Agencies	2013-14 (M)	2014-15 (M)	2015-16 (%)	% of 2014-15 Funds Benefiting Disadvantaged Communities
Weatherization Upgrades/Renewable Energy (CSD) Installation of energy efficiency and renewable energy projects in single and multifamily low-income housing units within disadvantaged communities. Weatherization measures typically include weather-stripping, insulation, caulking, water heater blankets, fixing or replacing windows, refrigerator replacement, electric water heater repair/replacement, and heating and cooling system repair/replacement. Renewable energy measures include installation of solar water heater systems and photovoltaic systems.	Single-Family Weatherization		$75		>75%
	Multi-Family Weatherization				
	Solar PV and Water Heating				
Energy Efficiency in Public Buildings (CEC) Energy efficiency and energy generation projects in public buildings, including the University of California, the California State University, and courts. Energy savings projects will include lighting systems, energy management systems and equipment controls, building insulation and heating, ventilation, and air conditioning equipment.	Energy audits		$20		<25%
	Building retrofits for energy efficiency				
	Energy generation				
Agricultural Energy and Operational Efficiency (CDFA) Projects that reduce GHG emissions from the agriculture sector by capturing greenhouse gases, harnessing greenhouse gases as a renewable bioenergy source, improving agricultural practices and promoting low carbon fuels, agricultural energy, and operational efficiency.	Water use efficiency	$10			<25%
	Dairy digesters		$15		
	Alternative and renewable fuels				
	Fertilizer research, nitrogen management				
Water Action Plan - Water-Energy Efficiency (DWR) Funding for grants that support water use efficiency projects, leak detection and repair projects that reduce GHG emissions, with additional consideration given to disadvantaged communities. The funding will also support projects at the Thermalito and Hyatt State Water Project facilities.	Efficient hydro energy turbines	$30			<25%
	Water conservation and efficiency grants				
Water Action Plan - Wetlands and Watershed Restoration (DFW) Implement projects that provide carbon sequestration benefits, including restoration of wetlands (including those in the Delta), coastal watersheds and mountain meadows. In addition to furthering the goals of AB 32, these types of projects are integral to developing a more sustainable water management system statewide.	Delta coastal wetlands		$25		0-25%
	Mountain meadows				
	Water use efficiency in wetlands				
Sustainable Forests (CAL FIRE) Urban forests in disadvantaged communities and forest health restoration and reforestation projects that reduce wildfire risk and increase carbon sequestration. These expenditures will enhance forest health and reduce fuel loads in light of climate change increasing wildfire intensity and damage.	Urban and community forestry		$24		>75%
	Fire risk reduction		$18		0-25%
	Forest health				
Waste Diversion (CalRecycle) Financial incentives for capital investments that expand waste management infrastructure, with a priority in disadvantaged communities. Investment in new or expanded clean composting and anaerobic digestion facilities is necessary to divert more materials from landfills. These programs reduce GHGs and support the 75% solid waste recycling goal.	Organics composting/ anaerobic digestion		$25		<25%
	Increased recycling manufacturing				
	Organics and recycling project loans				
Total		**$70**	**$832**	**60%**	

Cap and Trade Auction Proceeds

Investments to Benefit Disadvantaged Communities

2014 Public Workshops

Aug 25: Fresno
Aug 26: Los Angeles
Sep 3: Oakland

California Environmental Protection Agency

California Environmental Protection Agency
Air Resources Board

1

"It is the intent of the Legislature that this act continue California's implementation of AB 32 by directing resources to the state's most impacted and disadvantaged communities to ensure activities…will provide economic and health benefits to these communities"

-- Senate Bill 535 (De León, 2012)

2

SB 535 – Direction

For monies in the Greenhouse Gas Reduction Fund (State proceeds from Cap-and-Trade auctions):

- Maximize benefits to disadvantaged communities
- Allocate at least 10% of funds to projects "located in" disadvantaged communities
- Allocate at least 25% of funds to projects "benefitting" disadvantaged communities

3

State Roles to Implement SB 535

Legislature and Governor

Define requirements & programs for investment

CalEPA	***ARB***
Identify disadvantaged communities	Provide guidance to agencies on SB 535
Maps that define communities	Guidance to maximize benefits

State Agencies Administering Proceeds

Invest in projects that cut greenhouse gases and benefit disadvantaged communities

4

IDENTIFYING DISADVANTAGED COMMUNITIES WITH CALENVIROSCREEN 2.0

August-September 2014

Senate Bill 535 (De León, 2012)

- At least 25 percent of Greenhouse Gas Reduction Fund moneys shall be allocated to projects that benefit disadvantaged communities.
- At least 10 percent of these moneys shall be allocated to projects located in disadvantaged communities.
- CalEPA shall identify disadvantaged communities "based on geographic, socioeconomic, public health and environmental hazard criteria."

6

CalEnviroScreen 2.0 Indicators

Pollution Burden		*Population Characteristics*	
Exposures	**Environmental Effects**	**Sensitive Populations**	**Socioeconomic Factors**
❑ PM 2.5 concentrations	❑ Cleanup sites	❑ Prevalence of children and elderly	❑ Educational attainment
❑ Ozone concentrations	❑ Groundwater threats (Leaking underground tanks and cleanups)	❑ Asthma emergency department visit rate	❑ Linguistic isolation
❑ Diesel PM emissions	❑ Impaired water bodies	❑ Rate of low birth weight births	❑ Poverty: Percent residents below 2x national poverty level
❑ Drinking water contaminants	❑ Solid waste sites and facilities		❑ Unemployment rate
❑ Pesticide use	❑ Hazardous waste generators and facilities		
❑ Toxic releases from facilities			
❑ Traffic density			

7

Geographic scale: Census tracts

- Approximately 8000 census tracts in California.
- Represents a relatively fine scale of analysis.
- Each census tract receives a CalEnviroScreen score (between 1 and 100) based on how its 19 indicators compare with other census tracts.
- CalEnviroScreen ranks census tracts based on their scores.
  - Census tracts with higher scores have higher pollution burdens and vulnerabilities than tracts with lower scores.

8

Identifying Disadvantaged Communities

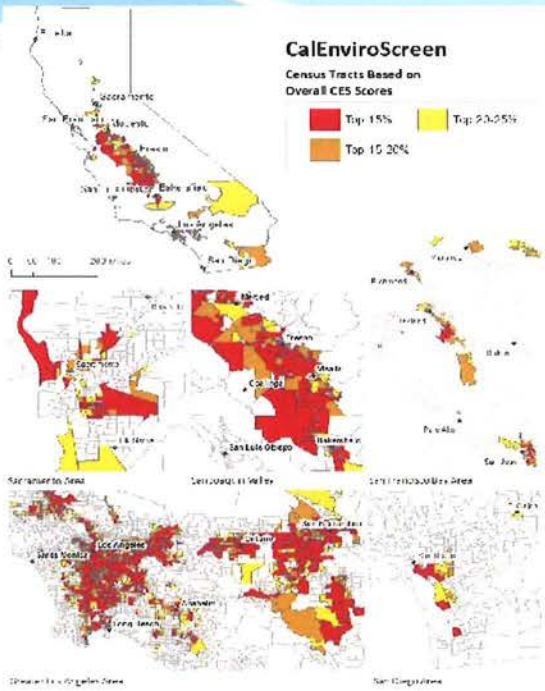
- How many communities should be considered disadvantaged?
  - Census tracts with highest 15%, 20% or 25% of scores calculated from CalEnviroScreen data?
    - Generally represent 15%, 20% and 25% of California's population
- How should CalEnviroScreen information be used in identifying disadvantaged communities?

