

SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

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Transportation

Keith Millhouse, Ventura County

Transportation Commission

**No. 544  
MEETING OF THE**

**REGIONAL COUNCIL**

**PLEASE NOTE TIME**

***Thursday, November 1, 2012***

***12:15 p.m. – 2:00 p.m.***

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

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at (213) 236-1993 or via email at [salcido@scag.ca.gov](mailto:salcido@scag.ca.gov). In addition, regular meetings of the Regional Council may be viewed live or on-demand at [www.scag.ca.gov/scagtv](http://www.scag.ca.gov/scagtv)

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SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS

**Regional Council**

*Members Roster – November 2012*

**Members**

**Representing**

<b>President</b>	<b>1. Hon. Glen Becerra</b>	<i>Simi Valley</i>	<b>District 46</b>
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<b>2nd Vice-President</b>	<b>3. Hon. Carl Morehouse</b>	<i>San Buenaventura</i>	<b>District 47</b>
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	7. Hon. Mark Ridley-Thomas		Los Angeles County
	8. Hon. Shawn Nelson		Orange County
	9. Hon. Jeff Stone		Riverside County
	10. Hon. Gary Ovitt		San Bernardino County
	11. Hon. Linda Parks		Ventura County
	12. Hon. Jerry Amante	<i>Tustin</i>	OCTA
	13. Hon. Mary Craton	<i>Canyon Lake</i>	RCTC
	14. Hon. Alan Wapner	<i>Ontario</i>	SANBAG
	15. Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
	16. Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
	17. Hon. Jim Hyatt	<i>Calimesa</i>	District 3
	18. Hon. Ronald Loveridge	<i>Riverside</i>	District 4
	19. Hon. Ronald Roberts	<i>Temecula</i>	District 5
	20. Hon. Jon Harrison	<i>Redlands</i>	District 6
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	23. Hon. Paul Eaton	<i>Montclair</i>	District 9
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	25. Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
	26. Hon. Paul Glaab	<i>Laguna Niguel</i>	District 12
	27. Hon. Joel Lautenschleger	<i>Laguna Hills</i>	District 13
	28. Hon. Sukhee Kang	<i>Irvine</i>	District 14
	29. Hon. Leslie Daigle	<i>Newport Beach</i>	District 15
	30. Hon. Michele Martinez	<i>Santa Ana</i>	District 16
	31. Hon. John Nielsen	<i>Tustin</i>	District 17
	32. Hon. Leroy Mills	<i>Cypress</i>	District 18

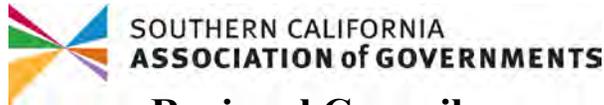


SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS

## Regional Council

*Members Roster – November 2012*

<u>Members</u>		<u>Representing</u>
33. Hon. Kris Murray	<i>Anaheim</i>	District 19
34. Hon. Andy Quach	<i>Westminster</i>	District 20
35. VACANT		District 21
36. Hon. Brett Murdock	<i>Brea</i>	District 22
37. Hon. Bruce Barrows	<i>Cerritos</i>	District 23
38. Hon. Gene Daniels	<i>Paramount</i>	District 24
39. Hon. David Gafin	<i>Downey</i>	District 25
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44. Hon. James Johnson	<i>Long Beach</i>	District 30
45. Hon. Stan Carroll	<i>La Habra Heights</i>	District 31
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48. Hon. Barbara Messina	<i>Alhambra</i>	District 34
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51. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
52. Hon. Paula Lantz	<i>Pomona</i>	District 38
53. Hon. James Gazeley	<i>Lomita</i>	District 39
54. Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
55. Hon. Frank Quintero	<i>Glendale</i>	District 42
56. Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
57. Hon. Mark Rutherford	<i>Westlake Village</i>	District 44
58. Hon. Bryan A. MacDonald	<i>Oxnard</i>	District 45
59. Hon. Ed P. Reyes	<i>Los Angeles</i>	District 48
60. Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
61. Hon. Dennis Zine	<i>Los Angeles</i>	District 50
62. Hon. Tom LaBonge	<i>Los Angeles</i>	District 51
63. Hon. Paul Koretz	<i>Los Angeles</i>	District 52
64. Hon. Tony Cárdenas	<i>Los Angeles</i>	District 53



**Regional Council**  
*Members Roster – November 2012*

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

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# REGIONAL COUNCIL

## AGENDA

### NOVEMBER 1, 2012

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

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

*(Hon. Glen Becerra, President)*

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

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

**Page No.**

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

*(Hasan Ikhata, Executive Director)*

2012 South Coast Air Quality Management Plan (AQMP)  
*(Dr. Barry Wallerstein, Executive Officer, South Coast Air Quality Management District - AQMD)*

**Attachment**

Petroleum Reduction Recognition

**Attachment**

E-Voting System Update

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

New Members

New Committee Appointments

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

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

*(Hon. Glen Becerra, Chair)*

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

*(Hon. Paula Lantz, Chair)*

- Sustainability Subcommittee Update

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

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

- Public Health (PH) Subcommittee Update

# REGIONAL COUNCIL

## AGENDA

### NOVEMBER 1, 2012

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#### COMMITTEE REPORTS/ACTION ITEMS - continued

Page No.

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

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

- |  |                   |          |
|--|-------------------|----------|
| 1. <u>2012 South Coast Air Quality Management Plan (AQMP) Appendix IV-C: Regional Transportation Strategy and Control Measures</u> | <b>Attachment</b> | <b>1</b> |
|--|-------------------|----------|

#### **Recommended Action:**

Adopt Resolution No. 12-544-1 approving Appendix IV-C for inclusion in the 2012 South Coast AQMP subject to the conclusion of the final comment period.

#### Transportation Committee (TC) Report

*(Hon. Keith Millhouse, Chair)*

- **Active Transportation (AT) Subcommittee Update**
- **Goods Movement (GM) Subcommittee Update**
- **High-Speed Rail and Transit (HSRT) Subcommittee Update**
- **Transportation Finance (TF) Subcommittee Update**

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

*(Hon. Larry McCallon, Chair)*

#### CONSENT CALENDAR

#### Approval Items

- |  |                   |           |
|--|-------------------|-----------|
| 2. <u>Minutes of the October 4, 2012 Meeting</u>   | <b>Attachment</b> | <b>66</b> |
| 3. <u>Amendment 2 of the Fiscal Year (FY) 2012/2013 Overall Work Program (OWP)</u>                                 | <b>Attachment</b> | <b>75</b> |
| 4. <u>SB 535 (de León) – California Global Warming Solutions Act of 2006; Greenhouse Gas Reduction (GHGR) Fund</u> | <b>Attachment</b> | <b>80</b> |
| 5. <u>Deferral of Fiscal Year (FY) 2012/13 Membership Dues for the City of San Bernardino</u>                      | <b>Attachment</b> | <b>85</b> |
| 6. <u>SCAG Memberships</u>   | <b>Attachment</b> | <b>86</b> |

# REGIONAL COUNCIL AGENDA NOVEMBER 1, 2012

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## CONSENT CALENDAR - continued

Page No.

### Receive & File

- |   |                                     |    |
|---|-------------------------------------|----|
| 7. <u>FY 2013/2014 Comprehensive Budget Development Schedule</u>                  | Attachment                          | 88 |
| 8. <u>2013 Meeting Schedule</u>   | Attachment                          | 90 |
| 9. <u>Contracts/Purchase Orders and/or Amendments between \$5,000 – \$200,000</u> | Attachment                          | 91 |
| 10. <u>November 2012 State and Federal Legislative Update</u>                     | To be distributed<br>at the meeting |    |

### INFORMATION ITEM

- |                               |            |    |
|-------------------------------|------------|----|
| 11. <u>CFO Monthly Report</u> | Attachment | 98 |
|-------------------------------|------------|----|

### FUTURE AGENDA ITEM(S)

### CLOSED SESSION

#### CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Initiation of litigation pursuant to Government Code Section 54956.9 (c)

One potential case

### ADJOURNMENT

*The Regional Council meeting for December is cancelled.*

*The Third Annual Economic Summit is scheduled for Thursday, December 6, 2012, 9:00 a.m. – 2:00 p.m., at the Westin Bonaventure Hotel, 404 South Figueroa Street, Los Angeles, CA 90071.*

*The next Regional Council meeting is scheduled for Thursday, January 3, 2013, at the SCAG Los Angeles Office.*

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# REPORT

**DATE:** November 1, 2012

**TO:** Regional Council (RC)

**FROM:** Hasan Ikhata, Executive Director, (213) 236-1800, Ikhata@scag.ca.gov

**SUBJECT:** 2012 Air Quality Management Plan (AQMP)

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## **RECOMMENDED ACTION:**

For Information Only – No Action Required.

## **EXECUTIVE SUMMARY:**

*Dr. Barry Wallerstein, Executive Officer of the South Coast Air Quality Management District (AQMD), has been invited to the meeting to present the 2012 AQMP. Pursuant to federal and state law, AQMD is the lead agency responsible for the development of an Air Quality Management Plan (AQMP) for the South Coast Air Basin to attain federal and state air quality standards. Staff has prepared background information below.*

## **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:**

Pursuant to the Federal Clean Air Act, the 2012 AQMP is jointly prepared by the AQMD, the California Air Resources Board (ARB), and SCAG. SCAG is responsible for providing the socioeconomic growth forecast and regional transportation demand model output data as well as the regional transportation strategy and control measures portion of the 2012 AQMP.

The 2012 AQMP includes an important component relative to regional transportation planning and federal transportation conformity requirements, namely, the motor vehicle emissions budgets which set an upper limit for on-road transportation activities emissions. The motor vehicle emissions budgets established as part of the 2012 AQMP process and adopted in the final State Implementation Plan (SIP) will become the functioning emissions budgets for transportation conformity for the South Coast region for future Regional Transportation Plan (RTP)/Federal Improvement Program (FTIP) and RTP/FTIP amendments.

The Draft 2012 AQMP was released for public comment and review on July 18, 2012. A Revised Draft 2012 AQMP and the Draft Program Environmental Impact Report (PEIR) were released on September 7, 2012. On September 28, 2012, the Draft Socioeconomic Report for the 2012 AQMP and two new appendices - Appendix VII (1-Hour Ozone Attainment Demonstration) and Appendix VIII (VMT Offset Requirement Demonstration) to the 2012 AQMP were released for public review. The two new appendices were prepared in response to recent rule-making actions and guidance promulgated by the U.S. Environmental Protection Agency (EPA) as a result of the Ninth Circuit Court of Appeals decision in *AIR v. EPA*, 686 F.3d 668 (9<sup>th</sup> Cir. Jan. 27, 2012). The public comment period for these documents ends November 12, 2012.

# REPORT

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The 2012 AQMP meets all federal requirements and demonstrates attainment of the 2006 24-hour PM2.5 and the 1-hour Ozone standards. In addition, the 2012 AQMP includes a few ozone control measures that further implements the adopted 2007 ozone SIP.

The 2012 AQMP reflects and incorporates SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012 AQMP Appendix IV-C: Regional Transportation Strategy and Control Measures contains a summary of the 2012-2035 RTP/SCS and an analysis of reasonably available (transportation) control measures ("RACM Analysis") as required by the Clean Air Act (CAA).

The Socioeconomic Report for the 2012 AQMP applies methodologies consistent with those used in previous AQMPs. Significant portions of the 2012 AQMP costs and benefits are due to implementation of Transportation Control Measures (TCMs) from the 2012-2035 RTP/SCS. The PEIR for the 2012 AQMP relies on the environmental analyses in SCAG's 2012-2035 RTP/SCS Final PEIR for the evaluation of the environmental impacts of implementing the TCMs. This part of the environmental analysis is mainly addressed in the cumulative impacts section of the 2012 AQMP PEIR. No additional transportation (or land use) related mitigation measures are proposed that are not in the 2012-2035 RTP/SCS PEIR.

The AQMD Governing Board is scheduled to hold a final public hearing to adopt the 2012 AQMP on December 7, 2012. The Final 2012 AQMP will be submitted to the ARB which will submit to the EPA for inclusion into the SIP. Pursuant to the CAA, the PM2.5 SIP is due to EPA by December 14, 2012.

**FISCAL IMPACT:**

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

**ATTACHMENT:**

2012 AQMP PowerPoint Presentation – To Be Provided Under Separate Cover



# 2012 Air Quality Management Plan

**Barry Wallerstein, D.Env.**  
**Executive Officer**  
**South Coast Air Quality Management District**

**Southern California Association of Governments**  
**Regional Council**  
**November 1, 2012**

*Cleaning The Air That We Breathe...*

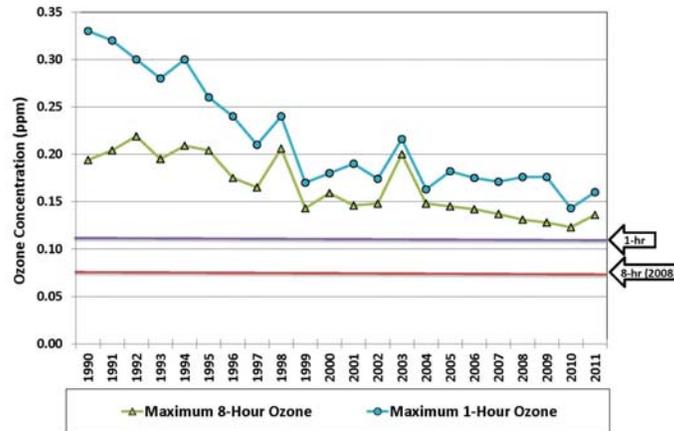
## 2012 Ozone Air Quality Comparison

*(through October 22)*

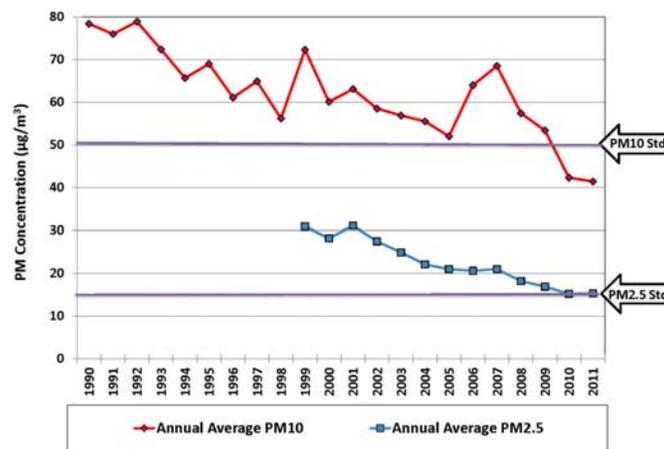
Location	Days Exceeding Ozone NAAQS		1-hour Peak (ppb)	8-hour Peak (ppb)
	1- hour (120 ppb)	8-hour (75 ppb)		
South Coast Air Basin	12	116	148	112
Coachella Valley	1	57	126	100
San Joaquin Valley	2	105	135	116
Houston*	8 (6)	37 (32)	166 (166)	136 (136)

\* Data from all monitors (in parenthesis is the data without those from unofficial stations)

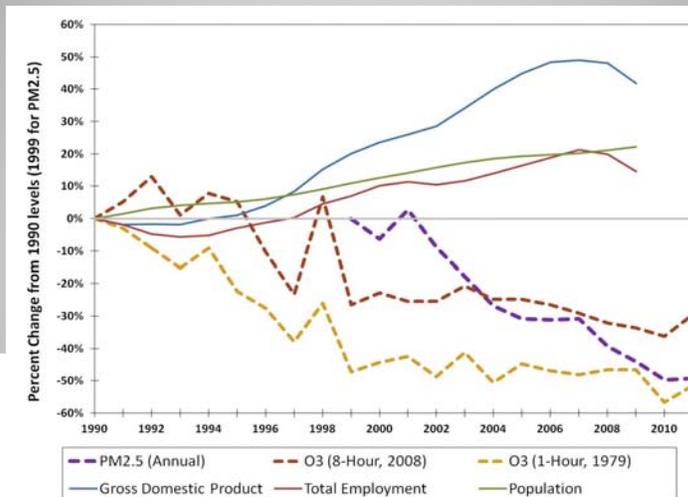
## Air Quality Trends - Ozone



## Air Quality Trends - PM



## Air Quality/Demographic Trends



## Health Risks from Traffic Exposure

- **USC, et al. study (2012)**
- **Background**
  - 12.6 % LA County children with asthma
  - 17.8% children living < 75 m of major road
- **Results**
  - 8% percent asthma cases attributable to near-roadway residence



## Background

- ❑ **South Coast Air Basin designated non-attainment for 24-hour PM2.5** (2009)
- ❑ **24-hour PM2.5 SIP due** (Dec 2012)
- ❑ **8-hour ozone SIP approved** (2012)
  - 200 tons/day NOx reductions committed, not specified (“black box”)



## SIP-related Litigation



- ❑ Revoked 1-hour ozone standard attainment
- ❑ VMT emission offset requirement
- ❑ 8-hour ozone SIP commitments
- ❑ Annual PM2.5 SIP commitments
- ❑ Near-roadway monitoring

## Consequence of CAA Non-Compliance

- ❑ Emission offset ratio to 2:1
- ❑ Federal Implementation Plan
- ❑ Transportation/highway funding restrictions



## Design Principles

- ❑ Most Efficient Path to Clean Air
- ❑ Minimize Socioeconomic Impacts
- ❑ All Feasible Measures and Promote Fair Share Responsibility
- ❑ Maximize Private/Public Partnerships
- ❑ Equitable and Expeditious Progress



## Role of SCAG

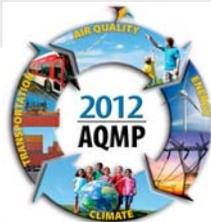
- ❑ Demographics and growth forecasts
- ❑ RTP/SCS assumptions as AQMP baseline
  - TCM commitment



SOUTHERN CALIFORNIA  
**ASSOCIATION of GOVERNMENTS**

## Scope of the 2012 Plan

- ❑ **24-hour PM2.5**
  - Attainment by 2014
  - Contingency
- ❑ **8-hour ozone measures to reduce “black box”**
- ❑ **Ozone VMT offset demonstration**
- ❑ **1-hour ozone attainment demonstration**



## 2012 SIP Commitments

- ❑ **PM2.5 strategy**
  - Attainment (6 tpd)
  - Contingency (6 tpd)
- ❑ **Ozone** (6 tpd VOC, 9 tpd NO<sub>x</sub>)
- ❑ **Motor vehicle emissions budget**
  - 116 tpd VOC
  - 263 tpd NO<sub>x</sub>
  - 20 tpd PM2.5
  - Pollutant flexibility included



## Key Comments

- ❑ Inclusion of 8-hr ozone strategy
- ❑ Timing to submit 1-hour ozone attainment demonstration
- ❑ PM2.5 health effects
- ❑ Evaluation of LVP exemption
- ❑ Public review and schedule



## Socioeconomic Analysis

- ❑ Costs of Control Measures
- ❑ Benefits of Clean Air
  - Health, Visibility, Congestion Relief & Material
- ❑ Job Impacts



## Impacts and Benefits (average annual)



Draft Plan	Cost (in millions of 2005\$)	Job Impact
PM2.5 Strategy	\$326.55*	-1,620
Ozone Strategy	\$121.59	-1,639
<b>Grand Total</b>	\$448.15	-3,257
Benefit Category	Benefit (in millions of 2005\$)	Job Impact
<b>Total**</b>	\$10,670	42,174

\* 99% of cost from implementation of TCMs

\*\* Benefit would be \$3.5 billion with 12,300 projected job gains if considering only committed TCMs.

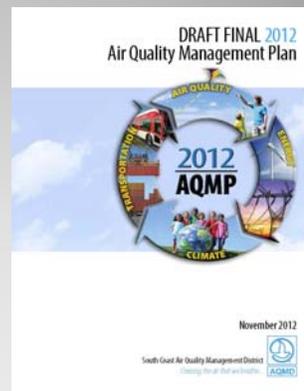
GDP in 2010 = \$768 billion; Jobs in 2010 = 8.9 million

## Public Participation



- Public process since July 2011 (15 months)
- 68 comment letters received; over 350 comments
- Program EIR and Socioeconomic Report – 45 days
- 7 public workshops; 4 regional hearings
- 13 AQMP Advisory Group meetings
- Numerous outreach events
  - Local stakeholders
  - Focus groups
  - Topical workshops

## Next Steps



- **Continue Outreach Efforts**
- **Draft Final:** November 7, 2012
- **Regional hearings:** November 13-15, 2012
- **Adoption hearing:** December 2012



Department of Energy  
Washington, DC 20585

October 16, 2012

Dear Southern California Clean Cities Coalition Stakeholders,

At the 2012 Clean Cities Peer Exchange and Vehicle Technology Deployment Workshop, we recognized coalitions for their outstanding contribution to the Clean Cities petroleum reduction mission. Clean Cities advances the nation's economic, environmental, and energy security by supporting local actions to reduce petroleum consumption in transportation. A national network of nearly 100 Clean Cities coalitions brings together stakeholders in the public and private sectors to deploy alternative and renewable fuels, idle-reduction measures, fuel economy improvements, and emerging transportation technologies.

Congratulations on receiving Top Awards for Greatest Displacement of Petroleum Using CNG, Greatest Increase in LNG Fuel Use, and Greatest Increase in Propane Fuel Use. The U.S. Department of Energy commends the Southern California Clean Cities Coalition on this important achievement and encourages you to continue reducing petroleum consumption. We appreciate the hard work you put into serving your community and our country.

Sincerely,

A handwritten signature in black ink that reads "Dennis A. Smith".

Dennis A. Smith  
National Clean Cities Director

A handwritten signature in blue ink that reads "Linda Bluestein".

Linda Bluestein  
National Clean Cities Co-Director



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**DATE:** November 1, 2012

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

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

**SUBJECT:** 2012 South Coast Air Quality Management Plan (AQMP) Appendix IV-C:  
Regional Transportation Strategy and Control Measures

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED EEC ACTION:**

Recommend that the RC adopt Resolution No. 12-544-1 approving Appendix IV-C for inclusion in the 2012 South Coast AQMP subject to the conclusion of the final comment period.

**RECOMMENDED RC ACTION:**

Adopt Resolution No. 12-544-1 approving Appendix IV-C for inclusion in the 2012 South Coast AQMP subject to the conclusion of the final comment period.

**EXECUTIVE SUMMARY:**

*Pursuant to federal and state law, SCAG is responsible for developing Appendix IV-C: Regional Transportation Strategy and Control Measures of the 2012 AQMP. The Proposed Final Appendix IV-C has incorporated comments received from the first round of public review as part of the Draft 2012 AQMP. The Appendix IV-C is currently under a second round of public review as part of the release of the Revised Draft 2012 AQMP on September 7, 2012. This second public comment period concludes on November 12, 2012. Any additional comments received will be responded to and incorporated into the Final Appendix IV-C as appropriate. The AQMD Board is scheduled to consider adoption of the 2012 AQMP, which includes Appendix IV-C, in December 2012.*

**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:**

Pursuant to the Federal Clean Air Act (CAA), the 2012 AQMP is jointly prepared by the South Coast Air Quality Management District (AQMD), the California Air Resources Board (ARB), and SCAG to address federal air quality standards for 24-hour PM<sub>2.5</sub> and 1-hour ozone and vehicle miles traveled (VMT) emissions offset demonstrations for the South Coast Air Basin. The 2012 AQMP also updates provisions relevant to the federal 8-hour ozone standard and 24-hour PM<sub>2.5</sub> transportation emission budgets based on the latest motor vehicle emissions model and planning assumptions. The 2012 AQMP incorporates significant new scientific data, emissions inventories, ambient measurements, and air quality models. In addition, the 2012 AQMP includes an update on the air quality status of the Salton Sea Air Basin in the Coachella Valley; a discussion of the emerging issues of ultrafine particle and near-roadway exposures; and an analysis of the energy supply and demand issues that face the Basin and their relationship to air quality. The 2012 AQMP includes an important component relative to regional transportation planning and federal transportation conformity requirements, the motor vehicle emissions budgets, which set an upper limit for

# REPORT

emissions from on-road transportation activities. The emission budgets established as part of the 2012 AQMP process and adopted in the final State Implementation Plan (SIP) will become the functioning emission budgets for transportation conformity for future Regional Transportation Plan (RTP)/Federal Improvement Program (FTIP) and RTP/FTIP amendments post the effectiveness date of the new emission budgets.

SCAG's role in the 2012 AQMP process includes providing the socio-economic growth forecast and regional transportation demand model output data to the AQMD for use in estimating emission inventories and for airshed modeling and vehicle activity data to the ARB for use in developing on-road emission factors. In addition to above data, SCAG is also responsible for providing a section of the 2012 AQMP on the region's transportation strategy and control measures as they relate to air quality, commonly known as "Appendix IV-C." The write-up includes an overview of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); a list of committed Transportation Control Measures (TCMs); and, pursuant to CAA requirements, an analysis of reasonably available (transportation) control measures (RACM Analysis).

As approved by the EEC on June 7, 2012, the Draft Appendix IV-C was transmitted to the AQMD for inclusion in the Draft 2012 AQMP. Subsequently, the Draft Appendix IV-C was released for public review as part of the Draft 2012 AQMP. Public review concluded August 31, 2012 and six (6) comments were received on the Draft Appendix IV-C regarding TCMs, active transportation, and transportation system management strategies. All the comments have been responded to and incorporated into the Proposed Final Appendix IV-C as appropriate. AQMD released for public review a revised Draft 2012 AQMP on September 7, 2012. Appendix IV-C is currently under this second round of public review which is scheduled to end November 12, 2012. Any additional comments received will be responded to and will be incorporated into the Final Appendix IV-C as appropriate.

The Final Appendix IV-C must be transmitted to the AQMD prior to the AQMD Governing Board's adoption in December 2012. Since SCAG's Economic Summit replaces the regular December meetings of the RC and EEC, the Proposed Final Appendix IV-C is being presented to the EEC and the RC today for recommended approval subject to the conclusion of the final comment period regarding the 2012 AQMP.

Upon adoption by the RC, the Final 2012 AQMP Appendix IV-C will be forwarded to the AQMD for inclusion in the Final 2012 AQMP. The AQMD Governing Board is scheduled to hold the final public hearing on the adoption of the 2012 AQMP on December 7, 2012. Upon adoption by the AQMD Governing Board, the Final 2012 AQMP will be submitted to the ARB which will submit it to the U.S. Environmental Protection Agency for inclusion into the SIP.

## **FISCAL IMPACT:**

Work associated with this item is included in the current FY12-13 Overall Work Program (13-025.SCG00164.01: Air Quality Planning and Conformity).