9

Method 1: Top CalEnviroScreen scores

- For each census tract, the pollution score is multiplied by the population score to get a final CalEnviroScreen score.
- Consistent with scientific studies showing that population characteristics can affect health risks from pollution.

10



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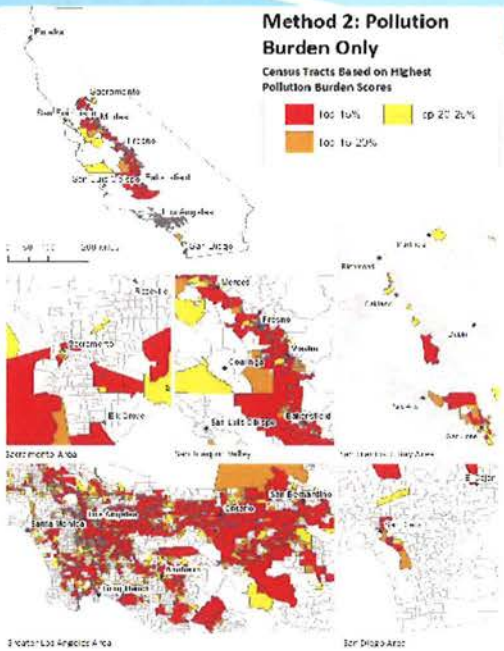
Method 2: Pollution Burden Only

- Identifies census tracts with highest pollution burdens, regardless of health and socioeconomic status.
- Meets only two of the four criteria in SB 535 for identifying disadvantaged communities.

12



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Method 3: Population Characteristics Only

- Identifies census tracts based on public health and socioeconomic status, regardless of pollution burden.
- Meets only three of the four criteria in SB 535 for identifying disadvantaged communities.

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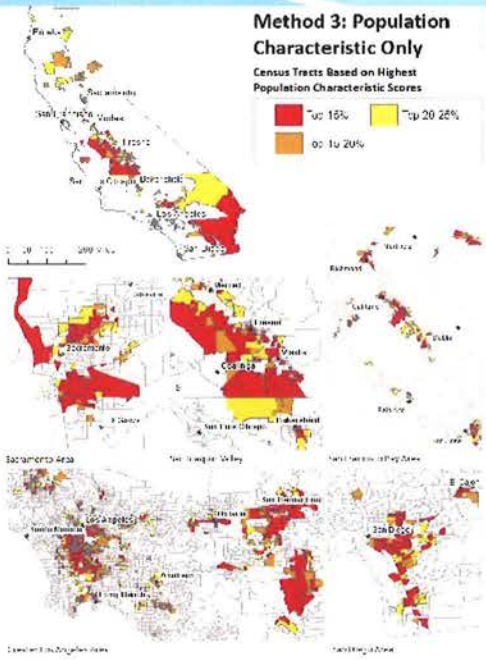
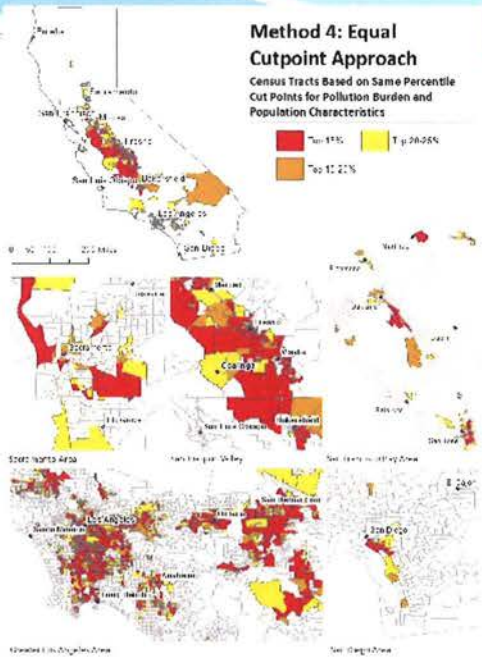


15

Method 4: Equal cutpoints

- Only census tracts with the highest pollution burden <u>and</u> population characteristics scores can be considered disadvantaged.
- Could consider census tracts:
  - In the top 15% (equal cutpoints for pollution burden and for population characteristics).
  - In the top 20% (equal cutpoints for pollution burden and for population characteristics).
  - In the top 25% (equal cutpoints for pollution burden and for population characteristics).

16

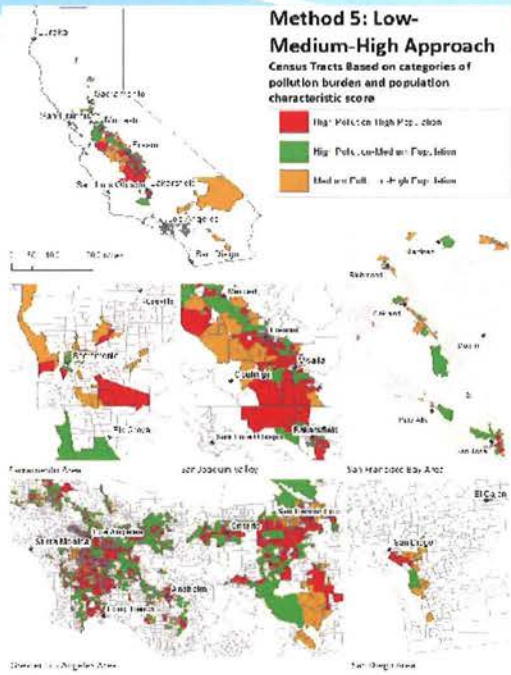


17

Method 5: Low-Medium-High Categories

- Separate rankings of census tracts for pollution burden and population characteristics as "high" (top 25%), "medium" (25% to 50%) and "low" (below 50%).
- Identify census tracts that are:
  - "High" for both pollution burden and population characteristics.
  - "High" for pollution burden and "medium" for population characteristics.
  - "High" for population characteristics and "medium" for pollution burden.

18



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Investments to Benefit Disadvantaged Communities

Interim Guidance to Agencies Administering Greenhouse Gas Reduction Fund Monies

DRAFT FOR COMMENT

(August 22, 2014)

California Environmental Protection Agency

Air Resources Board

20

Funding Path Based on State Budget

State Administering Agencies Receive Funding Directed to Specific Transportation, Energy, Resources Programs

- **Incentives to residents & business**
- **Regional & local entities (consistent w/ State policy)**
- **Direct funding for State capital projects**

21

State Administering Agencies

California Strategic Growth Council · CalSTA · Caltrans · CALIFORNIA High-Speed Rail Authority · California Environmental Protection Agency Air Resources Board · CSD · CAL FIRE · cdfa California Department of Food & Agriculture · CalRecycle

- Each agency designs and implements its own program consistent with statutory direction, including public process, project criteria & selection
- Each agency incorporates ARB guidance on investments to benefit disadvantaged communities

22

Key Programs to Benefit Disadvantaged Communities with FY 2014-15 Monies

- Weatherization/renewables
- Urban forestry
- Low-carbon transportation
- Affordable housing and sustainable communities
- Low-carbon transit operations
- Transit & intercity rail capital projects
- Other programs may offer benefits as well

Note: SB 535 minimum targets apply to total investment portfolio, not to each program; see page 12 for State approach

23

ARB Staff Draft Interim Guidance

- Framework for projects funded w/FY 2014-15 monies so agencies can move quickly
- Approaches to maximize benefits and access to benefits
- Criteria for project evaluation to support benefits that are direct, meaningful, & assured
- Full ARB guidelines in 2015 will address future year funding

24

Interim Guidance – Maximizing Benefits

"Maximize" % of funds and priority for communities

- All agencies to evaluate investments that reduce GHG emissions to assess potential for community benefits
- Target funding, as feasible, for projects located in and and benefitting communities based on ARB criteria
  - Increase community awareness & access to funding
  - Address needs commonly identified by communities or key factors that contributed to "disadvantaged" status
  - Consider "how to" strategies in guidance document
  - Identify a quantifiable metric to track/report benefits
  - Work together to provide benefits from multiple programs

25

Examples of Common Needs

- Reduce health harms through clean air, plus walking, biking, and recreation
- Increase safety and thermal comfort
- Create quality jobs and job training
- Improve transit access and service
- Cut housing, transportation, energy costs
- Reduce exposure to local air toxics
- Prioritize zero emissions in areas with high diesel soot levels

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Interim Guidance – Determining Benefits

Draft guidance defines benefits and requires project evaluation against "yes/no" criteria for SB 535 targets

A. Located in and provides direct benefits to a disadvantaged community; or

B. Is not located in but provides direct benefits to one or more disadvantaged communities

   1. Based on proximity/access to benefit for residents (e.g., ZIP code or ½ mile walking distance)

   2. Provides jobs/job training, cleaner air, transit, access to green space, waste diversion, etc.

27

Project: vouchers for hybrid + zero-emission trucks & buses

Primary benefit: reducing air pollution for residents of census tracts identified as disadvantaged communities

"**Within:**" vehicle based in a community census tract or travels a fixed route primarily in these tracts, or serves transit stations/stops in these tracts

"**Benefitting:**" vehicle based in ZIP code that contains a community census tract, or serves a hub in such a ZIP code, or operates primarily on impacted corridors that substantially impact air quality in these tracts

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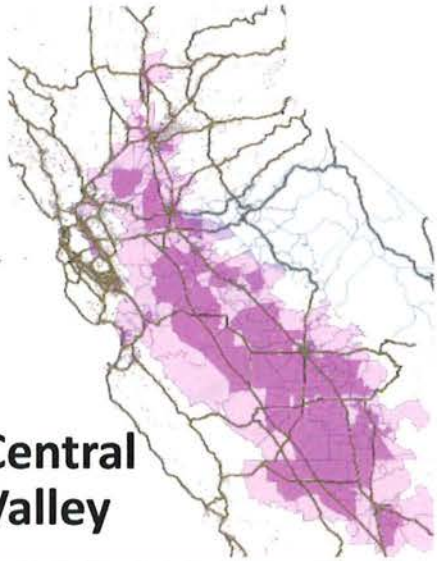
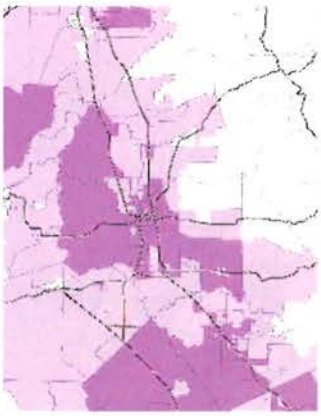
Census tracts = disadvantaged communities

ZIP codes containing those tracts



Central Valley



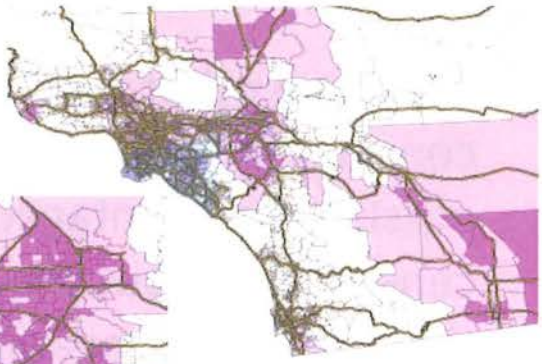
Stockton

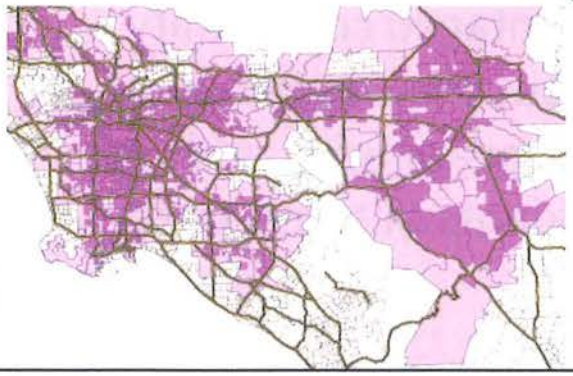
29

Census tracts = disadvantaged communities

ZIP codes containing those tracts

Greater LA

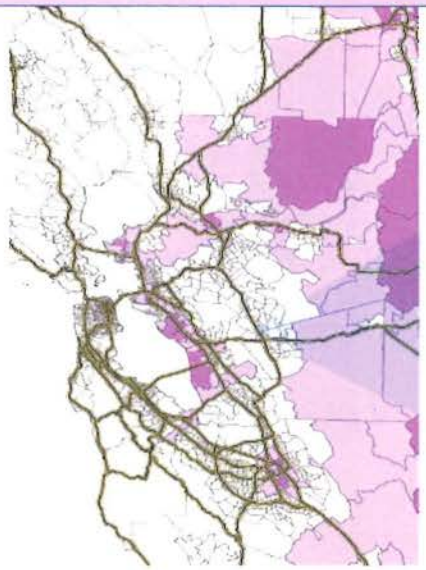




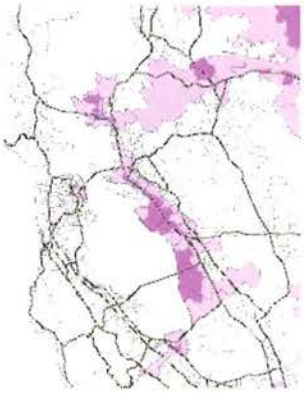
30

Census tracts = disadvantaged communities

ZIP codes containing those tracts



Bay Area



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Key Question for Discussion

Are there other criteria ARB should consider for projects that are located outside disadvantaged community census tracts, but provide benefits that are direct, meaningful, and assured to residents of those tracts?