## **ATTACHMENTS:**

1. Resolution No. 12-544-1 of SCAG Approving Appendix IV-C for Inclusion in the 2012 South Coast AQMP
2. Exhibit "A" Proposed Final 2012 South Coast AQMP, Appendix IV-C: Regional Transportation Strategy and Control Measures
3. Responses to Comments regarding the Draft 2012 AQMP Appendix IV-C

SOUTHERN CALIFORNIA

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Transportation

Keith Millhouse, Ventura County

Transportation Commission

**RESOLUTION NO. 12-544-1**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING  
APPENDIX IV-C FOR INCLUSION IN THE 2012 SOUTH COAST  
AIR QUALITY MANAGEMENT PLAN**

**WHEREAS**, Section 110(a) of the Federal Clean Air Act (42 U.S.C. §7410(a)) and federal regulations at 40 C.F.R. §52.220 et seq. require each state to adopt a plan known as the State Implementation Plan (SIP) for implementation, maintenance and enforcement of primary and secondary national ambient air quality standards in each air quality control region of the state; and

**WHEREAS**, the South Coast Air Basin is designated as a non-attainment area for the 2006 national ambient air quality standards (NAAQS) for 24-hour fine particulate matter (PM<sub>2.5</sub>). A PM<sub>2.5</sub> SIP demonstrating attainment with these standards is due to the U.S. Environmental Protection Agency (EPA) by December 2012; and

**WHEREAS**, EPA recently published a proposed “SIP call” on September 19, 2012, finding the existing approved South Coast 1-hour ozone SIP substantially inadequate to provide for attainment of the revoked 1-hour ozone standard by the applicable attainment date of November 15, 2010, in response to the decision of the Ninth Circuit Court of Appeals in *Association of Irrigated Residents (“AIR”), et al. v. United States Environmental Protection Agency, et al.*, 686 F. 2d 668 (amended January 12, 2012). A 1-hour Ozone SIP demonstrating attainment with the revoked 1-hour ozone standard is due to the U.S. EPA within 12 months after the effective date of the final SIP call; and

**WHEREAS**, EPA also published a proposed action on September 19, 2012, withdrawing its approval of, and then disapproving, the vehicle miles travelled (VMT) emissions offset demonstrations in the 2003 1-hour ozone SIP and the 2007 8-hour ozone SIP, also in response to the same *AIR v. EPA* decision. Revised VMT emissions offset demonstrations for the 1-hour and 8-hour ozone standards are required to be submitted to EPA; and

**WHEREAS**, the 2012 South Coast Air Quality Management Plan (2012 AQMP) is being prepared to comply with these above-referenced requirements, by the South Coast Air Quality Management District (SCAQMD), in conjunction with the California Air Resources Board (CARB), and the Southern California Association of Governments (SCAG), and the U.S.EPA; and

**WHEREAS**, SCAG is responsible, pursuant to Section 40460(b) of the California Health and Safety Code, for preparing and approving, those portions of the 2012 AQMP for the South Coast Air Basin, which relate to regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures and strategies; and

**WHEREAS**, SCAG is also required, pursuant to Section 40460(b) of the California Health and Safety Code, to analyze and provide emissions data related to its planning responsibilities; and

**WHEREAS**, pursuant to this authority, SCAG prepared a “Regional Transportation Strategy and Control Measures” as it relates to air quality, to be included as Appendix IV-C to the 2012 AQMP, and attached herein as Exhibit “A” (hereinafter referred to as “Appendix IV-C”). Specifically, Appendix IV-C provides an overview of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); a list of committed Transportation Control Measures (TCMs); and, pursuant to Clean Air Act requirements, an analysis of reasonably available (transportation) control measures (RACM Analysis); and

**WHEREAS**, Appendix IV-C was developed in consultation with Federal, State and local transportation and air quality planning agencies and other stakeholders, including the four county transportation commissions in the South Coast Air Basin, namely, Los Angeles County Metropolitan Transportation Authority, the Riverside County Transportation Commission, the Orange County Transportation Authority and the San Bernardino Associated Governments; and

**WHEREAS**, in accordance with the approval of SCAG’s Energy and Environment Committee on June 7, 2012, a draft of Appendix IV-C was distributed to SCAQMD and released for public review and comment as part of the release of the Draft 2012 AQMP. The public comment period concluded on August 31, 2012, and public comments relating to Appendix IV-C have been responded to and incorporated into SCAQMD’s response to comment document, and did not result in any substantive changes to the 2012 AQMP; and

**WHEREAS**, SCAQMD released for public review a revised Draft 2012 AQMP on September 7, 2012. While there are no changes to Appendix IV-C as part of the revised Draft 2012 AQMP, Appendix IV-C is currently under this second round of public review which is scheduled to end on November 12, 2012. Any additional comments received will be responded to and will be incorporated into the Final Appendix IV-C as appropriate as part of the Final 2012 AQMP.

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

1. Subject to the conclusion of the public comment period for the revised Draft 2012 AQMP, the Regional Council hereby approves and transmits to SCAQMD Appendix IV-C, attached hereto as Exhibit A, including related staff findings and incorporating all of the foregoing recitals as SCAG's portion of the 2012 AQMP, which includes the 24-hour PM2.5 SIP, the 1-hour ozone SIP, and the VMT offset demonstration.
2. The Regional Council hereby directs that if additional comments regarding Appendix IV-C are received before the conclusion of the public comment period, that staff appropriately respond and include as part of the Final Appendix IV-C to be transmitted to SCAQMD.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at a regular meeting this 1<sup>st</sup> day of November, 2012.

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Hon. Glen Becerra  
President, SCAG  
Councilmember, City of Simi Valley

Attested by:

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Hasan Ikhrata  
Executive Director

Approved as to Form:

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Joann Africa  
Chief Counsel

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**PROPOSED FINAL 2012 SOUTH COAST  
AIR QUALITY MANAGEMENT PLAN  
APPENDIX IV-C**

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**Regional Transportation Strategy and  
Control Measures**

**November 2012**

## **Mission Statement**

*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.*

## SCAG Regional Council

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**First Vice President:** Greg Pettis, Cathedral City  
**Second Vice President:** Carl Morehouse, San Buenaventura  
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**Ventura County:** Linda Parks, Ventura County | Glen Becerra, Simi Valley | Bryan A. MacDonald, Oxnard | Carl Morehouse, San Buenaventura

**Tribal Government Representative:** Mark Calac, Pechanga Band of Luiseño Indians

**Orange County Transportation Authority:** Jerry Amante, Huntington Beach

**Riverside County Transportation Commission:** Mary Craton, Canyon Lake

**San Bernardino Associated Governments:** Alan Wapner, Ontario

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

**Transportation Corridors Agency:** Lisa Bartlett, Dana Point

## **Executive Summary**

This Appendix describes the Southern California Association of Government's (SCAG) transportation strategy and transportation control measures (TCMs) to be included as part of the 2012 Air Quality Management Plan (AQMP) / PM2.5 State Implementation Plan (SIP) for the South Coast Air Basin. The transportation strategy and TCMs are based on SCAG's adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2011 Federal Transportation Improvement Program (FTIP) as amended which were developed in consultation with federal, state and local transportation and air quality planning agencies and other stakeholders. The four County Transportation Commissions (CTCs) in the South Coast Air Basin, namely Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, Orange County Transportation Authority and the San Bernardino Associated Governments, were actively involved in the development of the regional transportation measures of this Appendix.

*The Regional Transportation Strategy and Transportation Control Measures* portion of the 2012 AQMP/SIP consists of the following three related Sections.

### Section I. Linking Regional Transportation Planning to Air Quality Planning

As required by federal and state laws, SCAG is responsible for ensuring that the regional transportation plan, program, and projects are supportive of the goals and objectives of AQMPs/SIPs. SCAG is also required to develop demographic projections and regional transportation strategy and control measures for the AQMPs/SIPs.

As the Metropolitan Planning Organization (MPO), SCAG develops the RTP/SCS every four years. The RTP/SCS is a long-range regional transportation plan that provides a vision for transportation investments throughout the SCAG region. The 2012-2035 RTP/SCS also integrates land use and transportation planning to achieve regional greenhouse gas (GHG) reduction targets set by the California Air Resources Board (ARB) pursuant to SB375.

SCAG also develops the biennial FTIP. The FTIP is a multimodal list of capital improvement projects to be implemented over a six year period. The FTIP implements the programs and projects in the RTP/SCS.

### Section II. Regional Transportation Strategy and TCMs

The SCAG region faces daunting mobility, air quality, and transportation funding challenges. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, the 2012-2035 RTP/SCS was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. The 2012-2035 RTP/SCS represents the culmination of more than two years of work involving dozens of public agencies, 191 cities, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations. The 2012-2035 RTP/SCS was formally adopted by the SCAG Regional Council on April 4, 2012.

The 2012-2035 RTP/SCS contains a host of improvements to every component of the regional multimodal transportation system including:

- Active transportation
- Transportation demand management (TDM)
- Transportation system management (TSM)
- Transit
- Passenger and high-speed rail
- Goods movement
- Aviation and airport ground access
- Highways
- Arterials
- Operations and maintenance

Included within these transportation system improvements are projects that reduce vehicle use or changing traffic flow or congestion conditions (“TCMs”). TCMs include the following three main categories of transportation improvement projects and programs:

- High occupancy vehicle (HOV) measures,
- Transit and systems management measures, and
- Information-based transportation strategies.

New to this cycle of the RTP is the inclusion of the SCS as required by SB 375. The primary goal of the SCS is to provide a vision for future growth in Southern California that will decrease per capita GHG emissions from passenger vehicles. However, the strategies contained in the 2012-2035 RTP/SCS will produce benefits for the region far beyond simply reducing GHG emissions. The SCS strives to integrate the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SCAG is a strategic partner in a regional effort to accelerate fleet conversion to near-zero and zero-emission transportation technologies. A significant expansion of alternative-fuel infrastructure is needed throughout the region to accommodate the anticipated increase in alternative fueled vehicles.

### Section III. Reasonably Available Control Measure Analysis

As required by the Federal Clean Air Act (CAA), a reasonably available control measure (RACM) analysis must be included as part of the overall control strategy in the AQMP/SIP to ensure that all potential control measures are evaluated for implementation and that justification is provided for those measures that are not implemented. Appendix IV-C contains the TCM RACM component for the South Coast PM<sub>2.5</sub> control strategy. In accordance with EPA procedures, this analysis considers TCMs in the 2012-2035 RTP/SCS, measures identified by the CAA, and relevant measures adopted in other non-attainment areas of the country.

Based on this comprehensive review, it is determined that the TCMs being implemented in the South Coast Air Basin are inclusive of all TCM RACM. None of the candidate measures reviewed and determined to be infeasible meets the criteria for RACM implementation.

## **Section I. Linking Regional Transportation Planning to Air Quality Planning**

### Federal and State Requirements

The air quality conformity requirements of the Federal CAA establish a need to integrate air quality planning and regional transportation planning. This integration presents the challenge of balancing the real need for improved mobility with the equally important goal of cleaner air. As the federally-designated MPO for the six-county Southern California region, SCAG is required by law to ensure that transportation activities “conform” to, and are supportive of, the goals of regional and state air quality plans to attain the National Ambient Air Quality Standards (NAAQS). In addition, SCAG is a co-producer, with the South Coast Air Quality Management District (AQMD), of the AQMP for the South Coast Air Basin. SCAG has the responsibility for the demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies, as well as analyzing and providing emissions data related to its planning responsibilities (California Health and Safety Code §40460).

### Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement Program (FTIP)

The SCAG Region is the largest metropolitan planning area in the United States, encompassing 38,000 square miles. The region is divided into 14 subregions and is one of the largest concentrations of population, employment, income, business, industry and finance in the world. The six-county SCAG Region is home to more than 18 million people, nearly half of the population of the state of California.

Federal and state regulations require SCAG, as the Regional Transportation Planning Agency and MPO, to develop an RTP every four years in order for our region's transportation projects to qualify for federal and state funding. The RTP is updated to reflect changes in trends, progress made on projects, and to adjust the growth forecast for population changes. The long-range transportation plan provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs.

The SCS is a newly required element of the RTP. The SCS integrates land use and transportation strategies that will achieve ARB greenhouse gas emissions reduction targets. According to SB 375, “The Sustainable Communities Strategy shall:

1. identify the general location of uses, residential densities, and building intensities within the region;
2. identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth;

3. identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region;
4. identify a transportation network to service the transportation needs of the region;
5. gather and consider the best practically available scientific information regarding resource areas and farmland in the region;
6. consider the state housing goals specified in Sections 65580 and 65581;
7. set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board;
8. allow the regional transportation plan to comply with the federal Clean Air Act."

The RTP/SCS was developed through a collaborative process, guided by the SCAG Regional Council and its Policy Committees and Sub-committees, the Plans & Programs Technical Advisory Committee, numerous task forces, CTCs, subregions, local governments, state and federal agencies, environmental and business communities, tribal governments, non-profit groups, as well as the general public. The RTP/SCS constitutes the Regional Transportation Strategy and Control Measures for the AQMP.

SCAG is also responsible for developing a biennial short-term (six year planning horizon) FTIP. SCAG develops the FTIP in partnership with the CTCs of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and Caltrans Districts 7, 8, 11, and 12. The FTIP is a multimodal list of capital improvement projects to be implemented over a six-year period. The FTIP 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. 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 FTIP is developed to incrementally implement the programs and projects in the RTP. TCMs that are committed to in the applicable SIP are derived from the first two years of the prevailing FTIP.

## **Section II. Regional Transportation Strategy and TCMs**

### Introduction

The 2012-2035 RTP/SCS is a long-range regional transportation plan that provides a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. Transportation projects in the SCAG region must be included in the RTP/SCS in order to receive federal funding. The 2012-2035 RTP/SCS is comprised of the following elements: (1) a policy element that presents an overview of the challenges facing the region; the RTP/SCS goals, policies and performance outcomes; (2) the SCS, which includes land use policies and forecasted future growth and land use for the region; (3) an action element that describes the transportation investments and programs necessary to implement the Plan and

performance measures to determine how the Plan performs; and (4) the financial element that summarizes the cost of Plan implementation constrained by a realistic projection of available revenues and provides recommendations for the allocation of funds.

The 2012-2035 RTP/SCS represents the culmination of more than two years of work involving dozens of public agencies, 191 cities, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations, and was founded on a broad-based public outreach effort. The implementation of one of the most comprehensive and coordinated public participation plans ever undertaken by SCAG is documented in the 2012-2035 RTP/SCS, Public Participation and Consultation Appendix<sup>1</sup>.

The 2012-2035 RTP/SCS was formally adopted by the SCAG Regional Council on April 4, 2012 and submitted for approval to the federal agencies. The 2012-2035 RTP/SCS constitutes the transportation control strategy portion of the 2012 AQMP. A full, illustrative list of the 2012-2035 RTP/SCS projects can be found in the Project List Appendix of the 2012-2035 RTP/SCS. (See <http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx>)

#### Key Planning Challenges

The challenges facing the region's future are daunting:

**Mobility Challenges:** The region's roadways are the most congested in the nation, resulting in over three million hours wasted each year sitting in traffic. Traffic relief is critical, even more so in the region's current economic situation. By failing to adequately address congestion in the Region, we have foregone jobs - every 10 percent decrease in congestion can bring an employment increase of about 132,000 jobs.

**Air Quality Challenges:** While Southern California is a leader in reducing emissions and ambient levels of air pollutants are improving, the SCAG region continues to have the worst air quality in the nation, and air pollution causes thousands of premature deaths every year, as well as other serious adverse health effects. The South Coast Air Basin has the worst air quality of the four air basins contained in the SCAG region.

**Funding Need:** Of all the challenges facing the transportation system today, there is perhaps none more critical than funding. With the projected growth in population, employment, and demand for travel, the costs of our multimodal transportation needs surpass projected revenues available from our historic transportation funding source - the gas tax. State and federal gas taxes have not changed in nearly 20 years. Yet, highway construction costs have grown by over 80 percent. The region must consider ways to stabilize existing revenue sources and supplement them with reasonably available new sources.

#### Regional Goals and Policies: To Realize a Sustainable Future

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<sup>1</sup> [http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP\\_PublicParticipation.pdf](http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_PublicParticipation.pdf)

To guide development of the projects, programs, and strategies, SCAG's Regional Council adopted goals and objectives that help carry out the 2012-2035 RTP/SCS vision which encompasses three principles: mobility, economy, and sustainability. The regional goals reflect the wide-ranging challenges facing transportation planners and decision-makers in achieving the RTP/SCS vision. The goals demonstrate the need to balance many priorities in the most cost-effective manner. SCAG's Regional Council adopted the following goals as part of the 2012-2035 RTP/SCS.

- Align the plan investments and policies with improving regional economic development and competitiveness
- Maximize mobility and accessibility for all people and goods in the region
- Ensure travel safety and reliability for all people and goods in the region
- Preserve and ensure a sustainable regional transportation system
- Maximize the productivity of our transportation system
- Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)
- Actively encourage and create incentives for energy efficiency, where possible
- Encourage land use and growth patterns that facilitate transit and non-motorized transportation
- Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies

The six 2012-2035 RTP/SCS guiding policies below help focus future investments on the best-performing projects and strategies that seek to preserve, maintain, and optimize the performance of the existing system.

- 1) Transportation investments shall be based on SCAG's adopted regional Performance Indicators
- 2) Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region
- 3) RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives
- 4) Transportation demand management (TDM) and non-motorized transportation will be focus areas, subject to Policy 1
- 5) HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1
- 6) Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan

#### Transportation Investments

The RTP/SCS contains a host of improvements to the regional multimodal transportation system. These improvements include closures of critical gaps in the network that hinder access to certain

parts of the region, as well as the strategic expansion of our transportation system where there is room to grow in order to provide the region with the mobility it needs.

**Active Transportation Component:** \$6.7 billion will be invested in various active transportation strategies to increase bikeways in the SCAG region from 4,315 miles to 10,122 miles, bring significant amount of sidewalks into compliance with the Americans with Disabilities Act (ADA), safety improvements, and various other strategies.

**Transportation Demand Management (TDM) Component:** \$4.5 billion will be invested in various TDM strategies to incentivize drivers to reduce solo driving: (1) Increase carpooling and vanpooling; (2) Increase the use of transit, bicycling, and walking; (3) Redistribute vehicle trips from peak periods to non-peak periods by shifting work times/days/locations; (4) Encourage greater use of telecommuting; and (5) Other “first mile/last mile” strategies to allow travelers to easily connect to and from transit service at their origin and destination. These strategies include the development of mobility hubs around major transit stations, the integration of bicycling and transit through folding-bikes-on-buses programs, triple bike racks on buses, and dedicated racks on light and heavy rail vehicles.

**Transportation System Management (TSM) Component:** \$7.6 billion will be invested in various TSM strategies to enhanced incident management, advanced ramp metering, traffic signal synchronization, advanced traveler information, improved data collection, universal transit fare cards (Smart Cards), and Transit Automatic Vehicle Location (AVL) to increase traffic flow and reduce congestion.

**Transit Component:** A total of \$55.0 billion will be invested in (1) bus rapid transit (BRT) - new BRT routes, extensions, and/or service enhancements in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties; (2) light rail transit - new light rail and commuter rail routes/extensions in Los Angeles and San Bernardino Counties; (3) heavy rail transit – heavy rail extension in Los Angeles County; and (4) bus - new and expanded bus service in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

**Passenger and High-Speed Rail Component:** A total of \$51.8 billion will be invested in (1) commuter rail - Metrolink extensions in Riverside County and Metrolink system-wide improvements to provide higher speeds; and (2) high speed rail - improvements to the Los Angeles to San Diego (LOSSAN) Rail Corridor with an ultimate goal of providing San Diego-Los Angeles express service in under two hours, and Phase I of the California High-Speed Train (HST) project that would provide high-speed service from the Kern County line to Anaheim via L.A. Union Station with stops in Palmdale, San Fernando Valley, L.A. Union Station, Norwalk and Anaheim.

**Goods Movement (includes Grade Separations) Component:** \$48.4 billion will be invested in various goods movement strategies including Port access improvements, freight rail enhancements, grade separations, truck mobility improvements including an East-West Freight Corridor, intermodal facilities, and support of emission-reduction strategies such as the deployment of commercially available lower-emission trucks and locomotives in the near term while taking critical steps (including technology demonstration projects) toward the phased implementation of a zero- and near-zero emission freight system.

**Aviation and Airport Ground Access Component:** As included in their respective modal investments, substantial investment will be made in various airport ground access improvements including rail extensions and improvements to provide easier access to airports, and new express bus service from remote terminals to airports.

**Highways Component:** \$64.2 billion will be invested in (1) toll facilities - closure of critical gaps in the highway network to provide access to all parts of the region (\$27.3 billion); (2) High-Occupancy Vehicle (HOV)/High-Occupancy Toll (HOT) - closure of gaps in the HOV lane network and the addition of freeway-to-freeway direct HOV connectors to complete Southern California's HOV network and a connected network of Express/HOT lanes (\$20.9 billion); and (3) mixed flow – interchange improvements to and closures of critical gaps in the highway network to provide access to all parts of the region (\$16.0 billion).

**Arterials Component:** \$22.1 billion will be invested in various arterial improvements including spot widening, signal prioritization, driveway consolidations and relocations, grade separations at high-volume intersections, new bicycle lanes, and other design features such as lighting, landscaping, and modified roadway, parking, and sidewalk widths.

**Operations and Maintenance Component:** \$216.9 billion will be invested in the operations and maintenance of transit (\$139.3 billion), highways (\$56.7 billion), and arterials (\$20.9 billion) to preserve our multimodal system in a good state of repair.

#### Financial Plan

The 2012–2035 RTP/SCS financial plan identifies how much money is available to support the region's transportation investments. The plan includes a core revenue forecast of existing local, state, and federal sources along with funding sources that are reasonably available over the time horizon of the RTP/SCS. These new sources include adjustments to state and federal gas tax rates based on historical trends and recommendations from two national commissions (National Surface Transportation Policy and Revenue Study Commission and National Surface Transportation Infrastructure Financing Commission) created by Congress, further leveraging of existing local sales tax measures, value capture strategies, potential national freight program/freight fees, as well as passenger and commercial vehicle tolls for specific facilities. Reasonably available revenues also include innovative financing strategies, such as private equity participation. In accordance with federal guidelines, the plan includes strategies for ensuring the availability of these sources.

#### Sustainable Communities Strategy

Under SB 375, the primary goal of the SCS is to provide a vision for future growth in Southern California that will decrease per capita greenhouse gas emissions from automobiles and light trucks. This leads to strategies that can help reduce per capita vehicle miles traveled over the next 25 years. The strategies contained in the 2012–2035 RTP/SCS will produce benefits for the region far beyond simply reducing GHG emissions. Because it is the latest refinement of an evolving regional blueprint that SCAG began in 2000, the 2012–2035 RTP/SCS will help the region contend with many ongoing issues across a wide range of concerns, including better

placemaking, lower cost to taxpayers and families, benefits to public health and environment, greater responsiveness to changing demographics and housing markets, and improved access and mobility.

The 2012–2035 RTP/SCS was built primarily from local General Plans and input from local governments using the Local Sustainability Planning Tool, from the subregional COGs and from the County Transportation Commissions. A review of local plans and subregional strategies points to the common ground that is inherent in SCAG’s 2008 Advisory Land Use Policies. The advisory land use policies are a foundation for the overall regional land use development pattern:

- Identify regional strategic areas for infill and investment – Identify strategic opportunity areas for infill development of aging and underutilized areas and increased investment in order to accommodate future growth.
- Structure the plan on a three-tiered system of centers development – Identify strategic centers based on a three-tiered system of existing, planned, and potential, relative to transportation infrastructure.
- Develop “complete communities” – Create mixed-use districts, or “complete communities,” in strategic growth areas through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other.
- Develop nodes on a corridor – Intensify nodes along corridors with people-scaled, mixed-use developments.
- Plan for additional housing and jobs near transit – Support and improve transit use and ridership by creating pedestrian-friendly environments and more compact development patterns in close proximity to transit.
- Plan for a changing demand in types of housing – Address shifts in the labor force that will likely induce a demand shift in the housing market for additional development types such as multifamily and infill housing in central locations, which will appeal to the needs and lifestyles of these large populations.
- Continue to protect stable, existing single-family areas – Continue to protect stable, existing single-family neighborhoods as future growth and a more diverse housing stock are in infill locations near transit stations.
- Ensure adequate access to open space and preservation of habitat – Ensure access to open space and habitat preservation despite competing quality-of-life demands driven by growth, housing and employment needs, and traditional development patterns.
- Incorporate local input and feedback on future growth – Continue public outreach efforts and incorporate local input through public workshops, scenario planning, and stakeholder outreach.

These policies have evolved over time and serve as the basis for SCAG’s Compass Blueprint, a regional voluntary program that offers innovative planning tools, creative strategies, and collaborative partnerships to all local governments within the region. Since its inception, Compass Blueprint has supported local demonstration projects that seek to improve mobility for all residents, foster livability in all communities, enable prosperity for all people, and promote sustainability for future generations.

The SCS strives to integrate the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint demonstration projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. The RTP/SCS fully integrates the two subregional SCSs prepared by the Gateway Cities and Orange County Council of Governments.

In addition to Compass Blueprint, cities and counties within the SCAG region continue to implement their own local land use and transportation projects that support the goals of the 2012–2035 RTP/SCS.

To achieve the goals of the 2012–2035 RTP/SCS, public agencies at all levels of government may implement a wide range of strategies that focus on four key areas:

- A Land Use growth pattern that accommodates the region’s future employment and housing needs and protects sensitive habitat and natural resource areas;
- A Transportation Network that consists of public transit, highways, local streets, bikeways, and walkways;
- Transportation Demand Management (TDM) measures that reduce peak-period demand on the transportation network; and
- Transportation System Management (TSM) measures that maximize the efficiency of the transportation network.

In addition, SCAG is a strategic partner in a regional effort to accelerate fleet conversion to zero- and near-zero emission transportation technologies. SCAG’s policy with regard to alternative fuels is technology neutral and does not favor any one technology over any other. To accommodate the anticipated increase in alternative fueled vehicles, a significant expansion of infrastructure is needed throughout the region, among other preparedness steps.

SB 375 provides incentives in the form of CEQA streamlining to encourage community design that supports reduction in per capita GHG emissions. Generally, two types of projects are eligible for streamlined CEQA review once a compliant RTP/SCS has been adopted: (1) residential/mixed-use projects (consistent with the SCS) or (2) a Transit Priority Project (TPP).

#### Regional Transportation Emissions

Based on the data generated from SCAG’s Regional Travel Demand Model (e.g., traffic volumes, vehicle speeds, transit ridership, etc.), an estimate of emissions associated with on-road mobile sources can be generated using CARB’s emission factor model (EMFAC). Through this process, future emissions from on-road mobile sources can be compared for the regional

transportation system assuming implementation of the RTP/SCS versus a baseline case without RTP/SCS implementation. It is generally understood that potential future improvements in air quality deriving from the RTP/SCS will likely be much smaller, since motor vehicle emissions have and will continue to be substantially reduced through technology (i.e., emission standards for new engines and in-use standards for existing fleets). Table 1 below compares VOC (ROG), NO<sub>x</sub>, and PM<sub>2.5</sub> emissions between implementation of the 2012-2035 RTP/SCS and the baseline without the regional transportation strategy for 2014 and 2035.

**Table 1 Regional Transportation Emissions (annual average) (tons per day) \***

	VOC (ROG)		NO <sub>x</sub>		PM <sub>2.5</sub> **	
	2014	2035	2014	2035	2014	2035
<b>2012 RTP/SCS</b>	137.5	70.9	285.9	119.6	15.2	14.2
<b>2012 RTP Baseline</b>	137.6	72.8	285.5	124.8	15.2	15.6
<b>RTP/SCS Reduction</b>	-0.1	-1.9	-0.4	-5.2	0.0	-1.4

Note: \* Calculated with EMFAC2007; \*\* Does not include fugitive dust calculations

Transportation Control Measures

TCMs are measures that are specifically identified and committed to in the applicable implementation plan that are either one of the types listed in CAA section 108, or any other measures for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs. TCMs in this plan include the following three main categories of transportation improvement projects and programs:

- High occupancy vehicle (HOV) measures,
- Transit and systems management measures, and
- Information-based transportation strategies.

The 2012-2035 RTP/SCS includes TCM type projects throughout the entire Plan horizon (i.e., 2035) and are all part of the regional transportation strategy for the 2012 South Coast PM<sub>2.5</sub> AQMP. Those TCM type projects which have funding programmed for right of way or construction in the first two years of the prevailing FTIP are considered committed for air quality planning purposes in the applicable SIP. Attachment A of this Appendix illustrates the currently committed TCMs that are derived from the TCM projects of the 2011 FTIP, as amended.

***TCM Emissions Reduction Benefits*** To estimate the emission benefits of TCMs, the socio-economic data variables of the 2012-2035 RTP/SCS were held constant while the transportation

network was modified to account for the TCMs in the Plan (both TCM-type projects and committed TCMs). In other words, the TCM emissions reduction benefits are the difference between the 2012-2035 RTP/SCS which includes TCMs and the AQMP baseline which is defined as RTP minus TCMs. It should be noted that this analysis is done for illustrative purposes as the regional transportation strategy is appropriately viewed on a systems-level basis, and not by its components since each of the individual transportation improvements and strategies affect each other and the system.

Compared to previous AQMPs/SIPs, potential future improvements in air quality deriving from TCMs is consistently diminishing for two reasons. On one hand, motor vehicle emissions have and will continue to be substantially reduced through technology. On the other hand, most of the TCM projects in the South Coast Air Basin were adopted into the SIP to meet the one-hour ozone standard by 2010 and have already been implemented. Thus, the emission reductions associated with these projects are now included in the baseline emissions and no longer show up in the TCM benefit values. Table 2 shows the results of the TCM modeling analysis for years 2014, 2019, and 2023.

**Table 2 TCM Emissions (annual average) (tons per day) \***

	VOC (ROG)			NOx			PM <sub>2.5</sub> **		
	2014	2019	2023	2014	2019	2023	2014	2019	2023
<b>2012 RTP/SCS</b>	137.5	110.7	93.7	285.9	194.1	157.7	15.2	14.8	13.5
<b>RTP/SCS without TCM</b>	137.8	111.1	94.4	286.6	195.5	159.2	15.3	15.1	13.9
<b>TCM Reduction</b>	-0.3	-0.4	-0.7	-0.7	-1.4	-1.5	-0.1	-0.3	-0.4

Note: \* Calculated with EMFAC2007; \*\* Does not include fugitive dust calculations

### Section III. Reasonably Available Control Measure Analysis

#### Introduction

Clean Air Act Section 172(c)(1) requires SIPs to provide for the implementation of all reasonably available control measures (RACM) as expeditiously as practicable. Guidance on interpreting RACM requirements in the context of the 1990 Amendments was set forth in the General Preamble (57 FR 13498, 13560) in 1992. In the General Preamble, U.S. Environmental Protection Agency (EPA) interpreted section 172(c)(1) as imposing a duty on States to consider all available control measures and to adopt and implement measures that are reasonably available for implementation in a specific nonattainment area. It also retained an earlier interpretation of RACM that it would not be reasonable to require the implementation of measures that do not advance the date for attainment.

With regard to TCMs, EPA revised earlier guidance by indicating that it is inappropriate to presume that all Section 108(f)(1)(A) measures of the CAA are available in all nonattainment areas. Instead, States should consider Section 108(f)(1)(A) measures as potential options that are not exhaustive, but indicative of the types of measures that should be considered. In addition, any measure identified as reasonably available during the public comment period should also be considered for implementation. EPA indicated that States could reject measures as not reasonably available for reasons related to local conditions. States are required to justify why available measures were not considered RACM and not adopted in the SIP.

To meet the RACM requirements articulated in the EPA guidance described above, this RACM analysis was performed using several steps. First is a description of the process by which SCAG and related transportation agencies in the South Coast Air Basin identify, review, and make enforceable commitments to implement TCMs. Second is the assembly and review of a list of control measures recently implemented in other ozone nonattainment areas. This effort involved a review of measures implemented in California nonattainment areas as well as those located in Arizona, Colorado, Georgia, New York, Texas, and Washington D.C., and the organization of those measures in the 16 categories specified in CAA Section 108(f). The third step is to determine RACM measures by contrasting the list of candidate measures with measures implemented to date in the South Coast Air Basin, as well as any new commitments in the current AQMP. The fourth step is to provide a reasoned justification for any of the available measures that have yet to be implemented. These justifications must address criteria described in the above-cited guidance.

#### SCAG RACM/TCM Development Process

While the SCAG Region has an extensive, systematic TCM development program continually updated through the FTIP process, areas are obligated during SIP preparation to evaluate TCMs and determine whether they qualify as RACM.

The RACM process relies predominantly on the continuous updating and addition process for TCMs in the South Coast Air Basin. The TCM process was established for the South Coast Air Basin by replacing a process that developed TCMs each time a SIP was produced with a continuous ongoing TCM process. This process continues to govern the selection and implementation of TCMs today. TCMs are continuously identified and reviewed throughout the transportation planning process. SCAG's ongoing public outreach effort, including an involved interagency input process via the TCWG, helps ensure that the process to identify and review TCMs is robust, inclusive, and comprehensive. Development of TCMs arises from multiple processes and multiple sources, which include CTCs, subregional agencies, task forces, committees, and the public. These funding and scheduling incentives ensure that TCMs are developed, sponsored, and clearly identified throughout the process.

#### Assembly and Review of Candidate RACM

EPA and related court decisions have maintained that TCMs considered RACM must be measures that 1) advance the attainment date, typically by at least one year and 2) are technologically and economically feasible. Measures must pass both the advance attainment and technical/economic feasibility tests to be deemed RACM.

U.S. EPA guidance documents provide help in identifying the type of measures to be considered. CAA Section 108(f)(1)(A) provides a list of sixteen categories of TCMs that are potential options that should be considered indicative types of control measures:

- i. Programs for improved use of public transit;*
- ii. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;*
- iii. Employer-based transportation management plans, including incentives;*
- iv. Trip-reduction ordinances;*
- v. Traffic flow improvement programs that achieve emission reductions;*
- vi. Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;*
- vii. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;*
- viii. Programs for the provision of all forms of high-occupancy, shared-ride services, such as the pooled use of vans;*
- ix. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;*
- x. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;*
- xi. Programs to control extended idling of vehicles;*
- xii. Programs to reduce motor vehicle emissions, consistent with Title II of the Clean Air Act, which are caused by extreme cold start conditions;*
- xiii. Employer-sponsored programs to permit flexible work schedules;*
- xiv. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;*
- xv. Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest; and*
- xvi. Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.*

EPA guidance has emphasized that these sixteen measures are an illustrative, but not exhaustive list. Instead, TCMs need to be evaluated on an area-by-area basis to determine which are reasonably available. In addition to the measures listed above, the 1992 General Preamble of the CAA cite other sources to include TCMs that were a) suggested during public comments (e.g. at workshops, public hearings, in written comments, etc.); b) adopted in other nonattainment areas

of the country; and c) specifically identified by the EPA (i.e. EPA TCM database, support documents for rulemaking, etc.).<sup>2</sup>

To develop a list of candidate RACM, SCAG performed a comprehensive review of available TCMs in California, as well as in other states. SCAG reexamined the candidate RACM identified during the comprehensive RACM analysis performed for the 2007 AQMP. Additionally, SCAG coordinated with other MPOs and air quality districts to identify measures that are being implemented in the following other nonattainment areas:

- **Maricopa County, Arizona:** Maricopa Association of Governments. Eight-Hour Ozone Resignation Request and Maintenance Plan for the Maricopa Nonattainment Area, February, 2009.
- **Bay Area, California:** Bay Area Air Quality Management District. Revised San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard, October 24, 2001.
- **Sacramento, California:** Sacramento Metropolitan Air Quality Management District. Sacramento Regional 8-Hour Ozone Attainment and RFP Plan, December 19, 2008. EPA approval pending.
- **San Joaquin Valley, California:** San Joaquin Valley Air Pollution Control District. 2007 Ozone Plan, April 30, 2007.
- **Denver Metropolitan Area, Colorado:** North Front Range Metropolitan Organization. Denver Metro Area and North Front Range Ozone Action Plan, December 12, 2008.
- **Atlanta Metropolitan Area, Georgia:** Georgia Department of Natural Resources, Environmental Protection Division. Proposed Georgia's State Implementation Plan for the Atlanta 8-Hour Ozone Nonattainment Area, March 26, 2009. EPA approval pending.
- **New York Metropolitan Area, New York:** New York State Department of Environmental Conservation Ozone (8-Hour NAAQS) Attainment Demonstration for NY Metro Area, August 9, 2007.
- **Dallas-Fort Worth Area, Texas:** Texas Commission on Environmental Quality. Revisions to the State of Texas Air Quality Implementation Plan for the Control of Ozone Air Pollution, Dallas-Forth Worth 8-Hour Ozone Nonattainment Area, December 7, 2011. EPA approval pending.
- **Houston-Galveston Area, Texas:** Texas Commission on Environmental Quality. Revisions to the State of Texas Air Quality Implementation Plan for the Control of Ozone Air Pollution, Houston-Galveston-Brazoria 1997 8-Hour Ozone Nonattainment Area, March 10, 2010. EPA approval pending.
- **Washington D.C.:** Metropolitan Washington Council of Governments (MWCOG). Plan to Improve Air Quality in the Metropolitan Washington, DC-MD-VA Region: State Implementation Plan (SIP) for 8-Hour Ozone Standard, May 23, 2007.

Additionally, TCMs were discussed and reviewed at numerous TCWG meetings as part of the 2011 FTIP, 2012-2035 RTP/SCS, and 2012 AQMP. Further, SCAG has an extensive and robust public participation process for the development of the RTP/FTIP through ongoing public

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<sup>2</sup> Seitz, John S. (December 2, 1999). Memo from John Seitz: Guidance on the Reasonably Available Control Measures (RACM) Requirement and Attainment Demonstration Submissions for Ozone Nonattainment Areas. Available at: <http://www.epa.gov/ttn/oarpg/t1/memoranda/revracm.pdf>.

meetings, and technical, advisory, and policy committees. These groups generally meet on a monthly basis and provide explicit opportunities for the public to participate and contribute.

In summary, SCAG performed the RACM analysis based on information reviewed from the following sources:

- CAA Section 108(f)(1)(A)
- 2007 South Coast AQMP RACM Analysis
- Other nonattainment areas in California
- Other nonattainment areas outside California
- RTP/FTIP Updates
- Interagency Consultation (TCWG)

The candidate measures were reviewed to determine which can be considered RACM. As discussed above, the RACM TCM requirement consists of two core criteria that must be satisfied: 1) TCMs must advance attainment of the air quality standards; and 2) TCMs must be both technically and economically feasible. EPA has not provided specific definitions on these core criteria, but has preferred to allow flexibility in each region's determination.

In practice, agencies have based their determination of the first criteria on whether a measure or group of measures would help an area achieve attainment one year earlier than in the absence of the measure or group of measures. In other words, TCM implementation must significantly reduce emissions to facilitate attainment of the NAAQS one year earlier than without the TCMs. Considering the magnitude of the emissions reductions necessary to demonstrate attainment in the South Coast Air Basin, the implementation of TCMs is not expected to meet this criterion. Technical feasibility has been determined in terms of local factors, such as environmental impacts, availability of control measures, and ability to achieve the emission reductions. Project cost-effectiveness has been considered a determining factor to determine economic feasibility.

Determining RACM Measures

For this step of the RACM analysis, SCAG compared the list measures implemented within the South Coast Air Basin with those implemented in other areas. SCAG then organized measures, including candidate measures and those measures currently implemented in the region, according to the sixteen categories specified in Section 108(f)(1)(A) of the CAA. No formal requirement exists on how to organize TCMs. However, SCAG utilized this organization scheme as a way to highlight those measures that fall within the sixteen CAA categories, which are formally recognized as "TCMs" and subject to CAA and federal conformity requirements. SCAG found a small number of candidate measures that were not currently implemented in the region and not included in the 2007 AQMP RACM analysis. In addition, a new category titled "Other Measures and Programs" was added to the list of measures. This category includes TCMs that do not fall in any of the sixteen Section 108(f) categories. New measures that were in addition to those reviewed as part of the 2007 RACM analysis were highlighted in bold font as shown in Attachment B.

For this RACM analysis, SCAG also reviewed statewide and South Coast AQMD measures that have been adopted since the last RACM analysis. Although these measures are out of the realm of SCAG's funding authority, they are discussed below for completeness. Statewide mobile source measures are also covered in California RACM analysis completed for the latest ozone SIP revision for the South Coast Air Basin. Table 3 shows on-road TCMs and mobile source measures that were adopted by the ARB and are currently being implemented in the SCAG region.

**Table 3 Adopted California Transportation Control Measures**

<b>RACM</b>	<b>Implementing Nonattainment Area</b>	<b>Implemented in SCAG?</b>
California Diesel Fuel Regulation	ARB	Yes
On-Road Heavy-Duty Diesel Vehicles Regulation	ARB	Yes
California Reformulated Gasoline	ARB	Yes
Low Emission Vehicle Standards (LEV II)	ARB	Yes
Transportation Refrigeration Unit ATCM	ARB	Yes
School Bus Idling ATCM	ARB	Yes
Fleet Rule for Transit Agencies	ARB	Yes
Drayage Truck Regulation	ARB	Yes
Hybrid Truck and Bus Voucher Incentive Program	ARB	Yes
Clean Vehicle Rebate Project	ARB	Yes
Solid Waste Collection Vehicle Rule	ARB	Yes
Heavy-Duty Vehicle Inspection Program	ARB/BAR	Yes
Periodic Smoke Inspection Program	ARB/BAR	Yes
School Bus Retrofit Program	ARB/SCAQMD	Yes
Goods Movement Program/Proposition 1B	ARB/CTC/SCAQMD	Yes

### Reasoned Justification

The fourth step is to provide a reasoned justification for any of the available measures that have yet to be implemented or will not be implemented. In 1999, EPA issued a memorandum entitled “Guidance on the Reasonably Available Control Measures Requirement and Attainment Demonstration Submissions for Ozone Nonattainment Areas.”<sup>3</sup> In this memorandum, EPA states that in order to determine whether a state has adopted all RACM necessary for attainment and as expeditiously as practicable, the state must explain why the selected implementation schedule is the earliest schedule based on the circumstances of the area. This indicated that States could reject measures as not reasonably available for reasons related to local conditions. In such cases, States are obligated to provide justification as to why potentially reasonable measures have not been adopted. Valid reasons for rejecting a measure include that it would not advance the attainment date, it is economically infeasible, or it is technologically infeasible.

The complete listing of all candidate measures evaluated for RACM determination is included in Attachment B. A “Measure Number” is assigned for each strategy for ease of discussion (not rank in priority). The “Description” column provides a brief description of the relevant measure in discussion. “Has It Been Implemented?” confirms whether the measure is currently implemented in the SCAG region. The final column “Reasoned Justification for Not Implementing” provides a reasoned justification for those measures that were not considered RACM. SCAG appropriately considered a number of factors that included technical and economic feasibility, enforceability, geographic applicability, and ability to provide emission reductions. Of the TCMs that were deemed candidate measures, none were found to meet the criteria for RACM implementation.

### Conclusion

CAA Section 172(c)(1) requires SIPs to provide for the implementation of all RACM as “expeditiously as practicable.” EPA and related court decisions have maintained that TCMs considered RACM must be measures that 1) advance the attainment date, typically by at least one year and 2) are technologically and economically feasible. Measures must pass both the advance attainment and technical/economic feasibility tests to be deemed RACM.

Based on a comprehensive review of TCM projects in other nonattainment areas or otherwise identified, it is determined that the TCMs being implemented in the South Coast Air Basin are inclusive of all RACM. None of the candidate measures reviewed herein and determined to be infeasible meets the criteria for RACM implementation.

SCAG and the local transportation agencies have in place a comprehensive, formal process for identifying, evaluating, and selecting TCMs. The regular RTP, FTIP, and AQMP/SIP public update processes ensure that TCM identification and implementation is a routine consideration that helps SCAG and the AQMD demonstrate attainment of applicable NAAQS.

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<sup>3</sup> Seitz, John S. (December 2, 1999). *Memo from John Seitz: Guidance on the Reasonably Available Control Measures (RACM) Requirement and Attainment Demonstration Submissions for Ozone Nonattainment Areas.* Available at: <http://www.epa.gov/ttn/oarpg/t1/memoranda/revracm.pdf>

**Attachment A: Committed Transportation Control Measures (TCMs)**

Los Angeles County			
Lead Agency	Project ID	Project Description	Completion Date
BALDWIN PARK	LAFA141	BALDWIN PARK METROLINK TRANSPORTATION CENTER. FUNDED THRU STIP AUGMENTATION CONSTRUCTION A TRANSPORTATION CENTER AND PARKING STRUCTURE AT THE BALDWIN PARK METROLINK STATION.	11/1/2014
FOOTHILL TRANSIT ZONE	LA0B311	PARK AND RIDE FACILITY TRANSIT ORIENTED NEIGHBORHOOD PROGRAM SAFETEA-LU # 341 (E-2006-BUSP-092) (E-2006-BUSP-173)	12/31/2013
GLENDALE	LA0G406	FAIRMONT AVE. PARK-N-RIDE FACILITY (83 PARKING SPACES) TO SERVE COMMUTERS USING SR-134, I-5. THE LOCATION OF THE PARK-N-RIDE IS FAIRMONT AVENUE AND SAN FERNANDO RD.	12/30/2013
LOS ANGELES COUNTY	LAF1514	EMERALD NECKLACE BIKE TRAIL PROJECT. DESIGN AND CONSTRUCT 1.1 MILES OF CLASS I BIKE PATH TO CONNECT DUARTE ROAD TO THE SAN GABRIEL RIVER BICYCLE TRAIL.	6/30/2013
LOS ANGELES COUNTY MTA	LA0G270	EXPANSION AND IMPROVEMENT TO EXISTING TRANSIT CENTER IN THE CITY OF PALMDALE. E2009-BUSP-137.	9/30/2013
LOS ANGELES COUNTY MTA	LA0F021	EXPOSITION LIGHT RAIL TRANSIT SYSTEM PHASE II – FROM CULVER CITY TO SANTA MONICA	12/31/2017
LOS ANGELES COUNTY MTA	LA29202W	MID -CITY TRANSIT CORRIDOR: WILSHIRE BLVD. FROM VERMONT TO SANTA MONICA DOWNTOWN- MID-CITY WILSHIRE BRT INCL. DIV. EXPANSION AND BUS ONLY LANE	12/31/2014
LOS ANGELES COUNTY MTA	LA0G194	ACQUIRE FOUR (4) ALTERNATE FUEL BUSES FOR THE CITY OF ARTESIA TO BE USED FOR NEW FIXED ROUTE SERVICE EARMARK ID #E2008-BUSP-0694	10/31/2012
LOS ANGELES COUNTY MTA	LA0C10	MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION	12/31/2012
LOS ANGELES COUNTY MTA	LA0G431	MULTI-MODAL TRANSIT CENTER AT CSUN TO INCLUDE PASSENGER LOADING AREAS AND BUS SHELTERS	10/1/2012
LOS ANGELES COUNTY MTA	LA974165	MACARTHUR PARK STATION IMPROVEMENTS INCLUDE DESIGN AND CONSTRUCTION OF A PLAZA TO ACCOMMODATE PUBLIC ACCESS (PEDESTRIAN ENTRANCES, WALKWAYS, BICYCLE FACILITIES) PPNO# 3417	12/30/2011
LOS ANGELES, CITY OF	LA0G155	LACRD – TRANSIT SIGNAL PRIORITY IN THE CITY OF LOS ANGELES.	02/28/2012

**Attachment A: Committed Transportation Control Measures (TCMs)**

Los Angeles County			
Lead Agency	Project ID	Project Description	Completion Date
PASADENA	LAE3790	THE PASADENA ITS INTEGRATES 3 COMPONENTS; TRAFFIC SIGNAL COMMUNICATION AND CONTRL, TRANSIT VEHICLE ARRIVAL INFO AND PUBLIC PARKING AVAILABILITY INFO. SAFETEA-LU PRJ #3790 AND #399	6/30/2013
PICO RIVERA (PREVIOUSLY LEAD AGENCY WAS SGVCOG)	LA0C57	ACE/GATEWAY CITIES-CONSTRUCT GRADE SEP. AT PASSONS BLVD IN PICO RIVERA (& MODIFY PROFILE OF SERAPIS AV.)(PART OF ALAMEDA CORR EAST PROJ.)SAFETEA-LU HPP # 1666 (TCRP #54.3)	12/31/2012
ROLLING HILLS ESTATE	LAF1529	PALOS VERDES DRIVE NORTH BIKE LANES. CONSTRUCTION OF CLASS II BIKE LANE AND RELATED IMPROVEMENTS ON PALOS VERDES DRIVE NORTH	12/31/2013
SANTA CLARITA	LAF1424	MCBEAN REGIONAL TRANSIT CENTER PARK AND RIDE. PURCHASE LAND, DESIGN, AND CONSTRUCT A REGIONAL PARK-AND-RIDE LOT ADJACENT TO THE MCBEAN REGIONAL TRANSIT CENTER IN THE CITY OF SANTA CLARITA.	10/1/2013
WHITTIER	LA0G257	WHITTIER GREENWAY TRAILHEAD PARK. EXTENSION OF WHITTIER GREENWAY TRAIL FROM MILLS AVENUE TO 300 FEET EAST OF MILLS AVENUE ON CITY OWNED RIGHT-OF-WAY IN CONJUNCTION WITH THE CONSTRUCTION OF NEW TRAILHEAD PARK WITH A PARK AND RIDE PARKING LOT FOR NEARBY PUBLIC TRANSIT STOP. NEW 20 SPACE PARKING LOT WOULD BE CONSTRUCTED OF "GREEN" PERMEABLE PAVEMENT IN COMPLIANCE WITH NPDES REQUIREMENTS. INCLUDES THE INSTALLATION OF PARK AMENITIES, DRINKING FOUNTAIN FOR THE CONVENIENCE OF PEDESTRIAN AND BICYCLE PATRONS OF THE WHITTIER GREENWAY TRAIL. CONSTRUCTION OF NEW SIDEWALKS ALONG MILLS AVENUE TO PROVIDE WHITTIER GREENWAY TRAIL CROSSING CONNECTION AT THE SIGNALIZED INTERSECTION OF MILLS AVENUE AT LAMBERT ROAD.	9/30/2014
ARTESIA	LAF1607	SOUTH STREET PEDESTRIAN, BIKEWAY AND TRANSIT IMPROVEMENT. IMPROVE PEDESTRIAN ENVIRONMENT AND TRANSIT STOP LOCATIONS WITH LANDSCAPED MEDIANS, TRANSIT SHELTERS, BENCHES, SIDEWALK ENHANCEMENTS AND LIGHTING. CLOSE EXISTING BIKE LANE GAP.	10/1/2014
AVALON	LAF1501	COUNTY CLUB DRIVE BIKEWAY IMPROVEMENT PROJECT. CONSTRUCTION OF A 4-FOOT WIDE CLASS II BIKE LANE IN BOTH DIRECTIONS ALONG A ONE MILE SECTION OF COUNTRY CLUB DRIVE.	10/1/2013
AZUSA	LAF3434	AZUSA INTERMODAL TRANSIT CENTER. CONSTRUCT REGIONAL AZUSA INTERMODAL TRANSIT CENTER TO ACCOMMODATE EXISTING AND FUTURE PARKING DEMAND AND SUPPORT EFFECTIVE TRANSIT USE.	6/30/2015

**Attachment A: Committed Transportation Control Measures (TCMs)**

Los Angeles County			
Lead Agency	Project ID	Project Description	Completion Date
BALDWIN PARK	LAE0076	CONSTRUCT ADD'L VEHICLE PARKING (200 TO 400 SPACES), BICYCLE PARKING LOT AND PEDESTRIAN REST AREA AT THE TRANSIT CENTER	12/31/2014
BALDWIN PARK	LAF1654	BALDWIN PARK METROLINK PEDESTRIAN OVERCROSSING. CONSTRUCT A PEDESTRIAN OVERCROSSING OVER BOGART AVE AND THE METROLINK LINE TO LINK THE STATION WITH VITAL BUS TRANSFER POINTS AND TO PROVIDE ACCESS TO PARKING OVERFLOW AREAS.	10/1/2015
BURBANK	LAF1502	SAN FERNANDO BIKEWAY. IMPLEMENT A CLASS I BIKEWAY ALONG SAN FERNANDO BLVD, VICTORY PLACE AND BURBANK WESTERN CHANNEL TO COMPLETE THE BURBANK LEG OF A 12 MILE BIKEWAY.	6/30/2014
CALTRANS	LA000358	ROUTE 5: – FROM ROUTE 134 TO ROUTE 170 HOV LANES (8 TO 10 LANES) (CFP 346)(2001 CFP 8355). (EA# 12180, 12181,12182,12183,12184, 13350 PPNO 0142F,151E,3985,3986,3987) SAFETEA LU # 570. CONSTRUCT MODIFIED IC @ I-5 EMPIRE AVE, AUX LNS NB & SB BETWEEN BURB	12/31/2014
CALTRANS	LA000548	ROUTE 10: FROM PUENTE TO CITRUS HOV LANES FROM 8 TO 10 LANES (C-ISTEA 77720) (EA# 117080, PPNO# 0309N)	2/12/2016
CALTRANS	LA0B875	ROUTE 10: HOV LANES FROM CITRUS TO ROUTE 57/210 – (EA# 11934, PPNO# 0310B)	3/15/2016
CALTRANS	LA0D73	ROUTE 5: LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO RTE 605 JUNCTION. WIDEN FOR HOV & MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW (EA 2159A0, PPNO 2808). TCRP#42.2&42.1	12/1/2016
CALTRANS	LA000357	ROUTE 5: FROM ROUTE 170 TO ROUTE 118 ONE HOV LANE IN EACH DIRECTION (10 TO 12 LANES) INCLUDING THE RECONSTRUCTION OF THE I-5/SR-170 MIXED FLOW CONNECTOR AND THE CONSTRUCTION OF THE I-5/SR-170 HOV TO HOV CONNECTOR (CFP 345) (2001 CFP 8339; CFP2197).	12/31/2013
CALTRANS	LA01342	ROUTE 10: RT 10 FROM RT 605 TO PUENTE AVE HOV LANES (8+0 TO 8+2) (EA# 117070, PPNO 0306H) PPNO 3333 3382 AB 3090 REP (TCRP #40)	10/28/2013
CALTRANS	LA996134	ROUTE 5: RTE. 5/14 INTERCHANGE & HOV LNS ON RTE 14 – CONSTRUCT 2 ELEVATED LANES – HOV CONNECTOR (DIRECT CONNECTORS) (EA# 16800)(2001 CFP 8343) (PPNO 0168M)	5/24/2013
CLAREMONT	LAF1510	CLAREMONT PORTION OF THE CITRUS REGIONAL BIKEWAY. THIS PROJECT PROPOSES THE IMPLEMENTATION OF THE CLAREMONT PORTION OF THE CITRUS REGIONAL BIKEWAY UTILIZING BONITA AVENUE AND FIRST STREET AS PRIMARY CLASS II BIKE ROUTES.	10/1/2012

**Attachment A: Committed Transportation Control Measures (TCMs)**

Los Angeles County			
Lead Agency	Project ID	Project Description	Completion Date
EL MONTE	LAF1504	EL MONTE: TRANSIT CYCLE FRIENDLY. EL MONTE PROPOSES TO IMPLEMENT THE 1ST PHASE OF THE EL MONTE BIKE-TRANSIT HUB COMPONENT (METRO BICYCLE TRANSPORTATION STRATEGIC PLAN) A COUNTYWIDE EFFORT TO IMPROVE BIKE FACILITIES	10/1/2013
LONG BEACH	LAE1296	LONG BEACH INTELLIGENT TRANSPORTATION SYSTEM	9/30/2012
LONG BEACH	LAF1530	BICYCLE SYSTEM GAP CLOSURES & IMPROVED LA RIVER BIKE PATH. PROJECT WILL CONSTRUCT PRIORITY CLASS I & III BICYCLE SYSTEM GAP CLOSURES IN LONG BEACH AND IMPROVE CONNECTION TO LA RIVER.	10/1/2014
LOS ANGELES COUNTY MTA	LA0D198	CRENSHAW TRANSIT CORRIDOR	12/31/2018
LOS ANGELES COUNTY MTA	LA0G010	REGIONAL CONNECTOR – LIGHT RAIL IN TUNNEL ALLOWING THROUGH MOVEMENTS OF TRAINS, BLUE, GOLD, EXPO LINES. FROM ALAMEDA / 1ST STREET TO 7TH STREET/METRO CENTER	12/31/2019
LOS ANGELES COUNTY MTA	LA0G154	LACRD – EL MONTE TRANSIT CENTER IMPROVEMENTS AND EL MONTE BUSWAY IMPROVEMENTS, INCLUDING BIKE LOCKERS, TICKET VENDING MACHINES AT EL MONTE BUSWAY STATIONS AND UP TO 10 BUS BAYS.	12/31/2012
LOS ANGELES COUNTY MTA	LA0G447	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SEGMENT 1 – WILSHIRE/WESTERN TO FAIRFAX	12/31/2019
LOS ANGELES COUNTY MTA	LA0C8114	LA CITY RIDESHARE SERVICES; PROVIDE COMMUTE INFO, EMPLOYER ASSISTANCE AND INCENTIVE PROGRAMS THROUGH CORE & EMPLOYER RIDESHARE SERVICES & MTA INCENTIVE PROGRAMS. PPNO 9003	12/30/2016
LOS ANGELES COUNTY MTA	LA963542	ACQUISITION REVENUE VEHICLES – 2,513 CLEAN FUEL BUSES: LEASED VEH, FY02 (370) FY03 (30 HC) + FY04 (70 HC) + (200 ARTICS); FY05-FY10 TOTAL OF 1000 BUSES.	6/30/2014
LOS ANGELES COUNTY MTA	LAE0036	WILSHIRE/ VERMONT PEDESTRIAN PLAZA IMPROVEMENTS AND INTERMODAL PEDESTRIAN LINKAGES	2012
LOS ANGELES COUNTY MTA	LAE0195	DESIGN AND CONSTRUCT IMPROVED PEDESTRIAN LINKAGES BETWEEN LOS ANGELES PIERCE COLLEGE AND MTA’S RAPID BUS TRANSIT STOPS TO INCLUDE PASSENGER AMENITIES, 2007 CFP # F1658	10/1/2014