32

Next Steps on ARB Interim Guidance

- Sep 15, 2014: written comments due
- Sep 18, 2014: Board to hear testimony & consider Interim Guidance with recommended amendments
- Visit www.arb.ca.gov/auctionproceeds to:
  - submit comments electronically
  - subscribe to list serve
  - see the upcoming events
  - see all the program information

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Contact Us

- CalEPA and OEHHA
  - Arsenio Mataka, Assistant Secretary - 916-323-0445
  - arsenio.mataka@calepa.ca.gov
  - http://oehha.ca.gov/ej/ces2.html
- ARB
  - Shelby Livingston, Branch Chief - 916-324-0934
  - Matthew Botill, Manager - 916-324-2828
  - GGRFProgram@arb.ca.gov
  - www.arb.ca.gov/auctionproceeds

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REPORT

AGENDA ITEM NO. 23

DATE: September 11, 2014

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.

INTERNAL CONTROLS:
With guidance from our outside independent auditors, Vasquez & Co., LLP, we are further developing our system of controls and IT security.

- The Internal Auditor is developing a Fraud Risk Management Policy to enhance and formalize our current anti-fraud procedures.
- We are evaluating various whistleblower hotline options to evaluate the effectiveness of our current approach versus other industry options.
- The Internal Auditor is updating SCAG's Internal Control Framework to comply with new standards issued by the Committee of Sponsoring Organizations (COSO).
- The CFO has requested the external auditors evaluate SCAG's vulnerability to cyber-attacks and has verified that SCAG has insurance coverage for cyber-attacks.

BUDGET & GRANTS (B&G):
On July 31, 2014, B&G staff submitted the 4th Quarter Progress Report for the end of FY 2013-14 with preliminary expenditures to the California Department of Transportation (Caltrans) for their review. We received notification from Caltrans that they found no major issues and were awaiting the final invoice for FY 2013-14 to complete their review.

On July 3, 2014, Caltrans, Division of Transportation Planning, awarded six (6) grants to SCAG for the FY15 Caltrans Sustainable Transportation Planning Grant Program. The combined total amount awarded was $1,112,388 and will focus on sustainability and support for Assembly Bill 32 and Senate Bill 375 implementation, along with California's planning goals: Economy, Equity, and Environment. SCAG added these projects in Amendment No. 1 of the FY 2014-15 Overall Work Program (OWP).

Sub-applicants of the successful grant applications include:

- Anaheim Transportation Network
- City of Fontana
- City of Malibu
- Cities of Hermosa Beach, Manhattan Beach and Redondo Beach
- Riverside Transit Agency

On August 31, 2014, B&G staff prepared and completed budget amendment No. 1 to the FY 2014-15 OWP. This amendment will increase the budget by approximately $7 million. The changes included in Amendment 1 are comprised of programming prior year's unspent funds (carryover) to projects that were reduced as part of balancing the FY 2014-15 budget, as well as adding eight (8) new grants and funding Phase III of the Sustainability Program.

CONTRACTS:
In July 2014, the Contracts Department issued four (4) Requests for Proposal (RFP's); thirteen contracts; eleven contract amendments; and 84 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 98 consultant contracts.

Contracts staff continued to negotiate better pricing and reduced costs for services. During the month of July 2014, over $46,017 in budget savings was realized. During FY 2013-14 Contracts staff saved the agency approximately $414,554.

ATTACHMENT:
July 2014 CFO Monthly Status Report

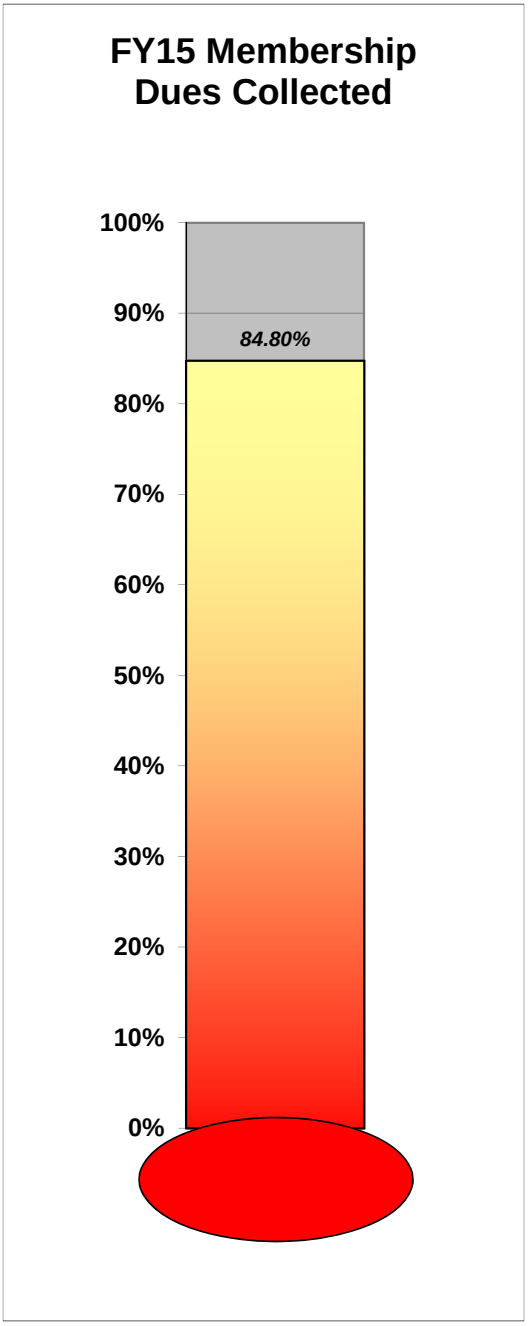
SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Office of the Chief Financial Officer