**Attachment A: Committed Transportation Control Measures (TCMs)**

Los Angeles County			
Lead Agency	Project ID	Project Description	Completion Date
LOS ANGELES, CITY OF	LA0C8164	EXPOSITION BLVD RIGHT-OF-WAY BIKE PATH-WESTSIDE EXTENSION. DESIGN AND CONSTRUCTION OF 2.5 MILES OF CLASS 1 BIKEWAY, LIGHTING, LANDSCAPING & INTERSECTION IMPROVEMENTS. (PPNO# 3184)	2/2/2012
LOS ANGELES, CITY OF	LAF1704	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	6/27/2014
LOS ANGELES, CITY OF	LA002738	BIKEWAY/PEDESTRIAN BRIDGE OVER LA RIVER AT TAYLOR YARD CLASS I (CFP 738, 2077) (PPNO# 3156)	7/31/2015
LOS ANGELES, CITY OF	LA0B7330	SAN FERNANDO RD ROW BIKE PATH PHSE II – CONSTRUCT 2.75 MILES CLAS I FRM FIRST ST TO BRANFORD ST,ON MTA-OWND ROW PARLEL TO SAN FERNANDO RD. LINK CYCLSTS TO NUMEROUS BUS LNE. PPNO 2868.	1/30/2014
LOS ANGELES, CITY OF	LAF1450	ENCINO PARK-AND-RIDE FACILITY RENOVATION. RENOVATION OF THE ENCINO PARK-AND-RIDE FACILITY IN ORDER TO ADDRESS PHYSICAL AND STRUCTURAL DEFICIENCIES AND ADD CAPACITY TO THIS HEAVILY UTILIZED FACILITY. INCLUDES 50 NEW PARKING SPACES AND BIKE LOCKERS.	10/1/2013
LOS ANGELES, CITY OF	LAF1520	IMPERIAL HIGHWAY BIKE LANES. THIS PROJECT INVOLVES THE MODIFICATION OF THE MEDIAN ISLAND AND THE WIDENING OF IMPERIAL HIGHWAY ALONG 1000 FT EAST OF PERSHING DRIVE TO ACCOMMODATE BIKE LANES.	6/1/2014
LOS ANGELES, CITY OF	LAF1524	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.	10/1/2015
LOS ANGELES, CITY OF	LAF1615	EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGE. IMPROVE LINKAGES WITHIN 1/4 MILE OF METRO’S GOLD LINE LRT.	6/29/2012
LOS ANGELES, CITY OF	LAF1657	LOS ANGELES VALLEY COLLEGE (LAVC) BUS STATION EXTENSION. PROJECT WILL EXTEND THE ORANGE LINE STATION AT THE LA VALLEY COLLEGE BY PROVIDING A DIRECT PEDESTRIAN CONNECTION FROM THE STATION TO A NEW PEDESTRIAN ENTRANCE TO LAVC.	10/1/2013
LOS ANGELES, CITY OF	LAF1708	HOLLYWOOD INTEGRATED MODAL INFORMATION SYSTEM. INSTALLATION OF ELECTRONIC, DIRECTION AND PARKING AVAILABILITY SIGNS WITH INTERNET CONNECTIVITY TO PROVIDE ADVANCE AND REAL-TIME INFORMATION INTENDED TO INCREASE TRANSIT RIDERSHIP	9/21/2015

**Attachment A: Committed Transportation Control Measures (TCMs)**

Los Angeles County			
Lead Agency	Project ID	Project Description	Completion Date
LOS ANGELES, CITY OF	LAF3419	SUNSET JUNCTION PHASE 2. CREATE A MULTI-MODAL TRANSIT PLAZA TO INTEGRATE PUBLIC TRANSPORTATION, PEDESTRIAN & BICYCLE IMPROVEMENTS THAT WOULD RESULT IN REGIONAL & LOCAL BENEFITS (CFP3844). TRIANGLE PROPERTY ON SUNSET BLVD BWT MANZANITA AND SANTA MONICA.	6/30/2017
MONROVIA	LAE0039	TRANSIT VILLAGE – PROVIDE A TRANS. FACILITY FOR SATELLITE PARKING FOR SIERRA MADRE VILLA GOLD LINE STA, P-N-R FOR COMMUTERS, A FOOTHILL TRANSIT STORE.	12/31/2012
PORT OF LOS ANGELES	LAF3170	PORT TRUCK TRAFFIC REDUCTION PROGRAM: WEST BASIN RAILYARD. INTERMODAL RAILYARD CONNECTING PORT OF LA WITH ALAMEDA CORRIDOR TO ACCOMMODATE INCREASED LOADING OF TRAINS AT THE PORT, THEREBY REDUCING TRUCK TRIPS TO OFF-DOCK RAILYARDS.	12/1/2014
RANCHO PALOS VERDES	LAF1506	BIKE COMPATIBLE RDWY SAFETY AND LINKAGE ON PALOS VERDES DR. THE PROJECT WILL HAVE A CLASS II BIKE LANE ON BOTH SIDES OF PALOS VERDES DRIVE SOUTH, WITH AN UNPAVED SHOULDER FOR EMERGENCY USE.	10/9/2014
RANCHO PALOS VERDES	LAF1605	PEDESTRIAN SAFE BUS STOP LINKAGE. LINKING 11 BUS STOPS CURRENTLY INACCESSIBLE BECAUSE OF LACK OF SIDEWALKS ON BOTH THE EAST AND WEST SIDE OF HAWTHORNE BLVD. FROM CREST RD. TO PALOS VERDES DR. SOUTH (ABOUT 13,000')	12/9/2013
SAN DIMAS	LAF1503	BIKEWAY IMPROVEMENTS ON FOOTHILL BLVD. AT SAN DIMAS WASH. THE BWY IMPROVEMENTS ON FOOTHILL BLVD. AT SAN DIMAS WASH; WILL CLOSE THE GAP ON A BRIDGE & CONNECT THE EXISTING CLASS II BIKE LANES TO THE EAST & WEST OF SAN DIMAS WASH CROSSING.	12/1/2013
SAN GABRIEL VALLEY COG	LA990359	GRADE SEP XINGS SAFETY IMPR; 35- MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY – EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA & L.A. SUBDIV – ITS 2318 SAFETEA #2178;1436 #1934 PPNO 2318	6/30/2018
SANTA FE SPRINGS	LA0F096	NORWALK SANTA FE SPRINGS TRANSPORTATION CENTER PARKING EXPANSION AND BIKEWAY IMPROVEMENTS. PROVIDE ADDITIONAL 250 PARKING SPACES FOR TRANSIT CENTER PATRONS AND IMPROVE BICYCLES ACCESS TO THE TRANSIT CENTER	6/30/2012
SANTA MONICA	LAE0364	CONSTRUCT INTERMODAL PARK AND RIDE FACILITY AT SANTA MONICA COLLEGE CAMPUS ON SOUTH BUNDY DRIVE NEAR AIRPORT AVENUE	12/31/2013

**Attachment A: Committed Transportation Control Measures (TCMs)**

Los Angeles County			
Lead Agency	Project ID	Project Description	Completion Date
TORRANCE	LA0G358	SOUTH BAY REGIONAL INTERMODAL TRANSIT CENTER PROJECT. THE LAND IS IN THE PROCESS OF BEING PURCHASED AND ESCROW WILL CLOSE ON DECEMBER 17, 2009. PRESENTLY, THE LOT IS VACANT/OPEN LAND WITH NO EXISTING STRUCTURE UPON IT. THE ADDRESS IS 465 N. CRENSHAW BLVD., TORRANCE, CA 90503.	12/31/2015
WESTLAKE VILLAGE	LA960142	LINDERO CANYON ROAD FROM AGOURA TO JANLOR DR CONSTRUCT BIKE PATH, RESTRIPE STREET, INTERSECTION WIDENING, SIGNAL COORDINATION	1/30/2013

Orange County			
Lead Agency	Project ID	Project Description	Completion Date
ANAHEIM	ORA000100	GENE AUTRY WAY WEST @ I-5 (I-5 HOV TRANSITWAY TO HASTER) ADD OVERCROSSING ON I-5 (S)/MANCHESTER AND EXTEND GENE AUTRY WAY WEST FROM I-5 TO HASTER (3 LANES IN EA DIR.)	11/16/2012
CALTRANS	ORA000193	HOV CONNECTORS FROM SR-22 TO I-405, BETWEEN SEAL BEACH BLVD. (I-405 PM 022.558) AND VALLEY VIEW ST. (SR-22 PM R000.917), WITH A SECOND HOV LANE IN EACH DIRECTION ON I-405 BETWEEN THE TWO DIRECT CONNECTORS.	2/1/2015
CALTRANS	ORA000194	HOV CONNECTORS FROM I-405 TO I-605, BETWEEN KATELLA AVE. (I-605 PM R001.104) AND SEAL BEACH BLVD. (I-405 PM 022.643), WITH A SECOND HOV LANE IN EACH DIRECTION ON I-405 BETWEEN THE TWO DIRECT CONNECTIONS.	7/1/2015
FULLERTON	ORA020113	FULLERTON TRAIN STATION – PARKING STRUCTURE, PHASE I AND II. TOTAL OF 800 SPACES (PPNO 2026)	5/31/2012
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA041501	PURCHASE (71) STANDARD 30FT EXPANSION BUSES – ALTERNATIVE FUEL – (31) IN FY08-09, (9) IN FY09-10, (7) IN FY11-12, (6) IN FY12-13 AND (18) IN FY13-14	6/30/2016
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA110633	RIDESHARE VANPOOL PROGRAM – CAPITAL LEASE COSTS	9/30/2012

**Attachment A: Committed Transportation Control Measures (TCMs)**

Orange County			
Lead Agency	Project ID	Project Description	Completion Date
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA65002	RIDESHARE SERVICES RIDEGUIDE, DATABASE, CUSTOMER INFO, AND MARKETING (ORANGE COUNTY PORTION).	6/30/2016
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA0826016	PURCHASE (72) PARATRANSIT EXPANSION VANS – (21) IN FY09/10, (51) IN FY10/11.	6/30/2016
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA082618	PURCHASE PARATRANSIT VEHICLES EXPANSION (MISSION VIEJO) (11) IN FY09/10. ON-GOING PROJECT.	6/30/2030
TCA	10254	SJHC, 15 MI TOLL RD BETWEEN I-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, EXISTING 3/M/F EA.DIR.1 ADD’L M/F EA DIR, PLUS CLIMBING & AUX LNS AS REQ, BY 2020 PER SCAG/TCA MOU 4/5/01	12/31/2020
TCA	ORA050	ETC (RTE 241/261/133) (RTE 91 TO I-5/JAMBOREE) EXISTING 2 M/F EA.DIR, 2 ADD’L M/F IN EA. DIR, PLUS CLIMB AND AUX LNS AS REQ, BY 2020 PER SCAG/TCA MOU 4/05/01.	12/31/2020
TCA	ORA051	(FTC-N) (OSO PKWY TO ETC) (13MI) EXISTING 2 MF IN EA. DIR, 2 ADDITIONAL M/F LANES, PLS CLMBNG & AUX LANS AS REQ BY 2020 PER SCAG/TCA MOU 4/05/01.	12/31/2020
TCA	ORA052	(FTC-S) (I-5 TO OSO PKWY) (15MI) 2 MF EA. DIR BY 2013; AND 1 ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUX LANES AS REQ BY 2030 PER SCAG/TCA MOU 4/05/01. #1988	6/15/2030

Riverside County			
Lead Agency	Project ID	Project Description	Completion Date

**Attachment A: Committed Transportation Control Measures (TCMs)**

Riverside County			
Lead Agency	Project ID	Project Description	Completion Date
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV010212	ON SR91 – ADAMS TO 60/215 IC: ADD ONE HOV LN IN EACH DIRECTION, RESTRIPE TO EXTEND 4TH WB MIXED FLOW LANE FROM 60/215 IC TO CENTRAL OFF-RAMP, RESTRIPE TO EXTEND 5TH WB MIXED FLOW LANE FROM 60/215 IC TO 14TH ST OFF-RAMP, AUX LNS (MADISON-CENTRAL), BRIDGE WIDENING & REPLACEMENTS, EB/WB BRAIDED RAMPS, IC MOD/RECONSTRUCT + SOUND/RETAINING WALLS	8/3/2015
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV050555	ON I-215 (N/O EUCALYPTUS AVE TO N/O BOX SPRINGS RD) & SR60 (E/O DAY ST TO SR60/I-215 JCT): RECONSTRUCT JCT TO PROVIDE 2 HOV DIRECT CONNECTOR LNS (SR60 PM: 12.21 TO 13.6) AND MINOR WIDENING TO BOX SPRINGS RD FROM 2 TO 4 THROUGH LANES BETWEEN MORTON RD AND BOX SPRINGS RD/FAIR ISLE DR IC (EA: 449311)	4/29/2013
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV051201	IN CORONA – CONTINUE THE IMPLEMENTATION OF A 60 SPACE PARK-AND-RIDE LOT (VIA ANNUAL LEASE AGREEMENT) AT LIVING TRUTH CHRISTIAN FELLOWSHIP AT 1114 W. ONTARIO AVE.	6/30/2013
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV070303	ON SR60 IN NW RIV CO: CONTINUE THE IMPLEMENTATION OF THE EXPANDED SR60 FREEWAY SERVICE PATROL (FSP) (BEAT #7 PATROL , 2 TRUCKS) BETWEEN MILIKEN AVE & MAIN ST (SR60 HOV LN CHANGE TCM SUBSTITUTION PROJECT)	ON GOING TCM PROGRAM IN RIVERSIDE COUNTY
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV070304	ON I-215 IN SW RIV CO: CONTINUE THE IMPLEMENTATION OF I-215 FREEWAY SERVICE PATROL (FSP) (BEAT #19, 2 TRUCKS) BETWEEN SR74/4TH ST AND ALESSANDRO BLVD (SR60 HOV LANE CHANGE TCM SUBSTITUTION PROJECT)	ON-GOING TCM PROGRAM IN RIVERSIDE COUNTY
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV070307	ON SR60 IN MORENO VALLEY: CONTINUE THE IMPLEMENTATION OF SR60 FREEWAY SERVICE PATROL (FSP) (BEAT #8, 2 TRUCKS) BETWEEN DAY ST AND REDLANDS BLVD (SR60 HOV LANE CHANGE TCM SUBSTITUTION PROJECT)	ON-GOING TCM PROGRAM IN RIVERSIDE COUNTY
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV520109	RECONSTRUCT & UPGRADE SAN JACINTO BRANCH LINE FOR RAIL PASSENGER SERVICE (RIVERSIDE TO PERRIS) (PERRIS VALLEY LINE) (FY 07 5307) (UZA: RIV-SAN)	2014
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV520111	REGIONAL RIDESHARE – CONTINUING PROGRAM.	ON-GOING TCM PROGRAM IN RIVERSIDE COUNTY

**Attachment A: Committed Transportation Control Measures (TCMs)**

<b>Riverside County</b>			
<b>Lead Agency</b>	<b>Project ID</b>	<b>Project Description</b>	<b>Completion Date</b>
RIVERSIDE TRANSIT AGENCY	RIV041030	IN THE CITY OF HEMET – CONSTRUCT NEW HEMET TRANSIT CENTER (WITH APPROXIMATELY 4 BUS BAYS) AT 700 SCARAMELLA CR., HEMET, CA (5309C FY 04 + 05 EARMARKS).	6/30/2013
RIVERSIDE TRANSIT AGENCY	RIV050553	IN TEMECULA – CONSTRUCT NEW TEMECULA TRANSIT CENTER AT 27199 JEFFERSON AVE. (SW OF JEFFERSON AVE & SE OF CHERRY ST) (04, 05, 06, 07, E-2006-091, E-2007-0131, & 2008-BUSP-0131, SAFETEA-LU).	12/30/2014
RIVERSIDE TRANSIT AGENCY	RIV090609	IN WESTERN RIVERSIDE COUNTY FOR RTA: INSTALL ADVANCE TRAVELER INFORMATION SYSTEMS (ATIS) ON VARIOUS FIXED ROUTE VEHICLES AND INSTALLATION OF ELECTRONIC MESSAGE SIGNS AT APPROX. 60 BUS STOPS (FY ,S 05, 07, 08, 09, AND 10 – 5309).	12/30/2012
TEMECULA	RIV62029	AT HWY 79 SO AND LA PAZ ST: ACQUIRE LAND, DESIGN AND CONSTRUCT PARK-AND-RIDE LOT – 250 SPACES (FY 05 HR4818 EARMARK)	12/31/2015

<b>San Bernardino County</b>			
<b>Lead Agency</b>	<b>Project ID</b>	<b>Project Description</b>	<b>Completion Date</b>
OMNITRANS	981118	BUS SYSTEM – PASSENGER FACILITIES: DESIGN AND BUILDING OF ONTARIO TRANS CENTER	5/31/2012
RIALTO	200450	RIALTO METROLINK STATION – INCREASE PARKING SPACES FROM 225-775	12/1/2012
SANBAG	200074	LUMP SUM – TRANSPORTATION ENHANCEMENT ACTIVITIES PROJECTS FOR SAN BERNARDINO COUNTY-BIKE/PED PROJECTS (PROJECTS CONSISTENT W/40CFR PART 93.126,127,128, EXEMPT TABLE 2 & 3).	12/1/2015
SANBAG	20040827	RIDESHARE PROGRAM FOR SOUTHCOAST AIR DISTRICT	12/1/2015
VARIOUS AGENCIES	713	I-215 CORRIDOR NORTH – IN SAN BERNARDINO, ON I-215 FROM RTE 10 TO RTE 210 – ADD 2 HOV & 2 MIXED FLOW LNS (1 IN EA. DIR.) AND OPERATIONAL IMP INCLUDING AUX LANES AND BRAIDED RAMP	9/1/2013

Note: Projects may include TCM and non-TCM portions. Committed TCMs include only that portion of the projects that meets the definition of TCMs.

**Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs**

<b>Section 108 (f) 1. Programs for Improved Public Transit</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
1.1	Regional Express Bus Program	Purchase of buses to operate regional express bus services.	Yes		CTCs (MTA, OCTA), Transit Operators
1.2	Transit access to airports	Operation of transit to airport to serve air passengers.	Yes		Transit Operators, CTCs (MTA, SCRRRA)
1.3	Accelerate Bus Retrofit Program	Accelerate application of retrofit of diesel-powered buses to achieve earlier compliance with state regulations.	Yes		CTCs (MTA, OCTA), Transit Operators
1.4	Mass transit alternatives	Major change to the scope and service levels.	Yes		SCAG, CTCs
1.5	Expansion of public transportation systems	Expand and enhance existing public transit services.	Yes		CTCs
1.6	Transit service improvements in combination with park-and-ride lots and parking Management	Local jurisdictions and transit agency improve the public transit system and add new park-and-ride facilities and spaces on an as needed basis.	Yes		CTCs (MTA, SCRRRA)

**Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs**

Section 108 (f) 1. Programs for Improved Public Transit					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
1.7	Free transit during special events	Require free transit during selected special events to reduce event-related congestion and associated emission increases.	No <i>(The Mobile Source Air Pollution Reduction Review Committee has been co-funding free event center shuttle service demonstration projects)</i>	The Legislature significantly reduced authority of AQMD to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.8).  Transit agencies should decide individually whether this measure is economically feasible for them.	
1.8	Require that government employees use transit for home to work trips, expand transit, and encourage large businesses to promote transit use	Require all government employees use transit a specified number of times per week, or expand transit, and encourage business to promote transit use.	Yes		CTCs
1.9	Increase parking at transit centers or stops	Encourage transit convenience by providing additional parking at transit centers.	Yes		CTCs
1.10	Expand regional transit connection ticket distribution	Provides interchangeability of transit ticket.	Yes		CTCs, Metrolink

Section 108 (f) 2. Restriction of Certain Roads or Lanes to, or Construction of Such Roads or Lanes for Use By, Passenger Buses or High Occupancy Vehicles

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Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
2.1	Update High Occupancy Vehicle (HOV) Lane Master Plan	Analysis of increased enforcement, increasing occupancy requirements, conversion of existing HOV lanes to bus only lanes and/or designation of any new carpool lanes as bus-only lanes; utilization of freeway shoulders for peak-period express bus use; commercial vehicle buy-in to HOV lanes; and appropriateness of HOV lanes for corridors that have considered congestion pricing or value pricing.	Yes		SCAG, Caltrans, CTCs
2.2	Fixed lanes for buses and carpools on arterials	Provide fixed lanes for buses and carpools on arterial streets where appropriate.	Yes		CTCs (MTA, OCTA), LA City
2.3	Expand number of freeway miles available, allow use by alternative fuel vehicles, changes to HOV lane requirements and hours	Various measures evaluated in many ozone nonattainment areas. Specifics vary according to freeway system, use patterns and local characteristics.	Yes		ARB, Caltrans

**Section 108 (f) 3. Employer-Based Transportation Management Plans, Including Incentives**

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Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
3.1*	Commute solutions	The federal law that complements parking cash-out is called the <i>Commuter Choice Program</i> . It provides for benefits that employers can offer to employees to commute to work by methods other than driving alone.	Yes		Employer, AQMD
3.2*	Parking cash-out	State law requires certain employers who provide subsidized parking for their employees to offer a cash allowance in lieu of a parking space.	Yes		Employer, AQMD
3.3*	Employer Rideshare Program Incentives	Employer rideshare incentives and introduction of strategies designed to reduce single occupant vehicle trips. Examples include: public awareness campaigns, Transportation Management Associations among employers, alternative work hours, and financial incentives.	Yes		Employer, AQMD
3.4*	Implement Parking Charge Incentive Program	Evaluate feasibility of an incentive program for cities and employers that convert free public parking spaces to paid spaces. Review existing parking policies as they relate to new development approvals.	Yes		Cities, Counties, Employer
3.5*	Preferential parking for carpools and vanpools	This measure encourages public and private employers to provide preferential parking spaces for carpools and vanpools to decrease the number of single occupant automobile work trips. The preferential treatment could include covered parking spaces or close-in spaces.	Yes		Employer, AQMD
3.6*	Employee parking fees	Encourage public and private employers to charge employees for parking.	Yes		Employer, AQMD

\* This measure relates to AQMD Rule 2202, *On-Road Motor Vehicle Mitigation Options*. Administered by AQMD, Rule 2202 provides a menu of options for employers in choosing how they will comply. Individual employers implement the mitigation option(s) that they have chosen.