Monthly Status Report

JULY 2014

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS



OVERVIEW

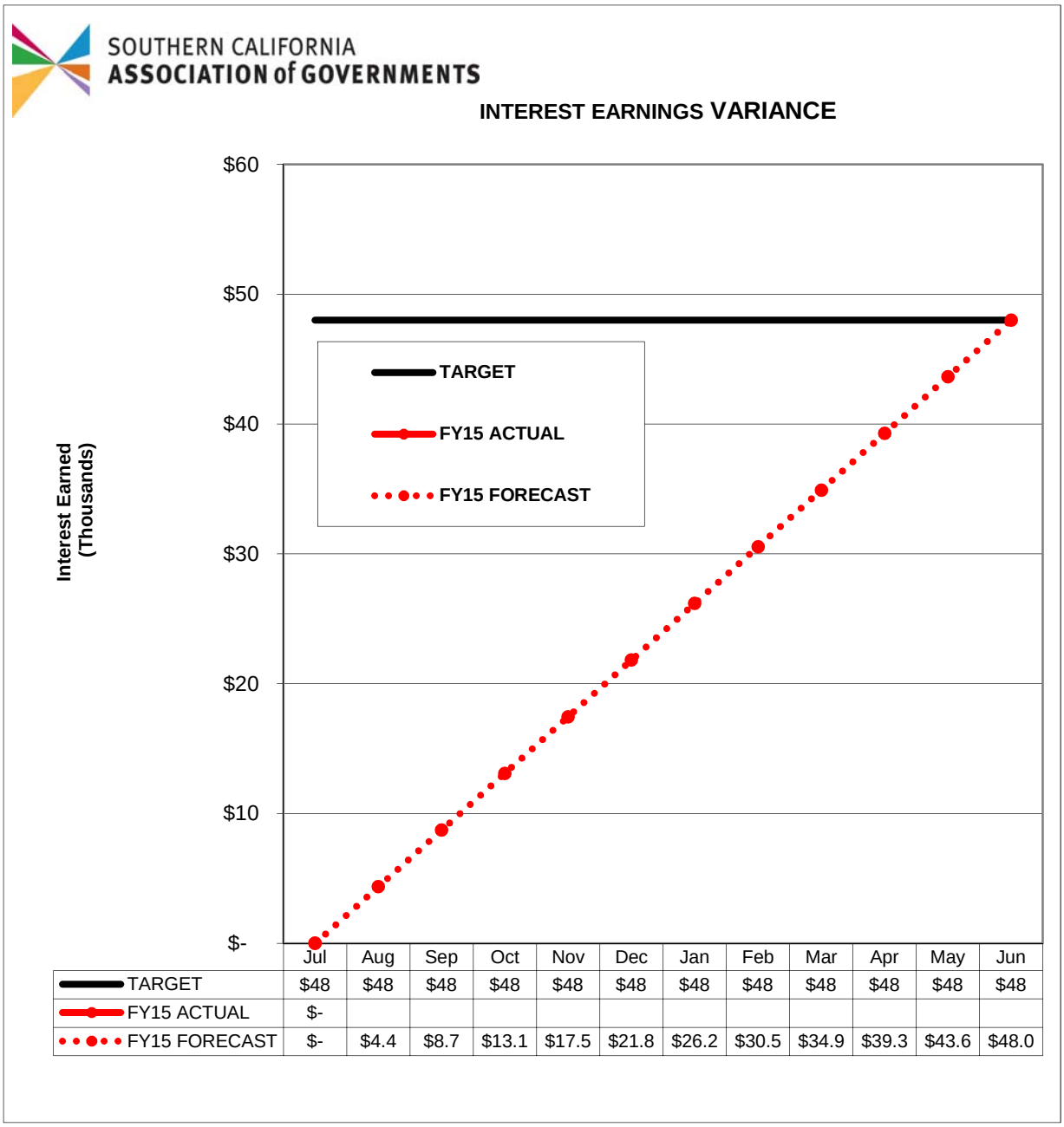
As of August 26, 2014, 162 cities have renewed their membership while 28 cities have not yet renewed. No cities' dues have been waived and there is one (1) city in the SCAG region which is still being recruited for membership.

SUMMARY

FY15 Membership Dues	$ 1,912,751.73
Total Collected	$ 1,654,938.00
Percentage Collected	84.80%

Office of the CFO

Interest Earnings Variance



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
TARGET	$48	$48	$48	$48	$48	$48	$48	$48	$48	$48	$48	$48
FY15 ACTUAL	$-											
FY15 FORECAST	$-	$4.4	$8.7	$13.1	$17.5	$21.8	$26.2	$30.5	$34.9	$39.3	$43.6	$48.0

OVERVIEW

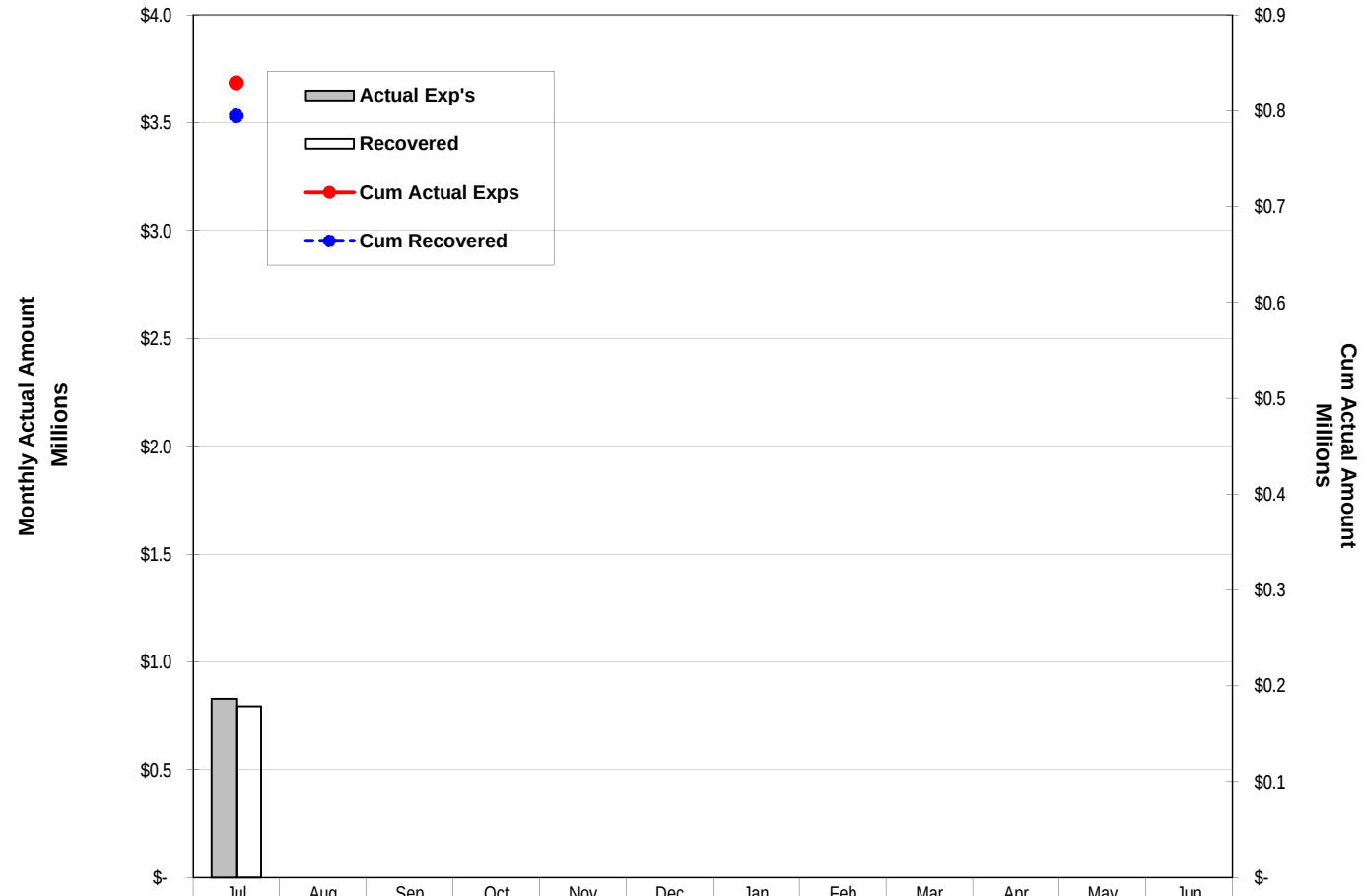
Actual interest income is plotted against the target amount. The amount credited to SCAG's account through July was zero because there is a one-month reporting lag. The LA County Pool earned 0.79% in June.

SUMMARY

The amount projected for FY15 is $48,000.