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Section 108 (f) 3. Employer-Based Transportation Management Plans, Including Incentives					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
3.7	Merchant transportation incentives	Implement “non-work” trip reduction ordinances requiring merchants to offer customers mode shift travel incentives such as free bus passes and requiring owners/managers/developers of large retail establishments to provide facilities for non-motorized modes.	No	Require state legislation.	
3.8*	Purchase vans for vanpools	Purchase a specified number of vans for use in employee commute travel.	Yes		Employer, AQMD
3.9*	Encourage merchants and employers to subsidize the cost of transit for employees	Provide outreach and possible financial incentives to encourage local employers to provide transit passes or subsidies to encourage less individual vehicle travel.	Yes		Employer, AQMD
3.10*	Compressed work weeks	Work 80 hours in 9 days, or 40 hours in 4 days, or 36 hours in 3 days in lieu of working 40 hours in 5 days.	Yes		Employer, AQMD
3.11*	Telecommuting	Goal of specified percentage of employees telecommuting at least once per week.	Yes		Employer, AQMD
3.12	<b>Income Tax Credit to Telecommuters</b>	<b>Provide tax relief to employees telecommuting to work.</b>	<b>No</b>	<b>Requires state legislation.</b>	

**Section 108 (f) 4. Trip Reduction Ordinance**

In December 1995, Congress changed the Clean Air Act Amendments to make the Employee Commute Option program voluntary (no longer mandatory). California State Law prohibits mandatory employer based trip reduction ordinance programs (SB437). (HSC 40717.9) To account for these restrictions, SCAQMD Rule 2202 provides employers with a menu of options to

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Section 108 (f) 4. Trip Reduction Ordinance					
<p>reduce mobile source emissions generated from employee commutes. Rule 2202 complies with federal and state Clean Air Act requirements, HSC 40458, and HSC 182(d)(1)(B) of the federal Clean Air Act. Nevertheless, some jurisdictions continue to implement Trip Reduction Ordinances. For example, the City of Santa Monica requires new and existing non-residential development projects to adopt Emission Reduction Plans and pay transportation impact fees to reduce traffic congestion and improve air quality in the city.</p>					

Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
5.1	Develop Intelligent Transportation Systems	The term “Intelligent Transportation Systems” includes a variety of technological applications intended to produce more efficient use of existing transportation corridors.	Yes		CTCs, Caltrans
5.2	Coordinate traffic signal systems	This measure implements and enhances synchronized traffic signal systems to promote steady traffic flow at moderate speeds.	Yes		CTCs, Counties, and Cities
5.3	Reduce traffic congestion at major intersections	This measure implements a wide range of traffic control techniques designed to facilitate smooth, safe travel through intersections. These techniques include signalization, turn lanes or median dividers. The use of grade separations may also be appropriate for high volume or unusually configured intersections.	Yes		CTCs, Counties, and Cities
5.4	Site-specific transportation control measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations. Another example might be programming left turn signals at certain intersections to lag, rather than lead, the green time for through traffic.	Yes		CTCs, Counties, and Cities

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Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
5.5	Removal of on-street parking	Require all commercial/industrial development to design and implement off-street parking.	Yes		CTCs, Counties, and Cities
5.6	Reversible lanes	Implement reversible lanes on arterial streets to improve traffic flow where appropriate.	Yes		CTCs, Counties, and Cities
5.7	One-way streets	Redesignate streets (or portions of in downtown areas) as one-way to improve traffic flow.	Yes		CTCs, Counties, and Cities
5.8	On-Street parking restrictions	Restrict on-street parking where appropriate.	Yes		CTCs, Counties, and Cities
5.9	Bus pullouts in curbs for passenger loading	Provide bus pullouts in curbs, or queue jumper lanes for passenger loading and unloading.	Yes		CTCs, Counties, and Cities
5.10	Additional freeway service patrol	Operation of additional lane miles of new roving tow truck patrols to clear incidents and reduce delay on freeways during peak periods.	Yes		CTCs, CHP
5.11	Fewer stop signs, remove unwarranted and "political" stop signs and signals	Improve flow-through traffic by removing stop signs and signals. Potential downside in safety issues.	Yes		CTCs, Counties, and Cities
5.12	Ban left turns	Banning all left turns would stop the creation of bottlenecks although slightly increase travel distances.	No	No clear demonstration of air quality emissions benefits.	
5.13	Changeable lane assignments	Increase number of one-way lanes going in congested flow direction during peak traffic hours.	Yes		Caltrans, CTCs, Counties, and Cities
5.14	Adaptive traffic signals and signal timing	Self explanatory.	Yes		Counties, Counties, and Cites

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Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
5.15	Freeway bottleneck improvements (add lanes, construct shoulders, etc.)	Identify key freeway bottlenecks and take accelerated action to mitigate them.	Yes		Caltrans, SCAG
5.16	Minimize impact of construction on traveling public. Have contractors pay when lanes are closed as an incentive to keep lanes open.	Prohibit lane closures during peak hours, limit work to weekends and/or nights.	Yes		Caltrans
5.17	Internet provided road and route information	Reduce travel on highly congested roadways by providing accessible information on congestion and travel.	Yes		CTCs, Caltrans, Counties, Cities
5.18	Regional route marking systems to encourage underutilized capacity	Encourage travel on local roads and arterials by better route marking to show alternatives.	Yes		Caltrans, Counties, Cities
5.19	Congestion management field team to clear incidents	Self explanatory.	Yes		CTCs, CHP
5.20	Use dynamic message signs to direct/smooth speeds during incidents	Self explanatory.	Yes		Caltrans
5.21	Get real-time traffic information to trucking centers and rental car agencies	Reduce travel in congested areas by providing information directly to high volume travelers.	Yes		CTCs, Caltrans

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Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
5.22	55 mph speed limit during ozone season	Self explanatory	No	Reductions in freeway speeds are governed by California Vehicle Code 22354, which authorizes Caltrans to lower speeds after doing an engineering and traffic survey, which shows that the legislatively- set maximum speed of 65 mph, is more than is reasonable or safe.  No consideration of emissions is contemplated under this statute. This measure is not feasible until the statute is changed.	
5.23	Require 40 mph speed limit on all facilities	Depends on area's emission factors.	No	The California Vehicle Code Sections 22357 and 22358 mandates a methodology for setting speed limits for local areas. This measure is not feasible until the statute is changed.	
5.24	Require lower speeds during peak periods	Self explanatory.	No	The California Vehicle Code Sections 22357 and 22358 mandates methodology for setting speed limits for local areas. This measure is not feasible until the statute is changed.	
5.25	On-street parking restrictions	Restrict on-street parking where appropriate.	Yes		State, Counties, and Cities

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Section 108 (f) 6. Fringe and Transportation Corridor Parking Facilities Serving Multiple Occupancy Vehicle Programs or Transit Service					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
6.1	Park-and-ride lots	Develop, design, and implement new park-and-ride facilities in locations where they are needed.	Yes		CTCs, Transit Operators, SCRRA
6.2	Park-and-ride lots serving perimeter counties	Specific to a locality.	Yes		CTCs, Transit Operators, SCRRA

Section 108 (f) 7. Programs to Limit or Restrict Vehicle Use in Downtown Areas or Other Areas of Emission Concentration Particularly During Periods of Peak Use					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
7.1	Off-peak goods movement	Restrict truck deliveries by time or place in order to minimize traffic congestion during peak periods.	Yes		PierPass  A non-profit organization of marine terminal operators at the Ports of Los Angeles and Long Beach.
7.2	Truck restrictions during peak periods	Restrict truck travel during peak periods in order to minimize traffic congestion.	Yes		See Measure 7.1

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Section 108 (f) 7. Programs to Limit or Restrict Vehicle Use in Downtown Areas or Other Areas of Emission Concentration Particularly During Periods of Peak Use					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
7.3	Involve school districts to encourage walking/bicycling to school	Decrease vehicle emissions due to school trips by reducing these trips through education and out-reach programs.	Yes		School Districts
7.4	Adjust school hours so they do not coincide with peak traffic periods and ozone seasons	Measure to reduce travel during peak periods and ozone-contributing periods in the early morning.	No	School hours are dictated by many variables, including overcrowding and year-round schooling. This measure is not feasible.	
7.5	Area-wide tax for parking	Reduce driving by limiting parking through pricing measures.	Yes		Counties, Cities
7.6	Increase parking fees	Reduce driving by limiting parking through pricing measures.	No	Attorney General ruled AQMD lacks authority to implement this measure.	
7.7	Graduated pricing starting with highest in Central Business District	Charge the most for parking in the central business or other high volume areas in a city to discourage vehicle travel in these areas.	Yes		Market Driven
7.8	Buy parking lots and convert to other land use	Limit parking by converting available parking to other land uses to discourage driving.	Yes		Counties and Cities

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Section 108 (f) 7. Programs to Limit or Restrict Vehicle Use in Downtown Areas or Other Areas of Emission Concentration Particularly During Periods of Peak Use					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
7.9	Limit the number of parking spaces at commercial airlines to support mass transit	Reduce airport travel by limits on parking at airports.	No	Regulatory agencies do not have the legal authority to make local land use decisions. It is at the discretion of the regional or local airport authority to make local land use decisions pertaining to airports.  Additionally, It is necessary to have significant mass transit available at airports before this measure can be implemented.	
7.10	No Central Business District (CBD) vehicles unless LEV or alt fuel or electric	Define high-use area and ticket any vehicles present unless they are low emitting, alternative fueled or electric.	No	The Legislature significantly reduced authority to implement indirect source control measures through revisions to the Health & Safety Code (40717.6, 40717.8, and 40717.9).	
7.11	Auto restricted zones	No vehicles allowed in certain areas where high emissions, congestion or contribution to ozone problems.	Yes		Counties and Cities
7.12	Incentives to increase density around transit centers	Lower travel by increasing residential and commercial density in areas near transit.	Yes		Counties and Cities
7.13	Land use/air quality guidelines	Guidelines for development that contributes to air quality goals.	Yes		ARB, AQMD, SCAG
7.14	Cash incentives to foster jobs/housing balance	Specific to locality – encouraged by California Clean Air Plan.	No	No dedicated source of funding for this measure.	

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Section 108 (f) 7. Programs to Limit or Restrict Vehicle Use in Downtown Areas or Other Areas of Emission Concentration Particularly During Periods of Peak Use					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
7.15	Trip reduction oriented development	Land use decisions that encourage trip reductions.	Yes		Counties, Cities, CTCs
7.16	Transit oriented development	Land use decisions that encourage walkable communities and multi-modal transit systems.	Yes		Counties, Cities, CTCs
7.17	Sustainable development	Land use decisions that create equitable standards of living to satisfy the basic needs of all peoples, all while taking the steps to avoid further environmental degradation.	Yes		Counties, Cities, CTCs

Section 108 (f) 8. Programs For the Provision of All Forms of High-Occupancy, Shared-Ride Services					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
8.1*	Financial Incentives, Including Zero-Bus Fares	Provide financial incentives or other benefits, such as free or subsidized bus passes and cash payments for not driving, in lieu of parking spaces for employees who do not drive to the workplace.	Yes		AQMD, Employer

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Section 108 (f) 8. Programs For the Provision of All Forms of High-Occupancy, Shared-Ride Services					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
8.2	Internet ride matching services	Provide match-lists, route info, hours and contact information over the internet to assist individuals in joining or developing carpools.	Yes		CTCs, SCAG
8.3*	Preferential parking for carpoolers	Provide free, covered, near-building or similar incentives to carpoolers.	Yes		AQMD, Employer
8.4*	Credits and incentives for carpoolers	Self-explanatory – form depends on locality.	Yes		AQMD, Employer
8.5*	Employers provide vehicles to carpoolers for running errands or emergencies	Having vehicles available for workday errands makes it easier to go to work without one.	Yes		AQMD, Employer
8.6	Subscription services	Free van services to provide transportation for the elderly, handicapped or other individuals who have no access to transportation.	Yes		County, Employer
8.7	School car pools	Self explanatory and voluntary	No	Not economically feasible and insufficient resources available for implementation.	
8.8*	Guaranteed ride home	Self explanatory.	Yes		AQMD, Employer
<b>8.9</b>	<b>Transit Voucher Program</b>	<b>Transit vouchers for elderly and low income commuters.</b>	<b>Yes</b>		<b>CTCs, SCAG</b>

Section 108 (f) 9. Programs to Limit Portions of Road Surfaces or Certain Sections of the Metropolitan Area to the Use of Non-Motorized Vehicles or Pedestrian Use, Both as to Time and Place

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Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
9.1	Establish Auto-Free Zones and pedestrian malls	Establish auto free zones and pedestrian malls where appropriate.	Yes		Counties and Cities
9.2	Encouragement of pedestrian travel	This measure involves encouraging the use of pedestrian travel as an alternative to automobile travel. Pedestrian travel is quite feasible for short shopping, business, or school trips.	Yes		CTCs, Counties, Cities, SCAG
9.3	Bicycle/Pedestrian Program	Fund high priority projects in countywide plans consistent with funding availability.	Yes		CTCs, Counties, and Cities
9.4	Close certain roads for use by non-motorized traffic	During special events, weekends, or certain times of the day, close some roads to all but non-motorized traffic.	Yes		Counties, and Cities
9.5	Encouragement of bicycle travel	Promotion of bicycle travel to reduce automobile use and improve air quality. Bikeway system planning, routes for inter-city bike trips to help bicyclists avoid other, less safe facilities. Another area for potential actions is the development and distribution of educational materials, regarding bicycle use and safety.	Yes		SCAG, CTCs, Counties, and Cities
9.6	Free bikes	Provide free bikes in the manner of Boulder, CO. Simple utilitarian bikes that can be used throughout the metro area and dropped off at destination for use by anyone desiring use.	No	Evidence suggests that bicycle theft is a problem in other programs and renders the measure technically and economically infeasible.	
9.7*	Cash rebates for bikes	Provide financial incentives to purchase bicycles and thereby encourage use.	Yes		Employer

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Section 108 (f) 9. Programs to Limit Portions of Road Surfaces or Certain Sections of the Metropolitan Area to the Use of Non-Motorized Vehicles or Pedestrian Use, Both as to Time and Place					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
9.8	Close streets for special events for use by bikes and pedestrians	Self Explanatory.	Yes		Counties and Cities
9.9	Use condemned dirt roads for bike trails	Self Explanatory.	No	Not applicable because there are no condemned dirt roads in the region.	

Section 108 (f) 10. Programs for Secure Bicycle Storage Facilities and Other Facilities, Including Bicycle Lanes, for the Convenience and Protection of Bicyclists, in Both Public and Private Areas					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
10.1*	Bike racks at work sites	Self Explanatory.	Yes		AQMD, Employer
10.2	Bike racks on buses	Bike racks would be placed on a to-be-determined number of buses to increase bicycle travel.	Yes		CTCs, Transit Operators, SCRRRA
10.3	Regional bike parking	Bike Transit Centers	Yes		CTCs
10.4	Development of bicycle travel facilities	Encourages a variety of capital improvements to increase bicycle use. Off-street bikeways where high-speed roadways preclude safe bicycling. Clearly mark travel facilities with signs and provide adequate maintenance.	Yes		CTCs, Transit Operators, SCRRRA

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<b>Section 108 (f) 10. Programs for Secure Bicycle Storage Facilities and Other Facilities, Including Bicycle Lanes, for the Convenience and Protection of Bicyclists, in Both Public and Private Areas</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
10.5	Expedite bicycle projects from RTP	Create bicycle and pedestrian master plan and build out at an accelerated rate to achieve benefits in time for attainment deadline.	Yes		SCAG, CTCs, Counties, Cities
10.6	Provide bike/pedestrian facilities safety patrols	Self Explanatory.	Yes		Counties and Cities
10.7	Inclusion of bicycle lanes on thoroughfare projects	Self Explanatory.	Yes		State, Counties, and Cities
10.8	Bicycle lanes on arterial and frontage roads	Self Explanatory.	Yes		State, Counties, and Cities
10.9	Bicycle route lighting	Self Explanatory.	Yes		State, Counties, Cities

<b>Section 108 (f) 11. Programs to Control Extended Idling of Vehicles</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>

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Section 108 (f) 11. Programs to Control Extended Idling of Vehicles					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
11.1	Limit excessive car dealership vehicle starts	Require car dealers to limit the starting of vehicles for sale on their lot(s) to once every two weeks. Presently, a number of new and used car dealers start their vehicles daily to avoid battery failure and assure smooth start-ups for customer test drives.	No	This measure was investigated by the AQMD and it was determined that in contrast to colder climates where vehicles are started on a daily basis, vehicles in the South Coast started much less frequently. For this reason it was determined not to be technically feasible.	
11.2	Encourage limitations on vehicle idling	Encourage limitations to limit extended idling operations.	Yes		ARB
11.3	Turn off engines while stalled in traffic	Public outreach or police-enforced program.	No	This measure raises safety and congestion concerns.  No clear demonstration of air quality emissions benefits.	
11.4	Outlaw idling in parking lots	Self-explanatory and police enforced program.	No	Enforcement of idle restrictions is a low priority for police relative to their other missions. The cost effectiveness of this measure has not been demonstrated. It is not economically feasible.	
11.5	Reduce idling at drive-throughs; ban drive-throughs	Mandate no idling or do not allow drive-through windows during ozone season.	No	No clear demonstration of air quality emissions benefits.  This measure is not economically feasible.	
11.6	Promote use of pony engines	Use special battery engines to keep air conditioning and other truck systems working while truck not in use.	Yes		ARB

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<b>Section 108 (f) 11. Programs to Control Extended Idling of Vehicles</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
11.7	Idle restrictions at airport curbsides	Self-explanatory and police enforced.	Yes		Airport authority
<b>11.8</b>	<b>Truck Stop Electrification</b>	<b>Provide electric charging stations for at truck stops to power heating/AC units and other on-board equipment.</b>	<b>Yes</b>		<b>ARB</b>

<b>Section 108 (f) 12. Program to Reduce Motor Vehicle Emissions Consistent with Title II, Which Are Caused by Extreme Cold Start Conditions</b>	
Not applicable. The definition of an "extreme cold start" specifies temperatures below 20 degrees Fahrenheit.	Not applicable in the South Coast - No extreme cold start conditions

<b>Section 108 (f) 13. Employer-sponsored programs to permit flexible work schedules</b>

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Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
13.1*	Alternative work schedules	Enables workers to choose their own working hours within certain constraints. Flextime provides the opportunity for employees to use public transit, ridesharing, and other Nonmotorized transportation. A related strategy, staggered work hours, is designed to reduce congestion in the vicinity of the workplace. Alternative workweeks have been implemented extensively by large private and public employers.	Yes		AQMD, Employer
13.2*	Modifications of work schedules	Implement alternate work schedules that flex the scheduled shift time for employees. Encourage the use of flexible or staggered work hours to promote off-peak driving and accommodate the use of transit and carpooling.	Yes		AQMD, Employer
13.3*	Telecommunications-Telecommuting/Teleconferencing	Encourage the use of telecommuting-telecommuting/teleconferencing in place of motor vehicle use where appropriate.	Yes		AQMD, Employer

Section 108 (f) 14. Programs and Ordinances to facilitate Non-automotive travel, provision to and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts

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Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
14.1	Areawide public awareness programs	This measure focuses on conducting ongoing public awareness programs throughout the year to provide the public with information on air pollution and encourage changes in driving behavior and transportation mode use.	Yes		AQMD
14.2	Special event controls	This measure would require new and existing owners/operators of the special event centers to reduce mobile source emissions generated by their events. A list of optional strategies would be available that reduce mobile source emissions. The definition of “special event center” could be developed through the rule development process.	Yes		Counties, Cities, Special Event Operators
14.3	Land Use/development alternatives	This measure includes encouraging land use patterns, which support public transit and other alternative modes of transportation. In general, this measure would also encourage land use patterns designed to reduce travel distances between related land uses	Yes		ARB, SCAG, AQMD, Counties, Cities
14.4	Voluntary No-Drive Day programs	Conduct voluntary No-Drive Day programs during the ozone season through media and employer based public awareness activities.	Yes		CTCs
14.5**	New Development Air Quality Impact Evaluation	Evaluate air quality impacts of new development and recommend or require mitigation for significant adverse impacts.	Yes		AQMD, Counties, Cities, CEQA Lead Agencies
14.6	Transportation for Livable Communities (TLC)/Housing Incentive program	Program provides planning grants, technical assistance, and capital grants to help cities and Nonprofit agencies define and implement transportation projects that support community plans including increased housing near transit.	Yes		SCAG, State

\*\* AQMD and SCAG recommend mitigation as commenting agencies on new development projects; cities and counties require mitigation under their discretionary authority as lead agency.

**Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs**

Section 108 (f) 14. Programs and Ordinances to facilitate Non-automotive travel, provision to and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
14.7	Incentives to increase density around transit centers	Lower travel by increasing residential and commercial density in areas near transit.	Yes		Counties, Cities, CTCs
14.8	Incentives for cities with good development practices	Provide financial or other incentive to local cities that practice air quality-sensitive development.	Yes		Counties, Cities
14.9	Increase state gas tax	Self Explanatory.	No	Need state legislation.	
14.10	<b>Pay-As-You-Drive Insurance</b>	<b>Self Explanatory.</b>	<b>No</b>	<b>Need state legislation.</b> <b>No clear demonstration of air quality emission benefits so does not advance attainment date..</b>	

Section 108 (f) 15. Programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other Non-motorized means of transportation when commercially feasible and in the public interest					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or

**Attachment B: 2012 South Coast PM2.5 AQMP Reasonably Available Control Measure (RACM) Analysis - TCMs**

					<b>Agencies</b>
15.1*	Encouragement of pedestrian travel	Promote public awareness and use of walking as an alternative to the motor vehicle.	Yes		AQMD, SCAG, CTCs, Employer
15.2	Pedestrian and bicycle overpasses where safety dictates	Ongoing implementation as development occurs.	Yes		Counties, Cities

<b>Section 108 (f) 16. Program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
16.1	Counties assess ten dollar license plate fee to fund repair/replacement program for high-emitters	Self explanatory.	Yes		ARB, BAR**
16.2	Buy vehicles older than 1975	Self explanatory.	Yes		ARB, AQMD***
16.3	Demolish impounded vehicles that are high emitters	Self explanatory.	No	Not economically feasible.	
16.4	Do whatever is necessary to allow cities to remove the engines of high emitting vehicles (pre-1980) that are abandoned and to be auctioned	Self explanatory.	No	Not economically feasible.	
16.5	Accelerated retirement program	Identify high emitting vehicle age groups and develop a program to remove them from use.	Yes		ARB, AQMD

\* This measure relates to AQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. Administered by AQMD, Rule 2202 provides a menu of options for employers in choosing how they will comply. Individual employers implement the mitigation option(s) that they have chosen.

\*\* Similar program administered with different funding source as part of smog check.

\*\*\* Voluntary car scrapping programs to generate credits.

Comments	Responses
<p><u>National Resources Defense Council (NRDC) Comment Letter dated September 5, 2012, page 5 of 6 (Comment KK-9):</u></p> <p>NRDC remains concerned that the 2012 AQMP does not effectively incorporate a range of Transportation Control Measures (“TCM”) commensurate with the air quality challenges this region faces. Accordingly, we suggest that the agencies cooperating on this air plan reevaluate the potential for additional TCMs that can enhance mobility while helping tackle[r][sic] the region’s persistent air quality challenges.</p> <p><b>A. Elements of SCAG’s RTP Should Be Included in the AQMP as TCMs.</b></p> <p>SCAG’s excellent work to adopt its RTP/SCS in April, 2012 resulted in a plan with many useful elements, some of which should be adopted into this plan as TCMs. We recommend:</p> <ol style="list-style-type: none"> <li>1. Active Transportation Component, \$6.7B (AQMP, at IV-C-7);</li> <li>2. Transit Component (id.); and</li> <li>3. Passenger and High Speed Rail Component.</li> </ol>	<p>The U.S. Environmental Protection Agency’s (EPA) Transportation Conformity Regulations define transportation control measures (TCMs) as those projects and programs that reduce emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Note, SCAG facilitates interagency consultation regarding TCM related issues through SCAG’s Transportation Conformity Working Group but SCAG does not have the discretion to expand this regulatory definition.</p> <p>The Clean Air Act requires TCMs to be included in SIPs only for “serious” and above ozone non-attainment areas. In the SCAG region, only the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin are serious or above nonattainment areas and thus include TCMs in their ozone SIPs. To add new TCM categories that are not in the applicable ozone SIPs, an ozone revision would be required. Nevertheless, TCM type projects are planned for and implemented throughout the six-county SCAG region irrespective of whether or not they are included in an applicable SIP. Specifically, the 2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (2012-2035 RTP/SCS) constitutes the transportation strategy and control measures portion of the 2012 AQMP (Appendix IV-C), inclusive of all TCMs and TCM type projects therein.</p> <p>As discussed in the Appendix IV-C and also specified in the 2007 South Coast Ozone SIP, TCM type projects and programs in this plan include the following three main categories of transportation improvement projects and programs:</p> <ol style="list-style-type: none"> <li>(1) High occupancy vehicle (HOV) measures,</li> <li>(2) Transit and systems management measures (including capacity-expanding active transportation projects such as new bike lane projects), and</li> <li>(3) Information-based transportation strategies.</li> </ol> <p>While all TCM type projects in the 2012-2035 RTP/SCS are included in the transportation strategy and control measures portion of the AQMP, only those TCM type projects which have funding programmed for right-of-way or</p>

Comments	Responses
	<p>construction in the first two years of the prevailing Federal Transportation Improvement Program (FTIP) developed by SCAG are considered committed for air quality planning purposes in the applicable SIP. As TCM type projects become committed TCMs through the biennial FTIP process, they are automatically rolled into the SIP as committed TCMs (the “TCM Rollover Process” as described in SCAG’s FTIP Guidelines and 2007 Ozone SIP). To add any new TCM projects that are not in the adopted 2012-2035 RTP/SCS, an RTP/FTIP amendment/update would be required.</p>
<p><u>National Resources Defense Council (NRDC) Comment Letter dated September 5, 2012, pages 5 &amp; 6 of 6 (Comment KK-10):</u></p> <p>[Footnote <sup>1</sup>] The current list of TCMs includes some bike projects, but it remains unclear what is the criteria for inclusion of these projects as TCMs. Overall, NRDC supports including a much more robust set of active transportation projects as TCMs</p> <p><b>B. Expanding parking should not be included as a TCM without evidence that it will lead to real, cost-effective reductions in emissions</b></p> <p>Several projects propose to add hundreds of new parking spaces, either at park and rides or at transit facilities. Expanding parking at transit stations, unless priced appropriately to offset the cost of the spaces, increases costs for all transit system users, including the many who do not drive, and takes valuable land in the vicinity of transit stations off the market for what could be viable commercial or residential development. Please provide background documentation to suggest that such parking expansions lead to real, cost-effective, equitable reductions in vehicle use and emissions.</p>	<p>Comments noted. SCAG’s FTIP Guidelines include a Transportation Control Measures chapter with detailed information on the TCM development process including definitions and project categories of TCMs, addition of new TCMs, and the TCM “Rollover” Process.</p> <p>In the SCAG region, new TCMs are identified by the FTIP process. Projects that meet the TCM criteria become committed TCMs and part of the applicable SIP after the following occurs: 1) funds are committed for right-of-way or construction in the first two years (the fiscally constrained portion) of the FTIP; 2) the FTIP is approved by the Regional Council; 3) state and federal approval of the FTIP; and 4) concurrence with regard to TCMs by US EPA and California Air Resources Board (ARB).</p> <p>Park-n-ride lot expansion projects are TCMs because park-n-ride lots are intermodal transfer facilities that can increase usage of public transit services.</p>

Comments	Responses
<p><u>National Resources Defense Council (NRDC) Comment Letter dated September 5, 2012, page 6 of 6 (Comment KK-11):</u></p> <p><b>C. Expansion of mixed-flow lanes should not be included as TCMs.</b></p> <p>Several projects propose to widen roads by adding mixed-flow lanes. Section 108(f)(1)(a) lists high occupancy vehicle (HOV) lanes as appropriate TCMs, but it is less clear that construction of new mixed-flow facilities will yield permanent reductions in vehicle use and emissions. More likely, such expansions – if intended to reduction bottlenecks – may have temporary emissions benefits, and in short order lead to new, induced trips, and potentially induced land development to take advantage of new capacity. The literature on induced demand is extensive and the Regional Transportation Plan guidelines adopted by the California Transportation Commission acknowledge this now broadly accepted planning phenomenon. We strongly recommend that SCAG, AQMD and its member CTCs reconsider whether capacity expansion projects belong on a list of Transportation Control Measures, or whether there are other projects that will more effectively achieve the worthy goals of reducing vehicle use and emissions.</p>	<p>As discussed in Appendix IV-C, TCMs are projects and programs that reduce emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. TCMs in this plan include the following three main categories of transportation improvement projects and programs:</p> <ul style="list-style-type: none"> <li>• High occupancy vehicle (HOV) measures,</li> <li>• Transit and systems management measures, and</li> <li>• Information-based transportation strategies.</li> </ul> <p>To facilitate TCM tracking, TCMs are listed by project ID and project description as specifically set forth in the FTIP since TCM project inclusion in the FTIP is the means to track timely implementation. To avoid confusion that may arise from the project descriptions listed in Appendix IV-C, Attachment A, a footnote will be included that clarifies that the TCM is only that portion of the project that meets the definition of the TCM. For example, for a project that adds both mixed flow lanes and HOV lanes, only the HOV portion of the project is considered a TCM.</p>
<p><u>National Resources Defense Council (NRDC) Comment Letter dated September 5, 2012, page 6 of 6 (Comment KK-12):</u></p> <p><b>D. NRDC also Recommends Additional Efforts.</b></p>	<p>SCAG’s 2012-2035 RTP/SCS identifies opportunities to increase funding for active transportation. SCAG will continue to work with the County Transportation Commissions in the region to develop new policy strategies that can generate funding for transportation projects that support the goals identified in the 2012-2035 RTP/SCS. Further, at its July 5, 2012, SCAG’s Regional</p>

Attachment 3. SCAG Responses to Comments on Draft 2012 AQMP Appendix IV-C

Comments	Responses
<p>Page IV-C-8 references the \$22.1 billion the RTP will invest in arterials. For such a significant investment of resources, we believe an additional goal of the program should be, to create a network of slow-speed streets that are safer for bicyclists and pedestrians. New bike lanes are critical, but even with lanes many riders, particularly women and children, will not ride when the bike lane is on a high-speed street. Low speed streets make these clean, healthy, non-polluting modes of transportation accessible to more SCAG residents and SCAG should work with its member cities and CTCs to identify the best streets for these networks.</p>	<p>Council approved the development of an Active Transportation subcommittee, among 5 other subcommittees responsible for developing policy recommendations to implement the 2012-2035 RTP/SCS. This subcommittee will specifically be responsible for recommending to the SCAG’s Transportation Committee (TC) policies which implement the 2012-2035 RTP/SCS as it relates to Active Transportation. Policy recommendations approved by the TC will be forwarded to SCAG’s Regional Council for final review and approval. These anticipated, new SCAG policies may assist local jurisdictions and the County Transportation Commissions in initiating additional efforts and funding in support of active transportation.</p>
<p><u>National Resources Defense Council (NRDC) Comment Letter dated September 5, 2012, page 6 of 6 (Comment KK-13):</u></p> <p>On page IV-C-7, we recommend that SCAG supplement its adopted list of TSM strategies with improved data sharing. A plethora of transit-user apps has sprung up since the 2007 AQMP. High quality, real-time, easily-accessible transit vehicle departure and arrival information can help to leverage significant new transit investments with higher ridership. Releasing data is a low-cost way to leverage outside talent to improve usability of transit, biking, and walking.</p>	<p>The 2012-2035 RTP/SCS was intended to reflect the most feasible, practical and effective TSM Strategies, including Transit Automatic Vehicle Location (AVL), universal transit fare media, next vehicle arrival display etc. SCAG will consider updating the TSM Strategies list in the future to reflect the most current technology applications to transit services in the future RTP/SCS updates as necessary and appropriate.</p>

Comments	Responses
<p><u>Southern California Edison (SCE) Comment Letter dated August 31, 2012, page 4 (Comment Y-7):</u></p> <p>With regard to Appendix IV-C, Regional Transportation Strategy and Transportation Control Measures (TCMs), many of the strategies and TCMs improve efficiency of the existing system and would have no impact on SCE operations. However, the measures in Appendix IV-C call for more than \$150 billion in capital improvements (funded and unfunded) to the local transit, commuter, and high-speed rail and goods-movement systems (pages 7-8), many of which include a “zero or near-zero” emissions component. As noted above, this expansion of electric transportation would have an impact on the electric system and the need for new transmission, distribution and generation, and is yet another example of the need to address New Source Review reform. Another issue that is not clear from TCM Emissions Table 1 &amp; 2 is whether the District has accounted for emissions from the construction and operation of energy infrastructure to feed the increase in electric, natural gas, and other alternative fuels. While page 10 of the appendix recognizes the need for improved infrastructure planning and investment to support alternative-fueled vehicles, it does not discuss if any TCMs will be updated or amended to account for and support the development of the required infrastructure.</p> <p>SCAG is a strategic partner in a regional effort to accelerate fleet conversion to near-zero and zero-emission transportation technologies. A significant expansion of alternative-fuel infrastructure is also needed throughout the region to accommodate the anticipated increase in alternative-fueled vehicles. SCE is working with SCAG</p>	<p>Comment noted. By definition in the Clean Air Act, TCMs are projects and programs that reduce emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Per the U.S. EPA’s Transportation Conformity Regulations, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs.</p> <p>For the next South Coast Ozone SIP, SCAG will consider holding interagency consultation via SCAG’s Transportation Conformity Working Group to discuss whether monetary or non-monetary incentives to encourage infrastructure for zero and near-zero emission transportation could be considered as TCMs.</p>

Attachment 3. SCAG Responses to Comments on Draft 2012 AQMP Appendix IV-C

Comments	Responses
<p>and the District to develop a framework for the necessary infrastructure changes.</p> <p>SCE encourages the District to support development of infrastructure for alternative-fueled vehicles as part of future TCMs in the 2015 AQMP. Example locations include destination locations or locations such as park-and-ride lots where vehicles park for long period. Future TCMs could also include monetary or non-monetary incentives to encourage infrastructure for zero and near-zero emission transportation. Similarly SCE urges consideration of publicly car-share services to serve as a critical component to completing the “last mile” of trips taken by transit.</p>	

**NO. 543**  
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**  
**REGIONAL COUNCIL**  
**MINUTES OF THE MEETING**  
**OCTOBER 4, 2012**

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

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. Glen Becerra, President	<i>Simi Valley</i>	District 46
Hon. Greg Pettis, 1 <sup>st</sup> Vice-President	<i>Cathedral City</i>	District 2
Hon. Carl Morehouse, 2 <sup>nd</sup> Vice-President	<i>Ventura</i>	District 47
Hon. Pam O'Connor, Immediate Past President	<i>Santa Monica</i>	District 41
Hon. Michael D. Antonovich		Los Angeles County
Hon. Shawn Nelson		Orange County
Hon. Linda Parks		Ventura County
Hon. Jeff Stone		Riverside County
Hon. Gary Ovitt		San Bernardino County
Hon. Mary Craton	<i>Canyon Lake</i>	RCTC
Hon. Alan Wapner	<i>Ontario</i>	SANBAG
Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
Hon. Jim Hyatt	<i>Calimesa</i>	District 3
Hon. Ronald Roberts	<i>Temecula</i>	District 5
Hon. Jon Harrison	<i>Redlands</i>	District 6
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. Ed Graham	<i>Chino Hills</i>	District 10
Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
Hon. Joel Lautenschleger	<i>Laguna Hills</i>	District 13
Hon. Leslie Daigle	<i>Newport Beach</i>	District 15
Hon. Leroy Mills	<i>Cypress</i>	District 18
Hon. Kris Murray	<i>Anaheim</i>	District 19
Hon. Bruce Barrows	<i>Cerritos</i>	District 23
Hon. David Gafin	<i>Downey</i>	District 25
Hon. Jim Morton	<i>Lynwood</i>	District 26
Hon. Gene Daniels	<i>Paramount</i>	District 24
Hon. Frank Gurulé	<i>Cudahy</i>	District 27
Hon. Dan Medina	<i>Gardena</i>	District 28
Hon. James Johnson	<i>Long Beach</i>	District 30
Hon. Stan Carroll	<i>La Habra Heights</i>	District 31
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Keith Hanks	<i>Azusa</i>	District 33

**Members Present - continued**

Hon. Barbara Messina	<i>Alhambra</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Donald Voss	<i>La Cañada/Flintridge</i>	District 36
Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
Hon. Paula Lantz	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
Hon. Frank Quintero	<i>Glendale</i>	District 42
Hon. Mark Rutherford	<i>Westlake Village</i>	District 44
Hon. Bryan A. MacDonald	<i>Oxnard</i>	District 45
Hon. Dennis Zine	<i>Los Angeles</i>	District 50
Hon. Tom LaBonge	<i>Los Angeles</i>	District 51
Hon. Bernard Parks	<i>Los Angeles</i>	District 55
Hon. Darcy Kuenzi	<i>Menifee</i>	District 63
Hon. Matthew Harper	<i>Huntington Beach</i>	District 64
Hon. Sylvia Ballin	<i>San Fernando</i>	District 67
Hon. Lisa Bartlett	<i>Dana Point</i>	TCA
Mr. Randall Lewis, Ex-officio		Lewis Operating Group

**Members Not Present**

Hon. Jack Terrazas		Imperial County
Hon. Jerry Amante	<i>Tustin</i>	OCTA
Hon. Ronald Loveridge	<i>Riverside</i>	District 4
Hon. Paul Eaton	<i>Montclair</i>	District 9
Hon. Paul Glaab	<i>Laguna Niguel</i>	District 12
Hon. Sukhee Kang	<i>Irvine</i>	District 14
Hon. Michele Martinez	<i>Santa Ana</i>	District 16
Hon. John Nielsen	<i>Tustin</i>	District 17
Hon. Andy Quach	<i>Westminster</i>	District 20
Hon. Brett Murdock	<i>Brea</i>	District 22
Hon. Steven Neal	<i>Long Beach</i>	District 29
Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
Hon. Ed P. Reyes	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
Hon. Paul Koretz	<i>Los Angeles</i>	District 52
Hon. Tony Cárdenas	<i>Los Angeles</i>	District 53
Hon. Richard Alarcón	<i>Los Angeles</i>	District 54
Hon. Jan Perry	<i>Los Angeles</i>	District 56
Hon. Herb Wesson, Jr.	<i>Los Angeles</i>	District 57
Hon. Bill Rosendahl	<i>Los Angeles</i>	District 58
Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
Hon. Eric Garcetti	<i>Los Angeles</i>	District 60
Hon. José Huizar	<i>Los Angeles</i>	District 61
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Lupe Ramos Watson	<i>Indio</i>	District 66

**Staff Present**

Hasan Ikhata, Executive Director  
Sharon Neely, Chief Deputy Executive Director  
Joe Silvey, General Counsel  
Joann Africa, Chief Counsel  
Basil Panas, Acting Chief Financial Officer  
Debbie Dillon, Deputy Executive Director, Administration  
Catherine Chavez, Acting Chief Information Officer  
Rich Macias, Director of Transportation Planning  
Huasha Liu, Director of Land Use & Environmental Planning  
Sylvia Patsaouras, Acting Director of Strategy, Policy and Public Affairs  
Deby Salcido, Officer to the Regional Council  
Tess Rey-Chaput, Office of Regional Council Support

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

President Glen Becerra, Simi Valley, District 46, called the meeting to order at approximately 12:00 p.m. Councilmember Dennis Zine, Los Angeles, District 50, led the Pledge of Allegiance.

**PUBLIC COMMENT PERIOD**

President Glen Becerra, Simi Valley, District 46, opened the Public Comment Period.

Jerard Wright, Sierra Club Los Angeles Chapter, stated he is in favor of the Support of Cap-and-Trade Coalition Principles.

Rye Baerg, Southern California Regional Policy Manager, Safe Routes to School National Partnership, expressed thanks to SCAG for the new subcommittees' meetings this past week; commented support for the Metro/SCAG Joint Work Program as it is crucial to the implementation of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); announced the month of October designated as "Walktober" and "Walk to School Day;" and also announced the upcoming "Bike to School Day" in May 2013.

President Becerra closed the Public Comment Period.

**REVIEW AND PRIORITIZE AGENDA ITEMS****Urgency Item**

Hasan Ikhata, Executive Director, asked that an urgency item be added on the agenda authorizing staff to join in the filing of an amicus brief before the State Supreme Court regarding the "Exposition Light Rail Line Project."

President Becerra noted that although the Los Angeles County Superior Court ruled in favor of the Los Angeles Metropolitan Transportation Agency (Metro) v. Neighbors for Smart Rail, an appeal has been filed and Metro requested SCAG to file an amicus brief in support of the Exposition Light Rail Line Project.

Joe Silvey, General Counsel, noted the requirements of adding an urgency item on the agenda.

A motion was made (Millhouse) to add the matter as an urgency item on the agenda which would be discussed between Agenda Item Nos. 2 and 3. Motion was SECONDED (Craton) and approved by a UNANIMOUS VOTE.

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

Hasan Ikhtrata, Executive Director, reported that an update relating to the e-voting system is included in the agenda packet and asked that when considering a potential e-voting system, it is important to consider the unique size and mobility aspect of the Board. Discussion ensued in regard to maintenance, assigned seating, voting trends, guaranteed warranty of the product and the cost of rental per occurrence/meeting. Second Vice-President Carl Morehouse, San Buenaventura, District 47, expressed concerns that even with new technology, the current Brown Act requirements relating to video-conferencing may continue to impede any progress with e-voting. Supervisor Antonovich and Councilmember Lantz expressed concern about accuracy and reliability of any proposed e-voting system. President Becerra stated that staff will continue to research for a product that would suit the Board's needs and that a report will be provided at the November 1, 2012 meeting with more specifics.

Mr. Ikhtrata noted the schedule of the Regional Council and Policy Committees' meetings for 2013 and reported that the Executive/Administration Committee approved two (2) changes to the schedule: 1) The month of July 2013 will be 'dark' and a regular meeting will be held on August 1, 2013; and 2) the September meeting will be held on September 12, 2013, instead of September 5, 2013 in observance of Rosh Hashanah. There were no objections to the changes; therefore, Mr. Ikhtrata stated that the schedule reflecting the changes will be emailed to the Regional Councilmembers and Policy Committee Members.

Mr. Ikhtrata provided an update in regard to the trial court's rejection of the amicus brief filed jointly by SCAG, California Association of Councils of Governments, Sacramento Area Council of Governments and Metropolitan Transportation Commission relating to the San Diego Association of Governments' Environmental Impact Review of its Regional Transportation Plan in October, 2011. The court based its rejection on lack of resources and potential appeal of the case.

### **PRESIDENT'S REPORT**

President Glen Becerra, Simi Valley, District 46, congratulated Immediate Past President Pam O'Connor, Santa Monica, District 41, as a recipient of the Mobility 21 Transportation Summit's "*Public Sector Leader of the Year Award*" for her work and leadership on the 2012-2035 RTP/SCS.

President Becerra announced that due to time constraints, Subcommittee reports will be provided at the November 1, 2012 meeting.

President Becerra reported that invitations to SCAG's December 6, 2012 Economic Summit have been mailed to all state legislators and asked the councilmembers to encourage local legislators to participate in the summit.

Lastly, President Becerra announced that the upcoming 2013 Regional Conference and General Assembly is scheduled for May 2 – 3, 2013 at the JW Marriott Desert Springs Resort & Spa. He asked the councilmembers for their support in obtaining sponsors for the General Assembly and interest in participating on the Host Committee.

Immediate Past President Pam O'Connor announced that the Los Angeles County Economic Development Corporation (LAEDC) created the "business-friendly" award category to recognize cities within the county that are proactively promoting business-friendly programs and services. The finalists for its 2012 *Most Business-Friendly City in Los Angeles County* award are the cities of Baldwin Park, Glendale, Pico Rivera, Santa Monica and Whittier for the large city category; and the cities of Commerce, Duarte, El Segundo, Glendora, and La Mirada for the small city category. The winner will be announced at the 17th Annual Eddy Awards on Thursday, November 8, 2012 at the Beverly Hilton Hotel, Beverly Hills.

## **PRESIDENT'S APPOINTMENTS**

### **Representative to the EEC:**

Hon. Sylvia Ballin, City of San Fernando, representing District 67

### **Representatives to the TC:**

Hon. Jim Morton, Lynwood, representing District 26

Mr. Aziz Elattar, representing Caltrans, District 7

### **Representative to the HSRT Subcommittee:**

Hon. Jess Talamantes, Burbank, SGVCOG

## **COMMITTEE REPORTS/ACTION ITEMS**

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

#### 1. Public Hearing Regarding Adoption of the Final 5th Cycle Regional Housing Needs Assessment (RHNA) Allocation Plan

Councilmember Paula Lantz, Pomona, District 38, announced CEHD's new Vice-Chair Councilmember Margaret E. Finlay, Duarte, District 35; and reported on the action items related to the support of the SCAG/Metro Joint Work Program Resolution and the Metro Countywide Sustainability Planning Policy; and its recommended adoption of the 5<sup>th</sup> RHNA Cycle Allocation Plan.

President Becerra opened the Public Hearing regarding the adoption of the Final 5th Cycle Regional Housing Needs Assessment (RHNA) Allocation Plan. Since there was no public testimony received as part of the Public Hearing, President Becerra closed the Public Hearing.

President Becerra asked for any discussion. He proposed that the following language be added to the proposed Resolution No. 12-543-1, for consideration: "The Regional Council hereby directs staff to come back in the near future with a recommendation to address 'lessons-learned' from this RHNA process including possibly reconvening the RHNA Subcommittee and looking at possible legislative changes."

Councilmember Paula Lantz noted support of the proposal and also reported that the CEHD Committee requested that a response letter be prepared to the California Department of Housing and Community Development (HCD) regarding the eligibility of jurisdictions to receive RHNA credit. Councilmember Bill Jahn, Big Bear Lake, District 11, thanked the RHNA Subcommittee members and SCAG staff, for their time and dedication during this two-year RHNA process.

A motion was made (Jahn) to approve Resolution No. 12-543-1, as amended, adopting the Final 5<sup>th</sup> Cycle RHNA Allocation Plan. Motion was SECONDED (Kuenzi) and approved by a UNANIMOUS vote.

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

#### **2. Approval of a Resolution to Congress Averting FY 2013 Sequestrations Cuts and Develop a Budget Compromise**

President Becerra provided a brief summary. A motion was made (Millhouse) to approve Resolution No. 12-543-2 which urges Congress to pass and the White House to sign legislation to avert across-the-board Fiscal Year 2013 sequestration cuts and to join together to develop a long-term budget compromise. Motion was SECONDED (Morehouse) and approved by a UNANIMOUS vote.

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

Councilmember Cheryl Viegas-Walker, El Centro, District 1, reported that the EEC recommended approval of Agenda Item No. 8, "Support of the SCAG/Metro Joint Work Program Resolution and the Metro Countywide Sustainability Planning Policy."

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

Councilmember Keith Millhouse, Moorpark, VCTC, reported that the TC recommended distribution of the Draft Active Transportation Work Plan for stakeholders' input; that the Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis item will return to the TC in January 2013; received an update on the Metro Transportation Authority ExpressLanes Demonstration Program; and an update on the I-710 South Corridor Project.

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

Councilmember Larry McCallon, Highland, District 7, reported that the LCMC recommended approval of Agenda Item Nos. 9 and 10 of the Consent Calendar; noted the legislative update report and the list of the Governor's vetoed bills that were supported by SCAG.

### **Added Urgency Item**

President Becerra noted that although the Los Angeles County Superior Court ruled in favor of the Exposition Metro Line Construction Authority in the *Neighbors for Smart Rail* case, an appeal has been filed before the State Supreme Court which was reviewed and granted by the Court. Metro requested that SCAG join in the filing of an amicus brief in support of the Exposition Construction Authority in this case involving the Expo Authority Light Rail Line Project.

A motion was made (Millhouse) to file an amicus brief before the Supreme Court regarding the "Exposition Light Rail Line Project." Motion was SECONDED (Mitchell) and approved by a UNANIMOUS VOTE.

## **CONSENT CALENDAR**

Supervisor Linda Parks, Ventura County, requested to pull Agenda Item No. 9, "Support of Cap-and-Trade Coalition Principles" for a separate discussion. A motion was made (Jahn) to approve the remainder of the Consent Calendar. Motion was SECONDED (Millhouse) and approved by a UNANIMOUS vote.

3. Minutes of the July 5, 2012 Meeting
4. Minutes of the September 6, 2012 Meeting
5. 2012 Investment Policy
6. Grant Application to Conduct a Health Impact Assessment Demonstration Project
7. Contracts \$200,000 or Greater: Contract No. 12-031-C1, Fullerton Transit Loop Feasibility Study, "Fullerton Forward"
8. Support of the SCAG/Metro Joint Work Program Resolution and the Metro Countywide Sustainability Planning Policy
10. SCAG Sponsorship: Active Transportation Forum, October 26, 2012 at \$500
11. Proposed Memorandum of Understanding (MOU) Between the Southern California Association of Governments (SCAG) and Korea Research Institute for Human Settlements (KRIHS) to Promote Joint Research and Exchange Technical Information
12. Proposed Memorandum of Understanding (MOU) Between Southern California Association of Governments (SCAG) and the Myongji University (MJU) to Promote Joint Research and Exchange Technical Information
13. Proposed Memorandum of Understanding (MOU) Between the Southern California Association of Governments (SCAG) and the Institute of Policy and Management (IPM) of the Chinese Academy of Sciences (CAS) to Promote Joint Research and Exchange Technical Information

## **Receive & File**

14. Contracts/Purchase Orders and/or Amendments between \$5,000 – \$200,000
15. Existing Housing Needs Statistics Data to Support Local Jurisdictions' Housing Element Updates
16. October 2012 State and Federal Legislative Update

## **PULLED AGENDA ITEM NO. 9**

9. Support of Cap-and-Trade Coalition Principles

Supervisor Linda Parks, Ventura County, asked for clarification in regard to the original language that was approved by the Sierra Club and the deleted language on the revised legislative advocacy principles for the State's Cap-and-Trade Program. Sharon Neely, Chief Deputy Executive Director, provided

clarification that the referenced deleted language was the Metropolitan Transportation Commission's proposed revision to the Legislation Committee's recommendation and reiterated that SCAG is in support of the coalition's advocacy principles including the language regarding the state's Greenhouse Gas (GHG) emissions allowance revenue.

A motion was made (McCallon) to support the Cap-and-Trade Principles as presented. Motion was SECONDED (Mitchell) and passed by a MAJORITY VOTE with seven (7) IN OPPOSITION (Becerra, Nelson, Lantz, Harper, Daigle, Stone, Jahn).

## **INFORMATION ITEMS**

### 17. CFO Monthly Report

A written report was received. There were no questions by the Regional Council.

### **AB 109 – The 2011 Public Safety Realignment Act Discussion**

Councilmember Dennis Zine, Los Angeles, District 50, stated that he brought this item for discussion as AB 109 (The Public Safety Realignment Act) was enacted into law to bring a solution to reduce jail overcrowding, costs, and recidivism. While there is a reduction of population of inmates in the state prison, Councilmember Zine stated that this resulted in the influx of inmates in the local municipalities being released based on the last and most recent conviction—whether a felony or a misdemeanor. Councilmember Zine stated that a statistics report showed an increase in violent crimes and cautioned that if this trend continues, there will be challenges related to funding, availability of resources and law enforcement officers in the communities. Councilmember Zine introduced Dr. Katharine Tellis, Assistant Professor, Criminal Justice and Criminalistics, California State University, Los Angeles.

Dr. Tellis provided a presentation regarding a research study on AB 109; statistical data of individuals released and inmate population in the L.A. County jail since AB 109 was enacted into law; discussed the issues raised for policy makers and criminal justice professionals; impacts and implementation of AB 109.

President Becerra thanked Dr. Tellis and introduced the following public safety leaders from the six (6) counties in the SCAG region to provide comments related to the impacts of AB 109 in their respective jurisdictions, beginning with Los Angeles County: Kraig St. Pierre, Deputy District Attorney; Cecil Rhambo, Assistant Sheriff; Jerry Powers, Chief Probation Officer; Assistant Chief Michel Moore, Office of Special Operations; and Edward Medrano, President of L.A. Police Chiefs' Association. In Riverside County: Mike Foccio, Chief Deputy District Attorney; Ray Gregory, Chief Deputy; and Mark Hake, Assistant Chief Probation Officer. In Orange County: Lee Trujillo, Assistant Sheriff; and Steven Sentman, Chief Probation Officer. In San Bernardino: Gary McBride, Deputy Chief Executive Officer; Gary Roth, Assistant District Attorney; Sheree Stewart, Deputy Chief; and Michelle Scray, Chief Probation Officer. In Imperial County: Fred Miramontes, Undersheriff; and Benny Benavidez, Chief Probation Officer. In Ventura County: Michael Powers, County Executive Officer; Gregory Totten, District Attorney; Eric Dowd, Police Captain; and Mark Varela, Chief Probation Officer.

President Becerra thanked the public safety leaders for their insightful comments and excused himself from the meeting and requested 2<sup>nd</sup> Vice-President Carl Morehouse, San Buenaventura, District 47, to preside and continue with the meeting.

Supervisor Jeff Stone, Riverside County, thanked Councilmember Zine for requesting this topic for discussion and thanked the public safety leaders for articulating their insight regarding the impacts of AB

109; commented regarding the absence of medical infrastructure to support the implementation of AB 109; its inadequate funding; suggested to utilize the insights shared by the public safety leaders and arrive at a unanimous resolution as this issue affects the entire region.

Supervisor Michael D. Antonovich, Los Angeles County, commented regarding funding challenges and the state to assume responsibility and not the local governments; and emphasized seeking a solution from Sacramento.

Supervisor Gary Ovitt, San Bernardino County, thanked the public safety leaders and commented that this issue must continue to be reported and reflected on future agendas as public safety is a very important issue.

Supervisor Linda Parks, Ventura County, expressed appreciation for the local agencies' efforts in its ability to handle a state problem; and commented regarding the importance of ensuring a funding source in the implementation of AB 109.

Councilmember Jim Morton, Lynwood, District 26, suggested outsourcing the state prison system.

Councilmember Dan Medina, Gardena, District 28, echoed Supervisor Antonovich's comments; and suggested requesting Sacramento to provide support to the cities.

Councilmember Barbara Messina, Alhambra, District 34, thanked the public safety leaders for their insight and Dr. Tellis for sharing research information on AB 109. Councilmember Messina suggested utilizing the available public safety programs in cities to get a message to Sacramento.

Councilmember Dennis Zine, Los Angeles, District 50, commented regarding safety in the communities while focusing on housing and transportation issues of the region. He also commented on the increase in crime rate; funding availability; jail time; recidivism; and suggested bringing this matter to Sacramento.

Second Vice-President Carl Morehouse, San Buenaventura, District 47, thanked Councilmember Zine and the public safety leaders for an insightful discussion on AB 109.

President Becerra returned to the meeting, thanked Councilmember Zine and all the RC members for their insightful comments and participating in the entire discussion. He also stated staff will take key discussion from today, summarize suggested next steps, send to our public safety officials for comments, and return with an update at a future meeting. Supervisor Jeff Stone, Riverside County, suggested the formation of a public safety subcommittee. President Becerra concurred.

### **FUTURE AGENDA ITEM(S)**

None.

### **ADJOURNMENT**

There being no further business, the Regional Council meeting adjourned at 2:58 p.m.



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Deby Salcido  
Officer to the Regional Council

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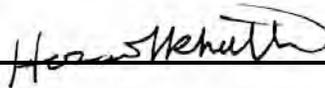
**DATE:** November 1, 2012

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

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

**SUBJECT:** Amendment 2 of the Fiscal Year (FY) 2012/13 Overall Work Program (OWP)

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Adopt Resolution No.12-544-2 approving Amendment 2 to the FY 2012/13 OWP and authorizing the Executive Director to submit the necessary administrative documentation to the California Department of Transportation (Caltrans).

**EXECUTIVE SUMMARY:**

*Staff seeks the Regional Council's adoption of Resolution No. 12-544-2 related to Amendment 2 of SCAG's OWP for Fiscal Year 2012/13. Amendment 2 will increase the overall budget by \$5.7 million from \$44.1 million to \$49.8 million. The increase in the budget is funded 71% by carryover FHWA PL and FTA funds, 12% by required TDA match and 17% of other grant funds and in-kind match. Amendment 2 incorporates three new projects, grant awards to SCAG in the area of Caltrans Transportation Planning and adds funds to continue improvements to SCAG's website and transportation demand models. In addition, this amendment adjusts the budget for projects carried over from FY 2011/12.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

In August 2012, Amendment 1 to the FY 2012/13 OWP was prepared and submitted to Caltrans. Amendment 1 was an administrative amendment to adjust labor budget due to SCAG's internal reorganization and to add projects that were not completed at the end of June 2012 as anticipated.

Amendment 2 also includes adding carryover FY 2011/12 Federal Highway Administration Metropolitan Planning (FHWA PL), Federal Transit Administration (FTA) and Transportation Development Act (TDA) matching funds. The carryover amount was reduced by \$1,202,741 as a result of rescissions to SCAG's FY2011/12 FHWA PL and FTA fund allocations. Federal procedures require that unspent federal funds be included in the next Fiscal Year OWP Program. The changes are listed on the next page.