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

FY15 INDIRECT COST & RECOVERY



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Actual Exp's	$829		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Recovered	$794		$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
Cum Actual Exps	$829											
Cum Recovered	$794											

OVERVIEW

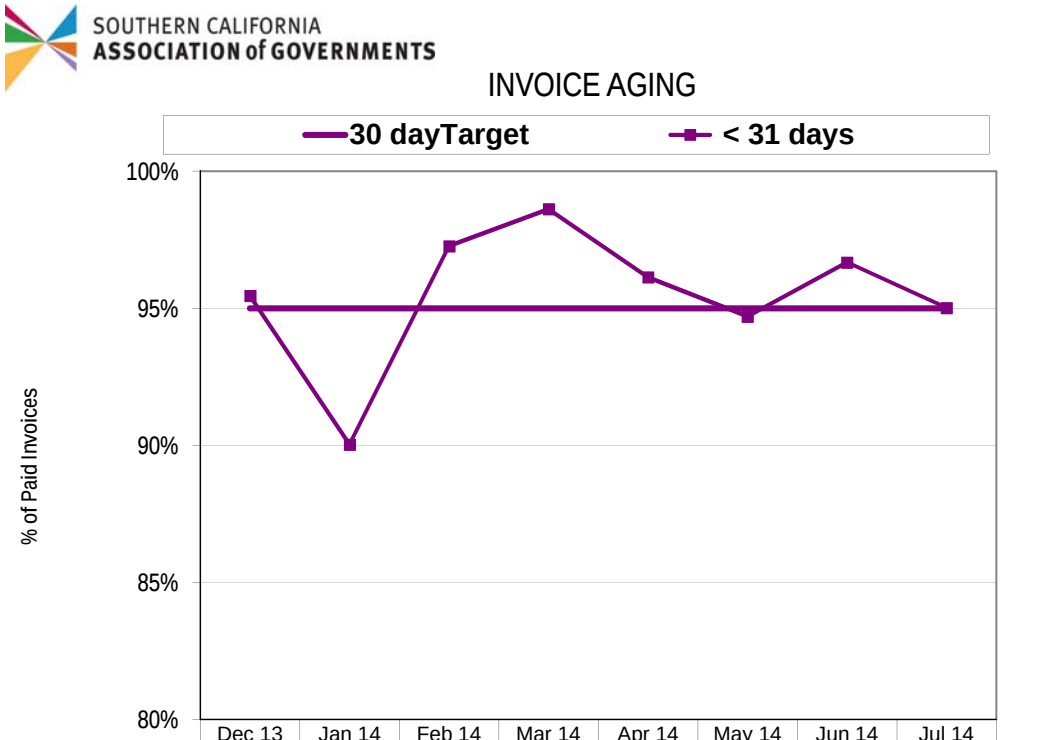
A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

SUMMARY

Through July 2014, SCAG was under-recovered by $34,782 due to lower than budgeted labor charges.

Office of the CFO

Invoice Aging



	Dec 13	Jan 14	Feb 14	Mar 14	Apr 14	May 14	Jun 14	Jul 14
30 dayTarget	95%	95%	95%	95%	95%	95%	95%	95%
< 31 days	95.45%	90.03%	97.27%	98.62%	96.13%	94.70%	96.68%	95.02%

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

95.02% of July 2014's payments were made within 30 days of invoice receipt.

At month-end, 73 invoices remained unpaid less than 30 days.

Actual

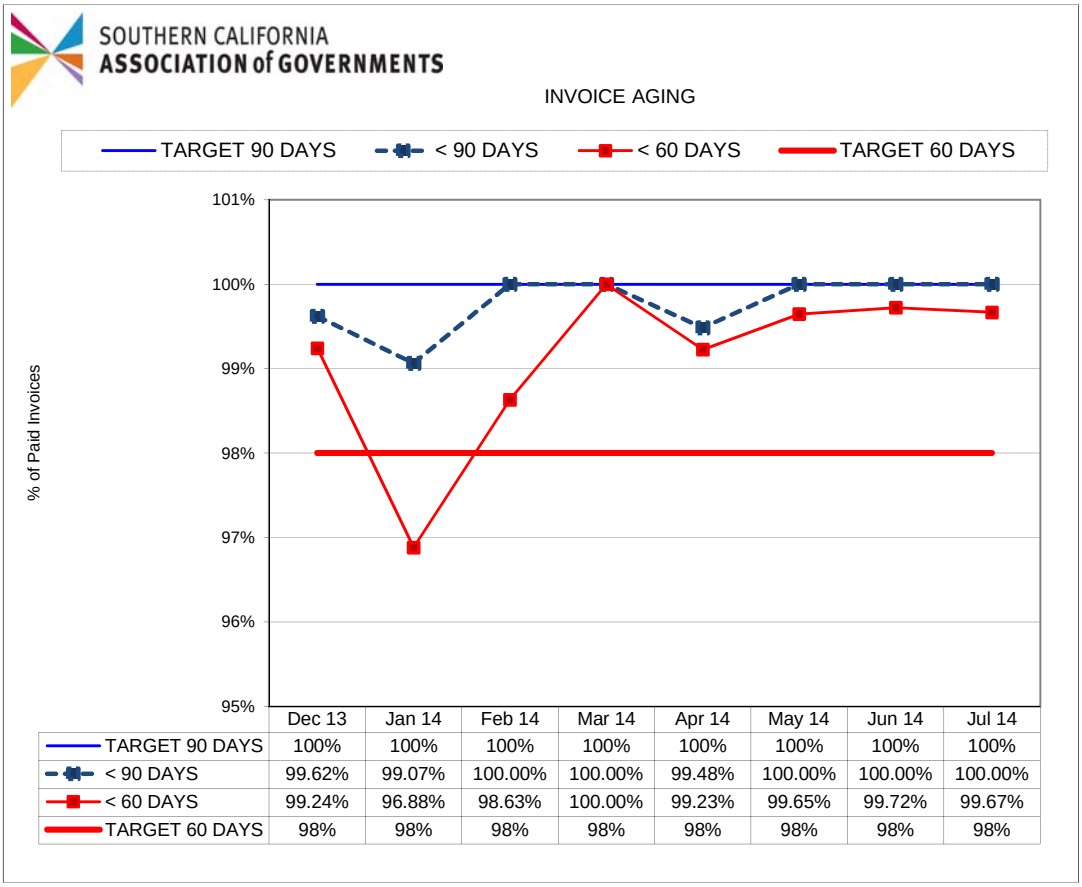
OVERVIEW

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.

99.67% of July 2014's payments were within 60 days of invoice receipt and 100.00% within 90 days. Invoices unpaid 30-60 days totaled 7; 60-90 days: 1; >90 days: 2.



	Dec 13	Jan 14	Feb 14	Mar 14	Apr 14	May 14	Jun 14	Jul 14
TARGET 90 DAYS	100%	100%	100%	100%	100%	100%	100%	100%
< 90 DAYS	99.62%	99.07%	100.00%	100.00%	99.48%	100.00%	100.00%	100.00%
< 60 DAYS	99.24%	96.88%	98.63%	100.00%	99.23%	99.65%	99.72%	99.67%
TARGET 60 DAYS	98%	98%	98%	98%	98%	98%	98%	98%

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Office of the CFO

Consolidated Balance Sheet

		6/30/2014	7/31/2014	Incr (decr) to equity	COMMENTS
1					
2	Cash at Bank of the West	$ 1,427,231	$ 1,231,182		
3	LA County Investment Pool	$ 9,447,562	$ 9,551,215		
4	Cash & Investments	$ 10,874,794	$ 10,782,398	$ (92,396)	Minor change
5					
6	Accounts Receivable	$ 6,766,435	$ 5,912,867	$ (853,569)	July CPG billings were $524K less than May's
7					
8	Fixed Assets - Net Book Value	$ 583,192	$ 583,192	$ -	No change
9					
10	Total Assets	$ 18,224,421	$ 17,278,456	$ (945,965)	
11					
12	Accounts Payable	$ (1,997,739)	$ (939,212)	$ 1,058,528	June invoices were paid down
13					
14	Employee-related Liabilities	$ (551,699)	$ (241,723)	$ 309,976	June had eleven unpaid working days, July only four.
15					
16	Other Current Liabilities	$ (521,863)	$ (440,738)	$ 81,125	IC was under-recovered $35K in July; Suspense acct increase $50K in July.
17					
18	Deferred Revenue	$ (901,074)	$ (641,977)	$ 259,097	FY15 membership dues taken into income in July
19					
20	Total Liabilities and Deferred Revenue	$ (3,972,376)	$ (2,263,650)	$ 1,708,726	
21					
22	**Fund Balance**	**$ 14,252,045**	**$ 15,014,806**	**$ 762,761**	
23				-	
24	**WORKING CAPITAL**				
25		**6/30/2014**	**7/31/2014**	**Incr (decr) to working capital**	
26	Cash	$ 10,874,794	$ 10,782,398	$ (92,396)	
27	Accounts Receivable	$ 6,766,435	$ 5,912,867	$ (853,569)	
28	Accounts Payable	$ (1,997,739)	$ (939,212)	$ 1,058,528	
29	Employee-related Liabilities	$ (551,699)	$ (241,723)	$ 309,976	
30	**Working Capital**	**$ 15,091,790**	**$ 15,514,329**	**$ 422,539**	

Office of the CFO

Fiscal Year-To-Date Expenditure Report Through July 31, 2014

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

COMPREHENSIVE BUDGET

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1		Staff & Allocated Fringe Benefits	369,802	369,802	1,425		368,377	0.4%
2	51001	Allocated Indirect Costs	276,634	276,634	1,062		275,572	0.4%
3	54300	SCAG Consultants	528,440	528,440	-	353,527	174,913	0.0%
4	54340	Legal costs	120,000	120,000	-	103,858	16,142	0.0%
5	55441	Payroll, bank fees	15,000	15,000	409		14,591	2.7%
6	55510	Office Supplies	15,000	15,000	-	2,552	12,448	0.0%
7	55600	SCAG Memberships	27,000	27,000	-	20,000	7,000	0.0%
8	55610	Professional Membership	12,719	12,719	1,417	1,106	10,196	11.1%
9	55730	Capital Outlay	542,106	542,106	-		542,106	0.0%
10	55860	Scholarships	14,000	14,000	-		14,000	0.0%
11	55914	RC General Assembly	400,000	400,000	-	155,198	244,802	0.0%
12	55916	Economic Summit	50,000	50,000	-	3,500	46,500	0.0%
13	55917	Labor Summit	7,000	7,000	-	1,502	5,498	0.0%
14	55920	Other Meeting Expense	50,000	50,000	2,212	41,287	6,501	4.4%
15	55930	Miscellaneous other	11,000	11,000	2,621	8,379	0	23.8%
16	55940	Stipend - RC Meetings	211,440	211,440	6,840	0	204,600	3.2%
17	56100	Printing	6,000	6,000	-	225	5,775	0.0%
18	58100	Travel - outside SCAG region	35,000	35,000	480	0	34,520	1.4%
19	58101	Travel - local	26,000	26,000	-	0	26,000	0.0%
20	58110	Mileage - local	11,500	11,500	4	0	11,496	0.0%
21	58150	Staff Lodging Expense	9,000	9,000	-		9,000	0.0%
22	58800	RC Sponsorships	69,720	69,720	2,500		67,220	3.6%
23		**Total General Fund**	**2,807,361**	**2,807,361**	**18,969**	**691,135**	**2,097,257**	**0.7%**
24					-			
25		Staff & Fringe Benefits	13,974,295	13,974,295	1,063,800		12,910,495	7.6%
26	51001	Allocated Indirect Costs	10,453,605	10,453,605	793,169		9,660,436	7.6%
27	54300	SCAG Consultants *	14,738,572	14,816,572	-	12,286,493	2,530,079	0.0%
28	54350	Professional Services	506,000	506,000	-	346,468	159,532	0.0%
29	55210	Software Support	701,500	701,500	12,917	3,078	685,506	1.8%
30	55220	Hardware Support	100,000	100,000	10,131	22,935	66,933	10.1%
31	55280	Third Party Contribution	3,294,080	3,294,080	-	126,397	3,167,683	0.0%
32	55620	Resource Materials - subscrib	60,000	60,000	8,594	27,074	24,332	14.3%
33	55810	Public Notices	33,000	33,000	-	3,448	29,552	0.0%
34	55830	Conference - Registration	10,000	10,000	-	2,725	7,275	0.0%
35	55920	Other Meeting Expense	86,698	86,698	-		86,698	0.0%
36	55930	Miscellaneous - other	155,402	155,402	-	13,354	142,048	0.0%
37	56100	Printing	34,500	34,500	-	559	33,941	0.0%
38	58100	Travel	260,332	260,332	4,603	250	255,479	1.8%
39		**Total OWP**	**44,407,984**	**44,485,984**	**1,893,214**	**12,832,781**	**29,759,990**	**4.3%**
40					-			
41		**Comprehensive Budget**	**47,215,345**	**47,293,345**	**1,912,182**	**13,523,916**	**31,857,247**	**4.0%**