# REPORT

## New Project

<i>Value Pricing Project Management Assistance</i>	*
<i>Regional Airport Ground Access Planning</i>	*
<i>Urban Footprint-Based Scenario Planning Model Project</i>	*

**Subtotal \$ 773,000**

## Additional Work

<i>Web 2.0 Development</i>	140,000
<i>Region-wide data coordination.</i>	90,364
<i>Model Enhancement and Maintenance</i>	*
<i>SCAG Activity-based Travel Demand Model (SimAGENT) Enhancement</i>	50,000

**Subtotal \$ 530,364**

## Project Budget Adjustments

<i>Regional Non-Motorized Transportation Strategy</i>	3,954
<i>System Preservation</i>	200,000
<i>Mileage-Based User Fee—Groundwork Project Phase I</i>	10,000
<i>Regional Pavement Management System (RPMS Phase I)</i>	20,000
<i>Environmental Analysis and Compliance for the Regional Transportation Plan</i>	(100,000)
<i>Enterprise GIS Implementation</i>	(56,478)
<i>GIS Development and Applications</i>	109,000
<i>Integrated Growth Forecasting Data Analysis &amp; Development for 2016 RTP/SCS</i>	5,648
<i>Southern California Economic Growth Strategy</i>	150,000
<i>Economic Analysis of adopted 2012 RTP</i>	50,000
<i>Partnerships for Demonstration Projects &amp; Local Technical Assistance</i>	*
<i>Model Enhancement and Maintenance</i>	(14,685)
<i>Year 2012 Screenline Count Database</i>	150,000
<i>Year 2010 Travel Survey</i>	1,000,000
<i>Commercial Vehicle Model Development</i>	(50,000)
<i>Regional Assessment</i>	(80,000)
<i>Growth Monitoring</i>	(47,000)
<i>OWP Development &amp; Administration</i>	80,832
<i>Southern California National Freight Gateway Collaboration</i>	6,777
<i>Urban Goods Movement</i>	50,000
<i>East-West Freight Corridor/I-15 Phase II</i>	*
<i>Transit Planning</i>	4,518

**Subtotal \$ 3,717,566**

\*Project requires contract procurement and cannot disclose budget amount prior to procurement

# REPORT

## Grant Funded Projects - Mid-Year Budget Adjustments

<i>Activity-Based Model Development</i>	(90,000)
<i>Development of Household Evolution Model (Prop 84)</i>	43,451
<i>Grant Administration</i>	*
<i>RCTC Rising Stars in Transit</i>	(23,618)
<i>OMNITRANS Transit Service &amp; Development Internship Program</i>	(8,584)
<i>Improvement to Transit Access for Cyclists and Pedestrians</i>	31,691
<i>Ventura County Transportation Commission Transit Intern Program</i>	(20,370)
<i>Planning for High Speed Rail in Southern California Communities.</i>	(43,596)
<i>Santa Paula - Fillmore - Piru (Heritage Valley) Transit Implementation Plan</i>	(67,800)
<i>Pacific Coast Hwy (PCH State Route) Safety Study</i>	(14,590)
<i>Sustainability Tool Enhancement</i>	75,000
<i>Survey &amp; Analysis of Sustainable Land Use-Transportation Planning</i>	42,935
<i>Planning Tools and Visualization Techniques</i>	86,665
<i>Synthesizing Policy Issues and Choices for the 2012 RTP and SCS</i>	7,325
<i>Jurisdiction and Project Level Sustainable Communities Planning</i>	(211,508)
<i>WRCOG Sub-Regional Sustainability Plan Framework</i>	6,465
<i>SCAG Clean Cities Coalition Coordination</i>	18,751
<i>UPS Ontario - Las Vegas LNG Corridor Expansion</i>	52,521
<i>Heavy-Duty Natural Gas Drayage Truck Replacement Initiative</i>	85,683
<i>SANBAG Natural Gas Truck Project</i>	14,202
<b>Subtotal</b>	<b>\$ 24,623</b>

### Added New Grant Funded Projects

<i>RCTC Rising Stars in Transit Internship (FY13)</i>	60,000
<i>Calexico Transit Needs Assessment Study</i>	*
<i>Long Beach Transit Internship</i>	49,897
<i>Omnitrans Transit Planning &amp; Dev. Services Internship (FY13)</i>	60,000
<i>Imp. Valley-San Diego State University-Imperial Valley Transit Shuttle Analysis</i>	*
<i>LBT-Regional Transit Center Feasibility Analysis</i>	*
<b>Subtotal</b>	<b>\$ 718,277</b>
	<b>\$ 5,763,830</b>

\*Project requires contract procurement and cannot disclose budget amount prior to procurement

### FISCAL IMPACT:

Budget for the preparation of OWP amendments is included in the FY 2012/13 Overall Work Program.

### ATTACHMENT:

Resolution No. 12-544-2



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Energy & Environment

Cheryl Viegas-Walker, El Centro

Transportation

Keith Millhouse, Ventura County

Transportation Commission

**RESOLUTION NO. 12-544-2**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 2 TO THE FISCAL YEAR (FY) 2012/13 OVERALL WORK PROGRAM (OWP)**

**WHEREAS**, the Southern California Association of Governments (“SCAG”) is the Metropolitan Planning Organization, pursuant to 23 U.S.C. 134 et seq. and 49 U.S.C. 5303 et seq. for six (6) counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial; and

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

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

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

**WHEREAS**, SCAG has prepared an Amendment 2 to the OWP for FY 2012/13 to increase funds to existing projects, add three (3) new projects, adjust carryover estimates for continued projects from FY 2011/12, and include grant funds from the Statewide Transportation Planning and Partnership Grant; and

**WHEREAS**, Amendment 2 to the OWP for FY 2012/13, along with its corresponding staff report, has been reviewed and discussed by SCAG’s Executive/Administration Committee and Regional Council.

**NOW, THEREFORE, BE IT RESOLVED** by the Regional Council of the Southern California Association of Governments that SCAG does hereby approve and adopt Amendment 2 to the OWP for FY 2012/13.

**BE IT FURTHER RESOLVED:**

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

**APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at a regular meeting on the 1st day of November, 2012.

---

Glen Becerra  
President, SCAG  
Councilmember, Simi Valley

Attested by:

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Hasan Ikhrata  
Executive Director

Approved as to Form:

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Joann Africa  
Chief Counsel

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**DATE:** November 1, 2012

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

**FROM:** Hasan Ikhtrata, Executive Director,  [ikhtrata@scag.ca.gov](mailto:ikhtrata@scag.ca.gov), (213) 236-1800

**SUBJECT:** Senate Bill 535 (de León) – California Global Warming Solutions Act of 2006;  
Greenhouse Gas Reduction (GHGR) Fund

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**RECOMMENDED ACTION:**

Approve the Legislative/Communications and Membership Committee (LCMC) recommendation to authorize SCAG to work with stakeholders to help identify disadvantaged communities for the purposes of SB 535, and to support the inclusion of statewide transportation coalition principles, which include adopted regional sustainable communities strategies, into the project selection criteria and process for allocating cap and trade revenues.

**EXECUTIVE SUMMARY**

*SB 535 (de León), enacted on September 30, 2012, requires that the California Environmental Protection Agency (CalEPA) identify disadvantaged communities for investment opportunities, that the Department of Finance allocate 25% of the available moneys in the GHGR Fund to projects that provide benefits to disadvantaged communities, and to allocate a minimum of 10% of the available moneys in the GHGR Fund to projects located within disadvantaged communities. These provisions afford the first opportunity for input into the process that will eventually determine how certain cap and trade revenues are allocated for benefit of disadvantaged communities throughout the region. These communities shall be identified by CalEPA based on geographic, socioeconomic, public health, and environmental hazard criteria. Staff seeks direction to consider and forward factors for consideration by CalEPA to identify disadvantaged communities for investment opportunities, as well as authorization to work with stakeholders to promote the inclusion of statewide transportation coalition principles, which include adopted regional sustainable communities strategies, into the project selection criteria and process as part of the overall statewide investment plan that will allocate cap and trade revenues.*

**SENATE BILL 535**

SB 535 (de León) requires that the investment plan developed and submitted to the Legislature pursuant to AB 1532 allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to identified disadvantaged communities; and a minimum of 10% of the available moneys in the fund to projects located within identified disadvantaged communities. The bill requires CalEPA to identify disadvantaged communities for investment opportunities. While the bill does not specifically define ‘disadvantaged communities,’ it requires disadvantaged communities to be identified based on geographic, socioeconomic, public health, and environmental hazard criteria, which may include either of the following:

# REPORT

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1. Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public effects, exposure, or environmental degradation; and,
2. Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

Additionally, the bill requires the investment plan related to the GHGR Fund to include all of the following allocations:

1. A minimum of 25% of the available moneys in the fund to projects that provide benefits to identified disadvantaged communities; and,
2. A minimum of 10% of the available moneys in the fund to projects located within identified disadvantaged communities. This minimum 10% allocation may be for projects included, in whole or in part, in the set of projects supported by the minimum 25% allocation described above.

SB 535 was co-sponsored by the California Environmental Justice Alliance, Coalition for Clean Air, Ella Baker Center, Greenlining Institute, NAACP, and the National Resource Defense Council, and has been supported by numerous health and environmental organizations throughout the legislative process. Opposition to the bill was registered from numerous business community groups including the California Chamber of Commerce, California Building Industry Association, and others. The bill was amended numerous times late in session, and thus recorded support and opposition reflect the positions of organizations at different times through the legislative process. No state or local transportation stakeholders took a position on SB 535, including members of the statewide transportation coalition that promulgated cap and trade principles that SCAG supports, Council of Governments, or other city or local government organization. As reported last month to the Regional Council, San Diego Association of Government (SANDAG) and Metropolitan Transportation Commission (MTC) have approved principles with respect to use of cap and trade revenues generally consistent with the coalition principles supported by SCAG, but neither took a position on SB 535.

The South Coast Air Quality Management District (SCAQMD) supported the bill, citing bill provisions in alignment with SCAQMD priorities, which are consistent with longstanding SCAG air quality and environmental mitigation objectives, including:

- Providing support/funding to areas disproportionately affected by environmental pollution that can lead to negative public health effects and exposure.
- The elimination of adverse environmental and/or economic impacts on environmental justice communities.
- The promotion of co-benefits; i.e., the simultaneous reduction of multiple types of emissions, including those of GHG, criteria pollutants, and toxic air contaminants.

Efforts by many of our partner agencies concerning implementation of SB 535 and how it impacts the overall process of revenue allocation and project selection appear to be early in the formative stage because this bill has passed so recently at the end of session.

## SCAG CAP & TRADE PRINCIPLES POLICY ACTION

At its October 4, 2012 meeting the Regional Council adopted the recommendation of the Legislative/Communications & Membership Committee to support the principles for Cap and Trade Auction Revenues promulgated by a statewide transportation Coalition consisting of the League of California Cities, the California State Association of Counties, California Alliance for Jobs, California Transit Association, and Transportation California.

As a reminder, these Coalition principles consist of the following:

1. Dedicate the allocation of revenues related to fuels to transportation investments. This is consistent with the longstanding policy of the state to dedicate revenues related to motor vehicle fuels to transportation. It also assures a political and legal nexus between the costs and benefits of the program.
2. Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
3. Dedicate revenues directly into transit and road operations and maintenance, as well as transit and complete streets infrastructure within existing urban infill and rural communities. These funds must be invested in a way that implements AB 32 using, where applicable, the SB 375 (Steinberg) regional strategies. In regions not within an MPO where SB 375 does not apply, other measurable greenhouse gas reduction strategies can be developed within regional transportation plans.
4. Structure the investments to favor integrated transportation and land use strategies. Funds should be allocated regionally by population, recognizing that different strategies are needed to achieve GHG reductions in different areas of the state. To maximize cost effective GHG reduction, additional incentives for regions with Sustainable Community Strategies that exceed GHG reduction targets, or equivalent Blueprint Plans or other regional plans. Within each region, funding should be allocated primarily through a competitive grant program based on cost effectiveness of GHG emission reductions from combined land use and transportation infrastructure and operations investments.
5. Improve modeling and verification systems to evaluate GHG reduction potential. Funding should be allocated to the development of performance measurement tools for local and regional actions that will allow evaluation and prediction of the GHG reduction and cost effectiveness of investment and land-use strategies.
6. Allow flexibility at the regional and local level to develop the most cost effective ways to meet GHG reduction goals through transportation and land use investments. Provide the incentives and assistance that local governments need to make SB 375 work.
7. Project-funding determinations should be done at the regional level under established statewide criteria to encourage local innovation and flexibility.

The requirements of SB 535 to direct 25% of GHGR fund revenues to benefit disadvantaged communities as well as 10% to be spent within disadvantaged communities are not oppositional to the adopted coalition principles enumerated above. However, there is some question as to whether such determination—both from standpoint of project criteria and selection—will include transportation-specific projects within and beneficially impacting disadvantaged communities commensurate with the impact that the transportation sector has upon emitting GHGs.

## LCMC APPROVES STAFF IMPLEMENTATION RECOMMENDATIONS

At its October 16 meeting, the Legislative/Membership and Communications Committee unanimously approved forwarding to the Regional Council for adoption recommendations to implement provisions of SB 535 and to work with stakeholders to secure the inclusion of statewide transportation coalition principles, including adopted regional sustainable communities strategies, into the project selection criteria and process for allocating cap and trade revenues.

The LCMC noted that the region faces unique air quality and carbon emissions challenges arising from its shared international border with Mexico in Imperial County. Environmental regulation and protection is not as rigorous in Mexico as in the United States. Due to the proximity of over 1 million residents in the Calexico metropolitan area immediately across the border and in the same air basin, the region faces disproportionate air quality impacts. Other related issues identified by the committee include the inland port at Calexico, a major intermodal freight shipping project that is responsible for large amounts of diesel emissions on a daily basis; and the border crossing delays in Imperial County which also add significantly to overall emissions from passenger and freight vehicles. The LCMC recommended that SCAG include these factors when identifying disadvantaged communities for consideration by the state agencies and decision-making entities that will determine how cap and trade revenues are allocated.

The most immediate step in the implementation of SB 535 is, pursuant to bill provisions, determination by the CalEPA of what constitutes a ‘disadvantaged community’ for purposes of the bill, which specifies certain factors CalEPA must consider, and others that it may consider as described in the above bill summary. It is presupposed that CalEPA likely will consider an analytical tool they are developing (the *California Communities Environmental Health Screening Tool [CalEnviroScreen]*) in making this determination. CalEPA has been conducting statewide workshops on this tool through September and will issue its final report later this year, though the date has not yet been determined.

Staff has reviewed the factors CalEPA is evaluating to determine communities that are facing disproportionately high cumulative impacts of pollutants on communities, including factors related to exposure to pollutants (PM 2.5, ozone, traffic density, etc.), public health effects (asthma ER rates, cancer/heart disease mortality rates, etc.), environmental effects (brown fields, impaired water bodies, solid/hazardous waste facilities, etc.); as well as population characteristics including sensitive populations and socio-economic factors. Staff notes that on the areas disproportionately affected by environmental pollution or hazards, pursuant to SB 535, these could be identified through several different ways. The LCMC approved staff recommendation that SCAG work with the CalEPA and other stakeholders to ensure the following considerations are included within the process of final determination of what disadvantaged communities consist of:

- First, that disadvantaged communities should include “areas with high levels of criteria pollutant concentration (e.g., ozone, PM2.5)” due to the associated health impacts. In fact, these areas are generally correlated to the “areas with high risks of cancer or respiratory hazard.”
- Second, communities adjacent to transportation facilities could be disproportionately affected due to air pollution and noise impacts. This is particularly the case for “areas

# REPORT

within 500 feet of high-volume freeways or other roadways” based on the results of many research over the past decade. In addition, since goods movement and logistic facilities are major generators of pollution and source of health hazards, “areas surrounding major goods movement facilities and along the freight corridors, including all modes” should be included as part of the disadvantaged communities.

- Third, areas with high noise levels due to roadways or airports should also be considered.

The public comment period for CalEPA to receive comments was extended until October 16, 2012. There is no fixed date yet for issuance of its final report. CalEPA staff has informed that it will have a statewide meeting in December to discuss revisions in response to the comments it receives. Staff recommends authorization for SCAG to forward these considerations to CalEPA and follow up at the December revisions meeting to provide any assistance to assure full consideration by CalEPA of these factors for determination of disadvantaged communities. Staff believes that consideration of the above factors in CalEnviroScreen will support both the communities in most need, which suffer from the highest concentrations and levels of exposure to criteria pollutants as well as highest traffic densities, as well as most deserving projects throughout the region.

Additionally, the bill is legislatively tied to enactment of AB 1532 (Nunez), also chaptered on September 30, 2012, which establishes a three-year investment plan to set procedures for the investment of revenues derived from cap and trade (including investment within and for benefit of disadvantaged communities pursuant to SB 535, as well as for transportation and other purposes.) AB 1532 requires the Department of Finance (DOF), in consultation with ARB (and any other relevant state entity), to develop and submit a three-year investment plan to the Legislature for the May Revision (May 1, 2013). Beginning in the FY 2016-17 budget and every three years thereafter, DOF is required to include updates to the investment plan. All money must be appropriated through the annual Budget Act consistent with the investment plan. ARB is required under the bill to conduct two public workshops in different regions of the state and one public hearing on the proposed investment plan prior to the submission of the plan by DOF, but does not specify dates and ARB has not yet established the date and location of these workshops.

The LCMC approved staff recommendation to authorize SCAG to work with ARB, DOF, as well as transportation, local government, environmental, and other stakeholders to include the objectives of the statewide transportation coalition principles, which include adopted regional sustainable communities strategies, into the project selection criteria for projects funded by cap and trade revenues, to be incorporated into the investment plan submitted by DOF to the Legislature for funding through the budget process. Transportation comprises approximately 40% of the state’s share of GHG emissions in total; thus, recognizing that cap and trade represents the only new significant funding source to reduce GHG emissions, the transportation sector and low-carbon transportation improvements should receive a substantial share of proceeds from the cap and trade program.

**ATTACHMENT:** None

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**DATE:** November 1, 2012

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

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

**SUBJECT:** Deferral of Fiscal Year (FY) 2012/13 Membership Dues for the City of San Bernardino

**RECOMMENDED ACTION:**

Approve the deferral of the City of San Bernardino’s FY 2012/13 membership dues amounting to \$17,396.

**EXECUTIVE SUMMARY:**

*The City of San Bernardino was assessed \$17,396 in FY 2012/13 SCAG membership dues but has not paid due to filing bankruptcy. This action would defer payment of these dues until October 1, 2013.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

The General Assembly approved the FY 2012/13 Membership Dues Assessment on April 4, 2012. The City of San Bernardino (City) was thereby assessed \$17,396. To date, this assessment has not been paid. On August 1, 2012, the City filed for protection under Chapter 9 of the US Bankruptcy Code. The City recently requested that SCAG consider deferring payment of its annual dues for one (1) year.

SCAG’s Bylaws provide that the “Regional Council, for not more than one (1) year at a time, may defer, waive, or reduce payment of the annual dues. In taking any of the actions above, the Regional Council shall adjust the General Fund Budget to provide a balanced General Fund Budget reflecting any of the above actions. Any action of the Regional Council deferring, waiving, or reducing the payment of the annual dues shall be reported at the following General Assembly meeting.” (See SCAG Bylaws, Article VIII, Section C regarding “Yearly Membership Assessment”).

The City of San Bernardino has been a long standing member of SCAG since 1965, with its Mayor Pat Morris particularly supportive and engaged in many of the agency’s planning efforts. In recognition of this and in order to allow the City to continue to participate with full membership benefits while it addresses its financial situation, staff recommends that the Regional Council approve a deferral of the City’s FY 2012/13 membership dues to be paid by October 1, 2013.

**FISCAL IMPACT:**

General Fund revenues would be reduced by \$17,396 as well as General Fund expenditures in the Contingency Account (10001-55980). The General Fund would remain balanced in FY 2012/13.

**ATTACHMENT:** None

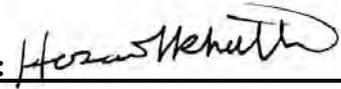
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**DATE:** November 1, 2012

**TO:** Executive Administrative Committee (EAC)  
Regional Council (RC)

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

**SUBJECT:** SCAG Memberships

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

Approve.

**EXECUTIVE SUMMARY:**

*The Legislative/Communications and Membership Committee (LCMC) met on October 16, 2012, and recommend approval of up to \$30,000 in memberships for: 1) METRANS Transportation Center Associates Program Membership Sponsorship (\$25,000); and 2) 2012-2013 Los Angeles County Business Federation (BizFed) Bronze Level Membership (\$5,000).*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

METRANS Transportation Center Associates Program Silver Partner Membership (\$25,000)

The METRANS Transportation Center is one of the key transportation research, education, and outreach centers in the United States. With its focus on solving transportation problems of large metropolitan areas, it has used Southern California as a laboratory and developed methods to increase the efficiency and sustainability of the region's transportation systems. As a partnership of two of the largest universities in the region—University of Southern California (USC) and California State University, Long Beach (CSULB)—the Center trains the region's transportation professionals in engineering, urban planning, logistics, economics and public policy. Through conferences, workshops, and comprehensive media programs, METRANS serves as the regional focus for research dissemination and policy outreach. METRANS is a United States Department of Transportation-designated University Transportation Center.

The METRANS Associates Program provides the core support for METRANS. It serves as a model of collaboration between the University community, corporations, and government agencies who come together to study emerging trends and forecasts in goods movement and international trade, discuss relevant and timely developments in transportation policy, and share best practices in the field. METRANS Associates enjoy unparalleled access to USC and CSULB faculty and other policy experts

# REPORT

and leaders in transportation. Additionally, METRANS Associates receive access to exclusive educational opportunities and outreach programming that explore timely and relevant topics in transportation, and provide access to an elite network of professionals working in the field. METRANS Associates also have access to the intellectual capital provided by graduate students and faculty at USC and CSULB, who are available to assist with a variety of planning and analysis projects within transportation.

A Silver Partner Membership of \$25,000 on the METRANS Associates Program includes:

- Membership on the METRANS Advisory Board;
- Invitation to the Annual Transportation Policy Retreat;
- Invitation to quarterly transportation policy Fireside Chats with USC and CSULB faculty and other leading transportation experts;
- Half page feature in METRANS quarterly newsletter, METRANS News;
- Free registration at all METRANS/CSULB Center for International Trade and Transportation (CITT) events, including the National Urban Freight Conference;
- Recognition as METRANS Associate Silver Partner and Sponsor at all METRANS/CITT events, including the National Urban Freight Conference, Town Hall meetings, and the annual Seminar Series;
- Invitation to all VIP receptions held in conjunction with METRANS/CITT events; and
- Recognition on METRANS website and other communication materials.

SCAG has supported METRANS over the past several years by being a sponsor of the National Urban Freight Conference. With this enhanced partnership with METRANS, SCAG would no longer need to sponsor that event as its benefits, as well as registration, are included with the overall membership of the METRANS program. SCAG has written many letters of support on their behalf, which have contributed to their success in competing for state and federal research grants. In addition, METRANS has supported SCAG activities in the past, and a number of former interns at SCAG were from the METRANS Transportation Center.

## Los Angeles County Business Federation Membership (\$5,000)

A 2012–2013 \$5,000 Bronze Level Membership of the Los Angeles County Business Federation (BizFed) will provide SCAG a seat on the BizFed Board of Directors as well as a seat on the BizFed Advocacy Committee. BizFed is made up of 94 business associations representing over 160,000 companies throughout the Los Angeles region, along with Southern California’s leading civic-minded corporations and public agencies. This membership will allow SCAG access to BizFed’s massive business networks to actively promote SCAG’s initiatives as part of the agency’s ongoing work on the Southern California Economic Recovery & Job Creation Strategy.

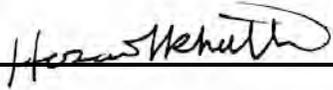
## **FISCAL IMPACT:**

Up to \$30,000 (these funds are included in the approved FY13 budget).

## **ATTACHMENT:**

None

**DATE:** November 1, 2012  
**TO:** Executive / Administration Committee (EAC)  
Regional Council (RC)  
**FROM:** Basil Panas, Acting Chief Financial Officer, [panas@scag.ca.gov](mailto:panas@scag.ca.gov), 213-236-1817  
**SUBJECT:** FY 2013/14 Comprehensive Budget Development Schedule

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

**EXECUTIVE SUMMARY:**  
*A schedule for the development of the FY 2013/14 Comprehensive Budget has been completed. The schedule accommodates all federal and state guidelines and lists the dates of action required by SCAG Management and Staff, the Executive/Administration Committee, the Regional Council, the General Assembly, the Inter-modal Planning Group, Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) and the California Department of Transportation (Caltrans).*

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

**BACKGROUND:**  
As a Metropolitan Planning Organization, SCAG is required by FHWA, FTA and Caltrans to develop an annual Overall Work Program (OWP) which identifies the work which will be accomplished during the fiscal year. The OWP represents a major part of the Comprehensive Budget and is primarily funded by federal and state transportation funds. The Comprehensive Budget also includes other federal and state grant funded program budgets, the SCAG General Fund budget and the Indirect Cost and Fringe Benefits budgets. Completion of the development of each budget component and the associated tasks takes a significant amount of time and coordination with our funding partners and regional partners. Therefore, a schedule has been developed to ensure that all SCAG, Caltrans and FHWA/FTA due dates are met by keeping the process on track. The following are key milestones and dates to assist the Regional Council, Caltrans, FHWA, FTA, our regional partners and SCAG with awareness of these dates during the development period.

- Budget/OWP Schedule presented as information November 1, 2012
- Present Comprehensive Budget Document with Indirect Cost and General Fund to Executive/Administration Committee (EAC) and Regional Council (RC) February 7, 2013
- Submit Draft OWP to CALTRANS , FHWA/FTA 30 days before scheduled March MPO Meeting February 13, 2013

# REPORT

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- EAC and RC approve release of Draft OWP for public comments March 7, 2013
- EAC and RC approve SCAG's Comprehensive Budget March 7, 2013
- Mail GF Budget to General Assembly for approval at May 2, 2013 Meeting March 7, 2013
- Coordinate Draft Work Plans from our Partner Agencies to minimize duplication of work effort. March 4-8, 2013
- Receive Caltrans comments on Draft OWP March, 2013
- FHWA/FTA Meeting to review Draft OWP March 15, 2013
- Public comment period closes April 6, 2013
- Responses to public comments completed April 12, 2013
- Staff Prepares EAC/RC Agenda Report for Final OWP April 15-19, 2013
- Finalize OWP based on comments April 15-30, 2013
- Submit Indirect Cost Allocation Plan to Caltrans April 30, 2013
- General Assembly approves General Fund Budget May 2, 2013
- RC approves Final OWP May 2, 2013
- Submit Final OWP to Caltrans May 2, 2013
- Caltrans submits Final OWP for FHWA approval May 31, 2013
- FHWA grants approval of OWP to Caltrans By June 30, 2013
- Caltrans approves SCAG OWP By June 30, 2013

**FISCAL IMPACT:**

The 2012/13 Comprehensive Budget provides funding for the preparation of the FY 2013/14 Comprehensive Budget.

**ATTACHMENT:**

None

SOUTHERN CALIFORNIA



**ASSOCIATION OF GOVERNMENTS**

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Cheryl Viegas-Walker, El Centro

Transportation  
Keith Millhouse, Ventura County Transportation Commission

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

**2013 MEETING SCHEDULE\***

Meetings are held on the 1st Thursday of each month

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

**January 3, 2013**

**February 7, 2013**

**March 7, 2013**

**April 4, 2013**

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

**June 6, 2013**

**July - DARK**

**August 1, 2013**

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

**October 3, 2013**

**November 7, 2013**

**December 5, 2013**

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

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# REPORT

**DATE:** November 1, 2012

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

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

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

**EXECUTIVE DIRECTOR'S APPROVAL:** *Horacio Hernandez*

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

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

**BACKGROUND:**

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

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
1. Raimi & Associates (12-001-B15)	As part of the Compass Blueprint Demonstration Program, the consultant in partnership with the San Gabriel Valley Council of Governments, the cities of El Monte, Baldwin Park, West Covina, and Covina and adjacent unincorporated neighborhoods in Los Angeles County, shall examine the Mid-Valley Transportation Corridor to identify its transportation and mobility challenges, as well as its streetscape improvements, land use and various policy changes that could help alleviate these issues.	\$124,877
2. Regional Economic Models, Inc. (13-003-SS)	The consultant shall provide econometric software to support staff's modeling analysis requirements.	\$53,000
3. Metropia, Inc. (12-044-C1)	The consultant shall train SCAG staff on Dynamic Traffic Assignment (DTA) modeling software.	\$49,795

# REPORT

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

<b><u>Vendor</u></b>	<b><u>PO Purpose</u></b>	<b><u>PO Amount</u></b>
Cal State University Fullerton	FY13 Funding for Memorandum of Understanding No. C-1-2841	\$78,487
United States Treasury	2010 W-2 filing	\$14,100
Conferencing Advisors, Inc.	Lifesize Video Conferencing Hardware Support	\$11,878
Southern California Leadership Network	Sponsorship – California Connection	\$10,000
Dual Graphics	Employee Business cards	\$8,213

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

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

**FISCAL IMPACT:**

Funding is available in the FY 2012/13 budget.

**ATTACHMENT:**

Contract and Amendment Summaries

## CONSULTANT CONTRACT 12-001-B15

**Recommended Consultant:**

Raimi + Associates

**Background & Scope of Work:**

The consultant shall provide consultant services for a Compass Blueprint Demonstration Project in partnership with the San Gabriel Valley Council of Governments, the cities of El Monte, Baldwin Park, West Covina, Covina and adjacent unincorporated neighborhoods in Los Angeles County. The Mid-Valley Transportation Corridor (MVT Corridor), along Ramona Boulevard and Badillo Street, is a major east-west corridor in the central San Gabriel Valley. This project focuses on an approximately 10-mile stretch along Ramona Boulevard and Badillo Street.

The Consultant shall examine the corridor's existing and potential transportation functions to identify its transportation and mobility challenges as well as any potential streetscape improvements, land use changes, and various policy changes that could help alleviate these issues.