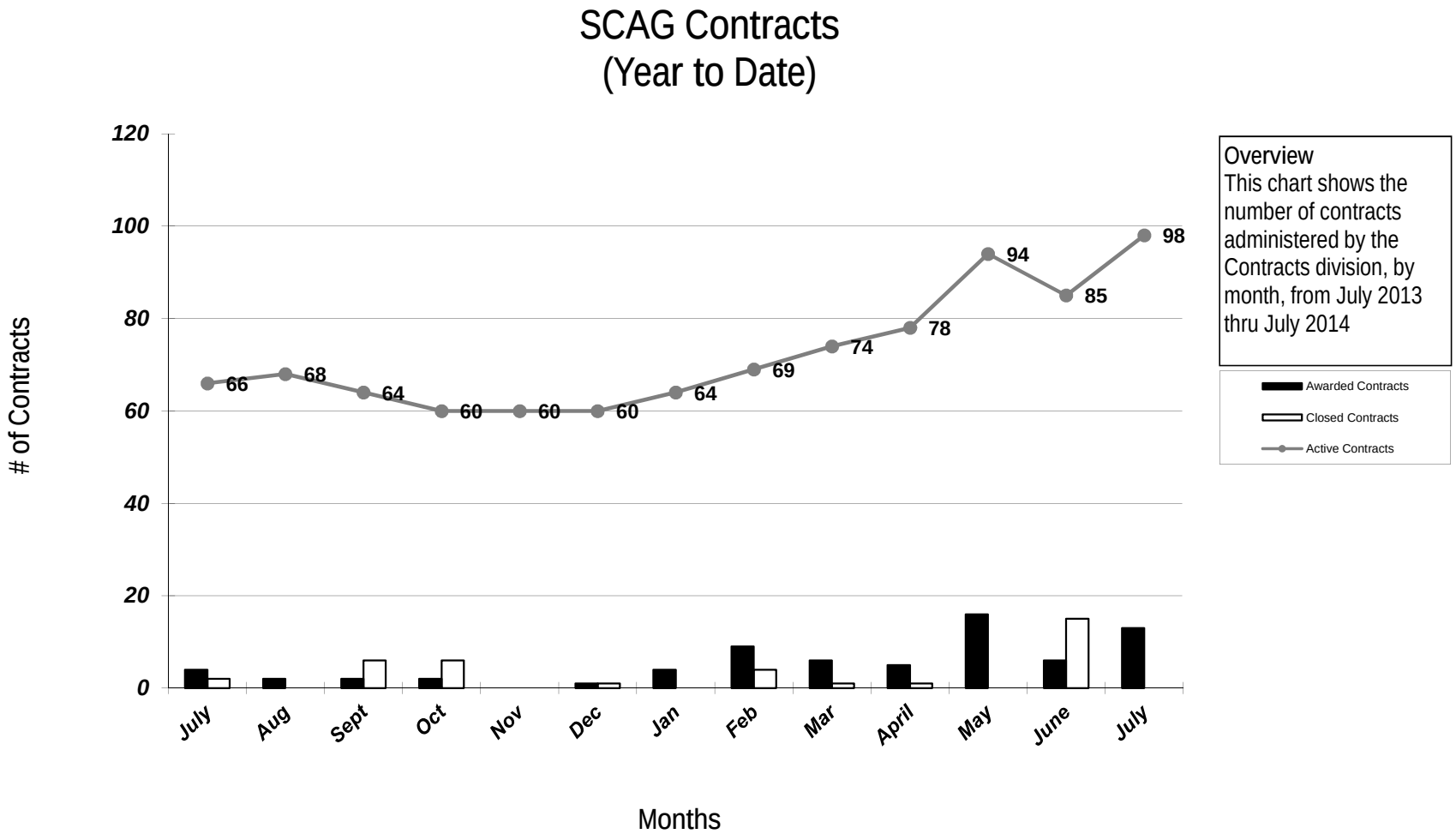
Office of the CFO

Fiscal Year-To-Date Expenditure Report Through July 31, 2014

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

INDIRECT COST EXPENDITURES

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	Regular Staff	3,563,315	3,563,008	269,269		3,293,739	7.6%
2	50013	Regular OT	-	307	307		0	100.0%
3	50014	Interns, Temps, Annuit	153,000	153,000	4,646		148,354	3.0%
4	51000	Allocated Fringe Benefits	2,593,861	2,593,861	217,087		2,376,774	8.4%
5	54300	SCAG Consultants	1,370,481	1,370,481	16,528	742,328	611,625	1.2%
6	54340	Legal	200,000	200,000	-	167,696	32,304	0.0%
7	55210	Software Support	527,279	527,279	120,683	119,364	287,232	22.9%
8	55220	Hardware Supp	113,780	112,167	12,000	29,942	70,225	10.7%
9	55230	Computer Maintenance	-	1,613	1,613	0	0	100.0%
10	55240	Repair & Maint Non-IT	20,000	20,000	345	19,655	0	1.7%
11	55400	Office Rent 818 Offices	1,582,877	1,582,877	126,527	1,385,845	70,504	8.0%
12	55410	Office Rent Satellite	171,490	171,490	11,383	160,108	0	6.6%
13	55420	Equip Leases	108,979	108,979	-	69,923	39,056	0.0%
14	55430	Equip Repairs & Maint	19,000	19,000	-	19,000	0	0.0%
15	55440	Insurance	170,722	170,722	15,532	1,216	185,038	9.1%
16	55441	Payroll / Bank Fees	10,000	10,000	1,314		8,686	13.1%
17	55460	Mater & Equip < $5,000	35,000	35,000	3,951	31,049	0	11.3%
18	55510	Office Supplies	80,000	80,000	833	79,167	0	1.0%
19	55520	Graphic Supplies	1,500	1,500	-	1,070	430	0.0%
20	55530	Telephone	189,800	189,800	935	170,283	18,582	0.5%
21	55540	Postage	5,000	5,000	-	200	4,800	0.0%
22	55550	Delivery Services	5,000	5,000	-	5,000	0	0.0%
23	55600	SCAG Memberships	104,313	104,313	-	11,250	93,063	0.0%
24	55620	Res Mats/Subscrip	32,800	32,800	-	23,302	9,498	0.0%
25	55700	Deprec - Furn & Fixt	5,738	5,738	-		5,738	0.0%
26	55710	Deprec - Computer Equipment	69,136	69,136	-		69,136	0.0%
27	55720	Amortiz - Leasehold Improvements	7,786	7,786	-		7,786	0.0%
28	55800	Recruitment Notices	18,500	18,500	273	18,227	0	1.5%
29	55801	Recruitment - other	22,000	22,000	37	21,963	0	0.2%
30	55810	Public Notices	5,000	5,000	-	5,000	0	0.0%
31	55820	Training	80,000	80,000	21,779	58,221	0	27.2%
32	55830	Conference/workshops	23,850	23,850	270	0	23,580	1.1%
33	55920	Other Mtg Exp	2,200	2,200	-	480	1,720	0.0%
34	55930	Miscellaneous - other	8,500	8,500	-	8,500	0	0.0%
35	55950	Temp Help	38,500	38,500	516	37,984	0	1.3%
36	56100	Printing	17,600	17,600	-	16,332	1,268	0.0%
37	58100	Travel - Outside	109,050	109,050	922		108,128	0.8%
38	58101	Travel - Local	11,800	11,800	-		11,800	0.0%
39	58110	Mileage - Local	45,825	45,825	2,263		43,562	4.9%
40	58450	Fleet Vehicle	800	800	-	800	0	0.0%
41		**Total Indirect Cost**	**11,524,482**	**11,524,482**	**829,013**	**3,203,906**	**7,491,562**	**7.2%**
					-		-	



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Summary

The chart shows that the Contract Division is managing 98 active consultant contracts. Fifty-four of these are Cost Plus Fixed Fee contracts, 14 are fixed price contracts, and the remaining 30 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Department anticipates issuing approximately 50 contracts during FY 2014-15. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

Office of the CFO

Staffing Report as of July 1, 2014

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

GROUPS	Authorized Positions	Filled Positions	Vacant Positions
Executive	5	4	1
Legal	3	2	1
Strategy, Policy & Public Affairs	21	16	5
Administration	42	36	6
Planning & Programs	66	62	4
Total	**137**	**120**	**17**

OTHER POSITIONS

GROUPS	Limited Term Positions	Temp Positions	Agency Temps
Executive	0	0	0
Legal	0	0	0
Strategy, Policy & Public Affairs	0	4	0
Administration	1	2	1
Planning & Programs	0	15	0
Total	**1**	**21**	**1**