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

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

- Improving the corridor's transportation functions;
- Exploring land use, traffic circulation, and design changes to be used to improve the image, function and economic performance of the MVT Corridor; and
- Identifying strategies for multi-modal transportation and opportunities for transit-oriented development (TOD) to create more walkable and livable communities.

**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:**

<b>Total not-to-exceed</b>	<b>\$124,877</b>
Raimi & Associates (prime consultant)	\$58,825
Fehr & Peers (subconsultant)	\$19,959
Sargent Town Planning (subconsultant)	\$34,759
Metropolitan Research & Economics (subconsultant)	\$11,334

Note: Raimi + Associates originally proposed \$158,603, but staff negotiated the price down to \$124,877 without reducing the scope of work.

**Contract Period:**

September 6, 2012 through June 30, 2013

**Project Number:**

12-065.SCG0137.01 \$124,877

Funding sources: Consolidated Planning Grant and TDA

**Request for Proposal (RFP):**

SCAG staff notified 1,626 firms of the release of RFP 12-001-B15. Staff also advertised the RFP in the American Planning Association’s website and in the Urban Transportation Monitor, and posted it on SCAG’s bid management system. A total of 114 firms downloaded the RFP. SCAG received the following four (4) proposals in response to the solicitation:

<b>Raimi &amp; Associates (3 subconsultants)</b>	<b>\$158,603</b>
Gruen Associates (2 subconsultants)	\$130,605
STV Incorporated (5 subconsultants)	\$180,476
Hogle-Ireland (4 subconsultants)	\$198,403

**Selection Process:**

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors.

The PRC consisted of the following individuals:

Charles Lau, Associate Transportation Planner, SCAG, Caltrans District 7  
Peter Brandenburg, Senior Regional Planner, SCAG  
Amy Harbin, City Planner, City of Baldwin Park  
Minh Thai, Assistant Economic Development Director, City of El Monte

**Basis for Selection:**

The PRC recommended Raimi + Associates for the contract award because the consultant:

- Submitted a proposal with the best value for services proposed. The lowest-cost offeror generally lacked specifics and did not demonstrate a strong approach to stakeholder engagement or a sophisticated economic analysis approach. The lowest-cost offeror was also overly focused on transportation planning questions that are beyond the scope of this project;
- Demonstrated the most creative approach to meet SCAG’s requirements by proposing a unique and valuable public health and sustainability analysis;
- Devoted the most experienced senior-level staff to the project and provided the best visualization products of any of the proposers;
- Demonstrated the most comprehensive experience with integrated corridor planning as compared to other proposers; and
- Demonstrated the best knowledge of the project area, and outlined the challenges and opportunities facing the MVT Corridor that was unmatched by any of the other proposer.

## CONSULTANT CONTRACT 13-003-SS

<b>Recommended Consultant:</b>	Regional Economic Models (REMI), Inc.	
<b>Background &amp; Scope of Work:</b>	Staff initiated some of its modeling analysis using REMI's Policy Insight software, under a temporary license that was at no cost to SCAG. Staff selected REMI because of the comprehensive nature of their model which is able to perform economic analysis for the required area. Other software staff tested could not perform the required analysis. Due to the extensive and complex nature of the analysis, staff was not able to complete its work under the temporary license for two (2) reasons: 1) the free license expired on July 13, 2012, and 2) staff desires to complete the analysis at an enhanced level. Therefore, staff desired to upgrade from REMI's Policy Insight software to REMI's Transight Econometric software, which has more functionality to facilitate staff's additional requirements.	
<b>Project's Benefits &amp; Key Deliverables:</b>	The project's benefits and key deliverables include, but are not limited to, providing analysis that will support the socio-economic impact assessment of the Goods Movement industry on the region's economy.	
<b>Strategic Plan:</b>	This item supports SCAG's Strategic Plan, Goal 3: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective b: Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.	
<b>Contract Amount:</b>	<b>Total not-to-exceed</b> Regional Economic Models, Inc.	<b>\$53,000</b>
<b>Contract Period:</b>	July 17, 2012 through June, 30, 2013	
<b>Project Number:</b>	055-0704A.02 \$53,000 Funding sources: Consolidated Planning Grant and TDA	
<b>Request for Proposal (RFP):</b>	Not Applicable	
<b>Basis for Selection:</b>	SCAG awarded REMI a sole source contract award resulting from the development of the 2012-2035 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). SCAG needed to perform econometric analyses for the Goods Movement, Regional Economic Strategy development, and Transportation Finance programs. Staff used the REMI, Policy Insight software for these analyses. As SCAG continues forward with future analyses, especially as it relates to Goods Movement and SCAG's Economic Impact Analysis, staff needs to ensure SCAG uses the same analytical framework to ensure the work previously done is directly compatible and consistent with subsequent analyses. Staff desires to upgrade from REMI's Policy Insight software to REMI's Transight econometric software, which has more functionality to facilitate staff's additional requirements. The REMI Transight proprietary software is only available through REMI, Inc., as they have no authorized resellers of their software.	

## CONSULTANT CONTRACT 12-044-C1

**Recommended Consultant:** Metropia, Inc.

**Background & Scope of Work:** Dynamic Traffic Assignment (DTA) is an advanced modeling methodology that is used to analyze highway and street traffic. SCAG modeling staff desires to acquire a better understanding of DTA computation methodology to enhance staff's analytical capability, as well as to improve SCAG's transportation model. The consultant will train SCAG's modeling staff on DTA theory and explain DTA computation methodology.

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

- Enhancing modeling staff's analytical capability; and
- Improving SCAG's transportation model.

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

**Contract Amount:**

<b>Total not-to-exceed</b>		<b>\$49,795</b>
	Metropia, Inc. (prime consultant)	\$33,789
	Resource System Group (subconsultant)	\$8,006
	RST International, Inc. (subconsultant)	\$8,000

**Contract Period:** September 11, 2012 through February 28, 2013

**Project Number:** 13-070.SCG0565.01 \$49,795  
Funding sources: Consolidated Planning Grant and State Strategic Growth Council Prop 84 Grant

**Request for Proposal (RFP):** SCAG staff notified 2,181 firms of the release of RFP 12-044-C1. Staff also advertised the RFP in the American Planning Institute's website and in the Urban Transportation Monitor, as well as posted it on SCAG's bid management system. A total of 42 firms downloaded the RFP. SCAG received one (1) proposal in response to the solicitation:

**Metropia, Inc. (2 subconsultants) \$49,795**

After receiving the proposal, staff surveyed 44 firms that downloaded the RFP to determine why each did not submit a proposal. Thirteen firms responded and each stated that they did not submit a proposal because they did not have the required expertise (which staff anticipated given that DTA is an advanced modeling methodology).

**Selection Process:** The Proposal Review Committee (PRC) evaluated the proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposal, the PRC did not conduct interviews because the proposal contained sufficient information upon which to base a contract award.

The PRC consisted of the following individuals:

Hsi-Hwa Hu, Transportation Modeler IV, SCAG

Hao Cheng, Transportation Modeler III, SCAG

Sung Su Yoon, Transportation Modeler II, SCAG

Tony Van Haagen, Research Program Specialist II, Caltrans District 7

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

- Proposed a fair and reasonable price;
- Demonstrated a thorough understanding of the project; and
- Provided a detailed and comprehensive training plan.

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**DATE:** November 1, 2012

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

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

**SUBJECT:** CFO Monthly Report

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

For Information Only-No Action Required.

**STRATEGIC PLAN:**

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

**AUDIT**

SCAG's outside independent auditors, Vasquez and Co., LLP, completed their fieldwork for the FY12 audit. They are preparing their audit reports and will present drafts at the November 2012 Audit Committee meeting. Because the December 2012 RC meeting has been canceled, the final audit reports will be presented to the RC in January 2013.

**BUDGET & GRANTS (B&G):**

B&G staff submitted to Caltrans the FY 2012/13 Overall Work Program (OWP) 1st Quarter Progress Reports as well as progress reports for the following grant programs: Proposition 84 Modeling Incentive Funds (Strategic Growth Council) and Section 5304 Transportation Planning Grants (Federal Transit Administration).

On October 15, 2012, the FY 2013/14 budget preparation kickoff began with B&G staff preparing and distributing budget preparation instructions and the Budget Development Training Manual. Budget development training was conducted on October 15-16, 2012.

Staff is in the early stages of preparing six (6) Memoranda of Understanding (MOUs) for the FY 2012/13 Section 5304 Transportation Planning Grant Program.

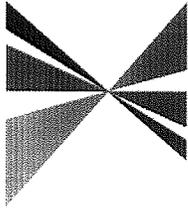
**CONTRACTS:**

During the month of September 2012, the Contracts Department issued three (3) Requests for Proposal (RFP's), awarded nine (9) contracts, issued 19 contract amendments, and issued 40 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 95 consultant contracts, as well as five (5) Continuing Cooperative Agreements (CCAs).

Contracts also conducted extensive revisions to the department's Policy and Procedures Manual to provide greater clarity to the federal and state regulations that govern SCAG procurement activities.

**ATTACHMENT:**

September 2012 CFO Monthly Status Report



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

# **Office of the Chief Financial Officer**

Monthly Status Report

**SEPTEMBER 2012**



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

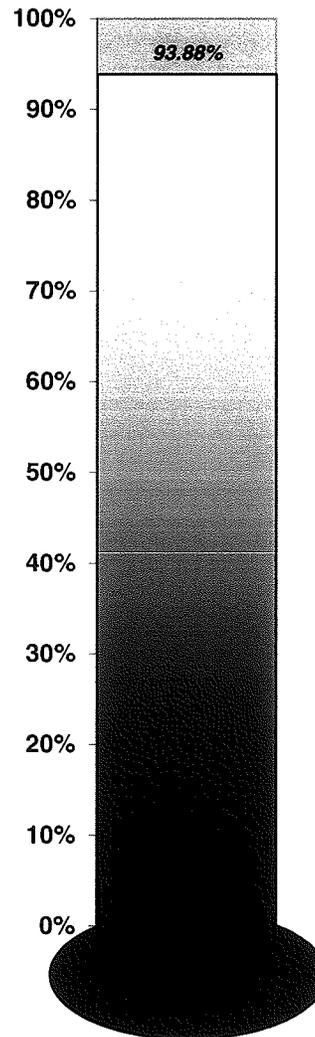
**OVERVIEW**

As of October 10, 2012, there are 173 paid members and 11 memberships pending. There are 7 cities in the SCAG region who are still being recruited for membership.

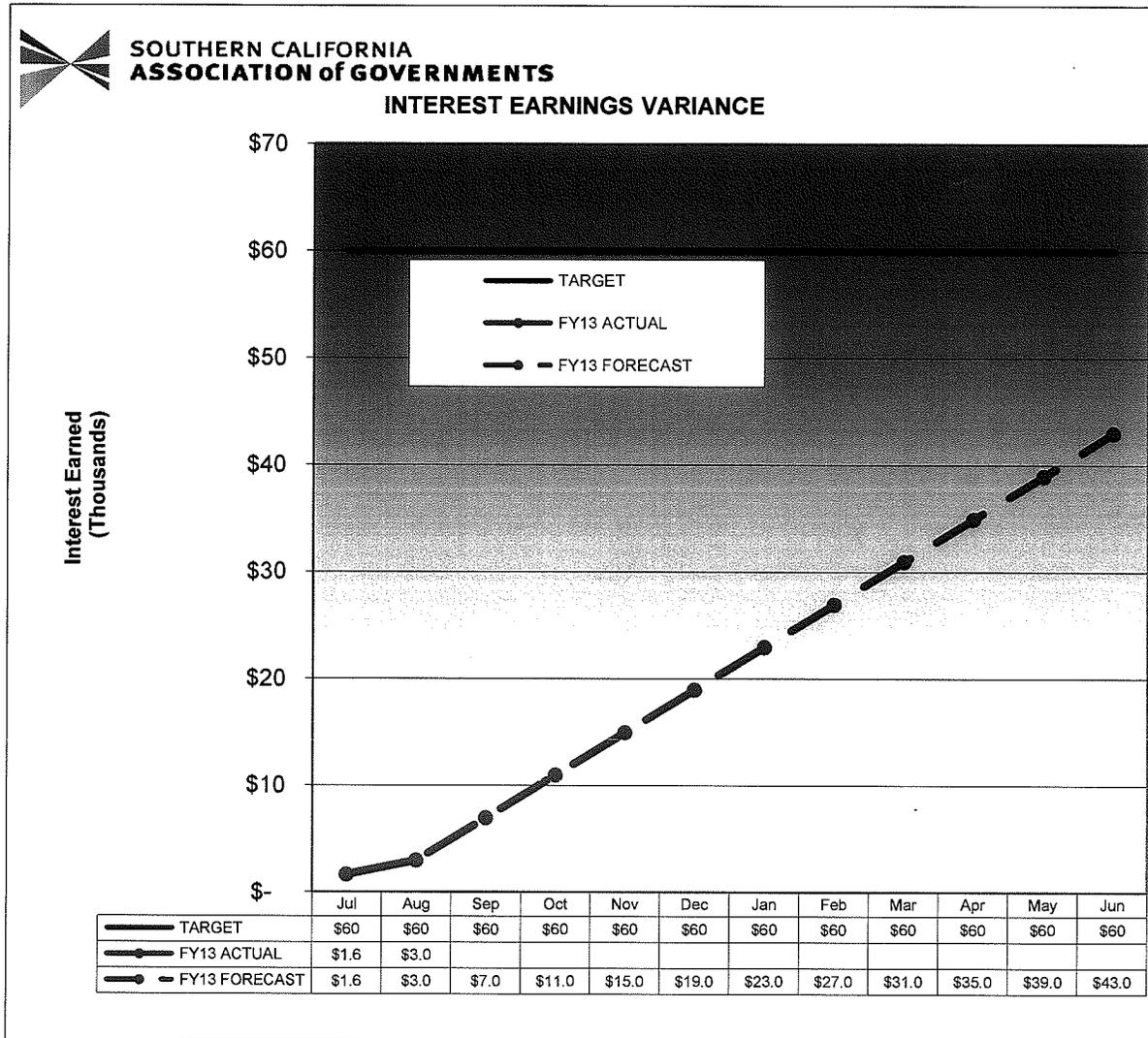
**SUMMARY**

FY13 Membership Dues	<u>\$1,820,868.00</u>
Total Collected	<u>\$1,709,436.00</u>
Percentage Collected	<u>93.88%</u>

**FY13 Membership Dues  
Collected**



**Office of the CFO**  
Interest Earnings Variance

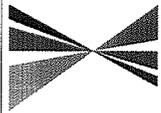


**OVERVIEW**

Actual interest income is plotted against the target amount. The amount earned through August was \$2,952. The LA County Pool earned 0.74% in August.

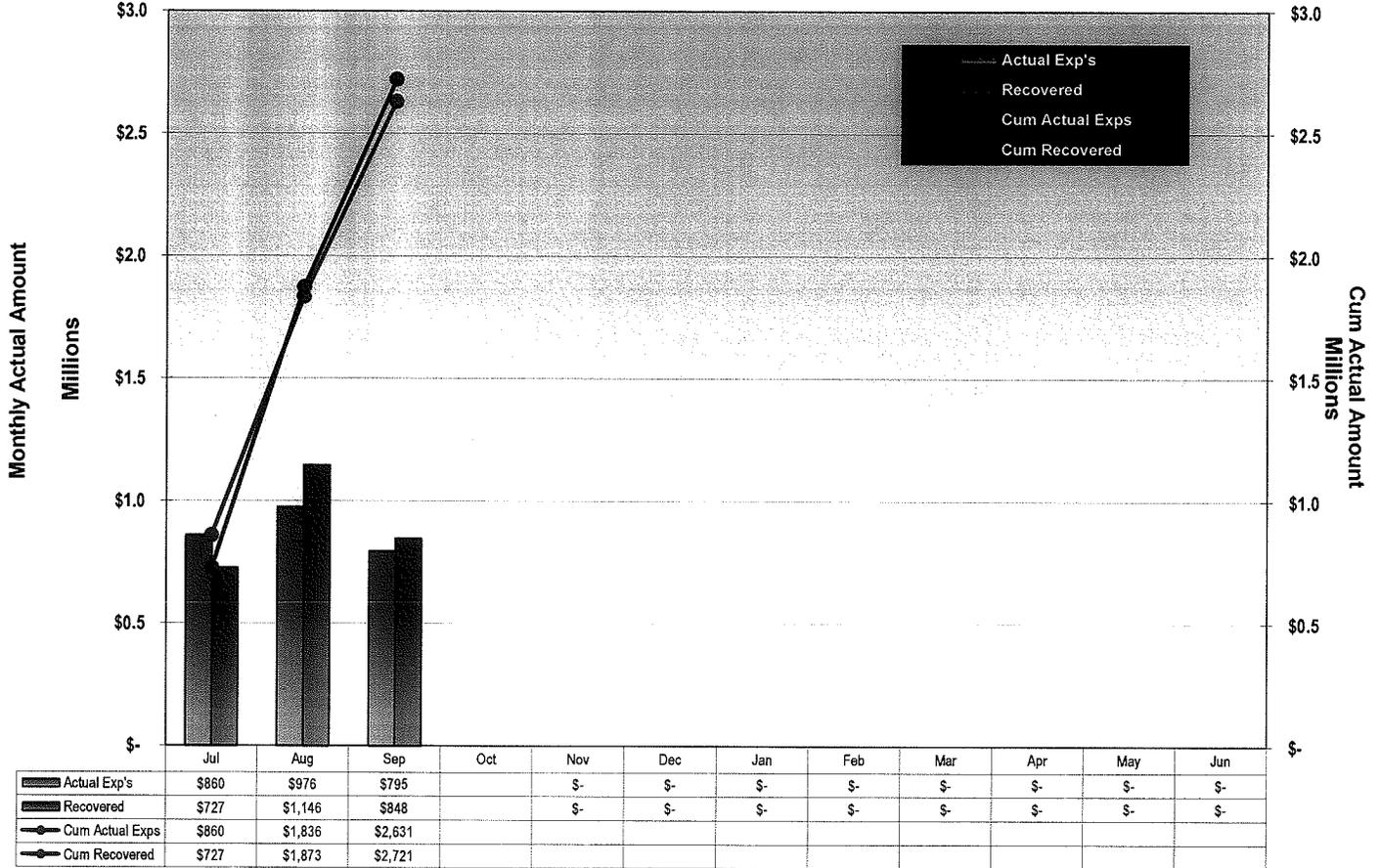
**SUMMARY**

The amount projected for FY13 is \$42,952 which is \$17,048 less than the target.



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

**FY13 INDIRECT COST & RECOVERY**



**OVERVIEW**

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

**SUMMARY**

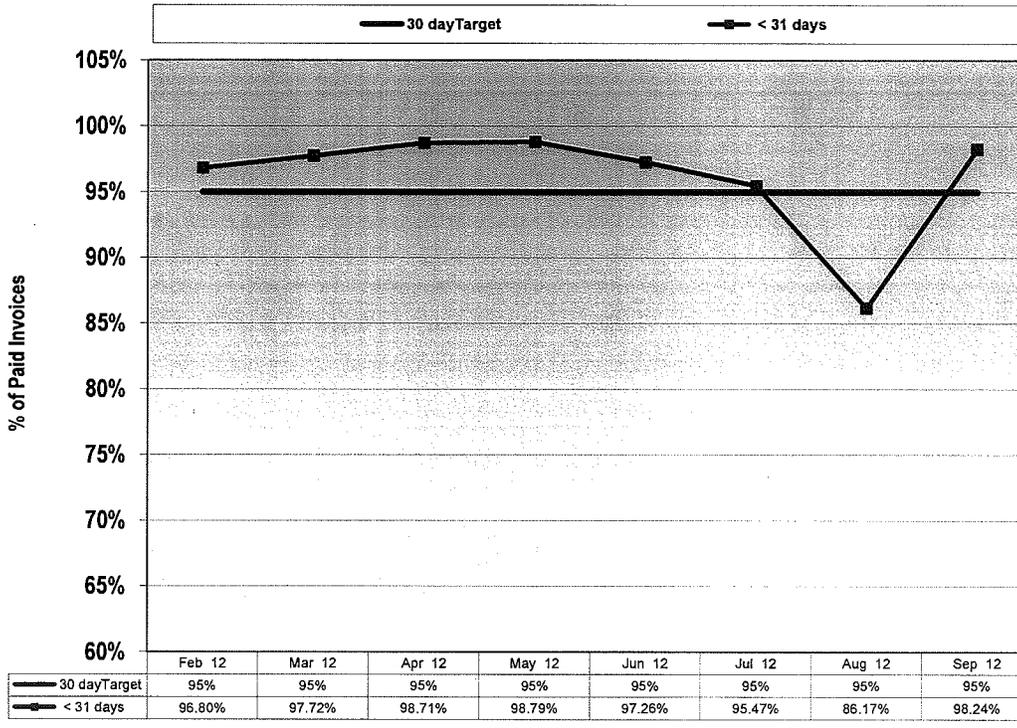
Through September 2012, SCAG was over-recovered by \$89,653. This was because the Indirect Cost budget was underspent.

Office of the CFO  
Invoice Aging



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

INVOICE AGING



OVERVIEW

The percent of total invoices paid within 30 days. The target is to pay 95% of all invoices within 30 days. This goal was met.

SUMMARY

98.24% of September 2012's payments were made within 30 days of invoice receipt.

At month-end, 35 invoices remained unpaid less than 30 days.

Actual

OVERVIEW

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

SUMMARY

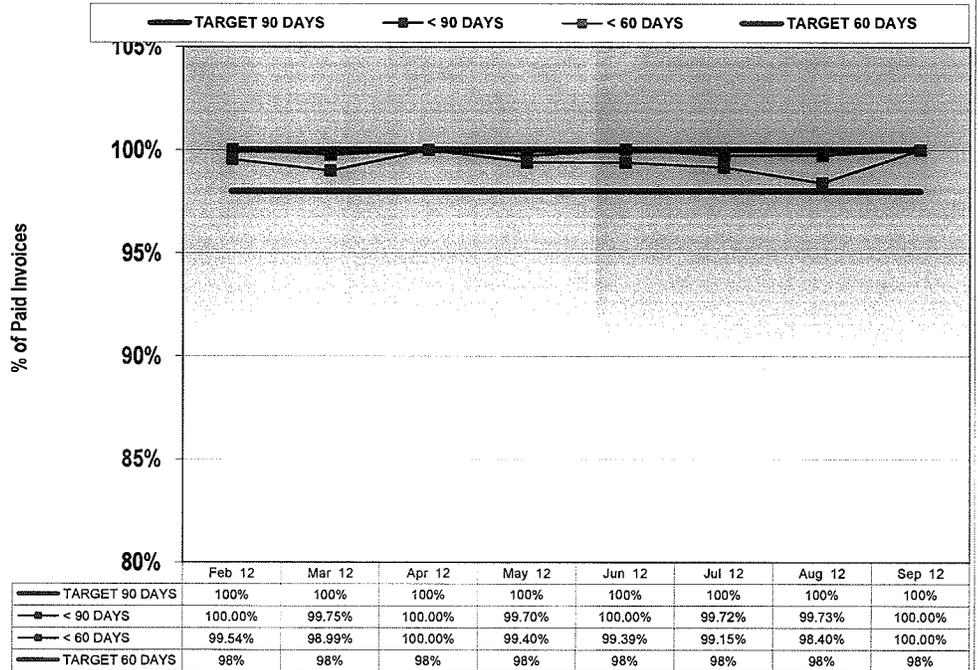
These goals were met during this period.

100.00% of September 2012's payments were within 60 days of invoice receipt and 100.00% within 90 days. Invoices unpaid 30-60 days totaled 10; 60-90 days: 1; >90 days: 0.



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

INVOICE AGING



	8/31/2012	9/30/2012	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 412,274	\$ 2,165,848		
L.A County Investment Pool	\$ 4,439,542	\$ 6,560,124		
Cash & Investments	\$ 4,851,816	\$ 8,725,972	\$ 3,874,156	Received final FY12 payment from Caltrans
Accounts Receivable	\$ 7,793,697	\$ 4,082,925	\$ (3,710,772)	Received final FY12 payment from Caltrans
Other Current Assets	\$ 408,275	\$ 362,837	\$ (45,438)	Minimal change
Fixed Assets - Net Book Value	\$ 395,901	\$ 395,901	\$ -	
<b>Total Assets</b>	<b>\$ 13,449,688</b>	<b>\$ 13,567,635</b>	<b>\$ 117,946</b>	
Accounts Payable	\$ (53,703)	\$ (73,434)	\$ (19,731)	Minimal change
Employee-related Liabilities	\$ (261,127)	\$ (297,666)	\$ (36,539)	Minimal change
Deferred Revenue	\$ (109,237)	\$ (306,570)	\$ (197,333)	Received \$200K match from SANBAG (Foothill/5th project)
<b>Total Liabilities and Deferred Revenue</b>	<b>\$ (424,068)</b>	<b>\$ (677,670)</b>	<b>\$ (253,603)</b>	
<b>Fund Balance</b>	<b>\$ 13,025,620</b>	<b>\$ 12,889,964</b>	<b>\$ (135,656)</b>	
<b>WORKING CAPITAL</b>				
	8/31/2012	9/30/2012	Incr (decr) to working capital	
Cash	\$ 4,851,816	\$ 8,725,972	\$ 3,874,156	
Accounts Receivable	\$ 7,793,697	\$ 4,082,925	\$ (3,710,772)	
Accounts Payable	\$ (53,703)	\$ (73,434)	\$ (19,731)	
Employee-related Liabilities	\$ (261,127)	\$ (297,666)	\$ (36,539)	
<b>Working Capital</b>	<b>\$ 12,330,682</b>	<b>\$ 12,437,797</b>	<b>\$ 107,115</b>	

**Office of the CFO**  
*Fiscal Year-To-Date Expenditure Report Through September 30, 2012*



**COMPREHENSIVE BUDGET**

		<b>Adopted Budget</b>	<b>Amended Budget</b>	<b>Expenditures</b>	<b>Commitments</b>	<b>Budget Balance</b>	<b>% Budget</b>
1	Staff & Fringe Benefits	412,794	412,794	89,717		323,077	21.7%
2	51001 Indirect Costs	405,201	405,201	87,599		317,602	21.6%
3	54300 SCAG Consultants	336,000	336,000	13,000	206,621	116,379	3.9%
4	54340 Legal costs	100,000	100,000	-	10,203	89,798	0.0%
5	54350 Professional Services	15,000	15,000	2,974		12,026	19.8%
6	54400 Subregional Delegation	-	-	-		0	
7	55441 Payroll, bank fees	7,500	14,493	14,493		0	100.0%
8	55460 Materials & Equipment < \$5K	-	1,187	1,187	0	0	100.0%
9	55600 SCAG Memberships	93,000	93,000	12,785	250	79,965	13.7%
10	55620 Res/Materials Subscriptions	3,330	3,330	-		3,330	0.0%
11	55730 Capital Outlay	665,382	665,382	-		665,382	0.0%
12	55830 Conference - Registration	-	-	-		0	
13	55910 RC/Committee Meetings	8,237	8,237	-		8,237	0.0%
14	55914 RC General Assembly	330,000	330,000	21,344	0	308,656	6.5%
15	55920 Other Meeting Expense	51,400	51,400	8,504	9,210	33,686	16.5%
16	55930 Miscellaneous other	206,140	197,960	2,221	0	195,739	1.1%
17	55940 Stipend - RC Meetings	175,000	175,000	29,520	0	145,480	16.9%
18	55972 Rapid Pay Fees	975	975	-		975	0.0%
19	56100 Printing	6,000	6,000	-	6,000	0	0.0%
20	58100 Travel - outside SCAG region	25,000	25,000	2,697	0	22,303	10.8%
21	58101 Travel - local	17,100	17,100	3,754	0	13,346	22.0%
22	58110 Mileage - local	15,000	15,000	2,843	0	12,156	19.0%
23	58150 Staff Lodging Expense	3,400	3,400	632		2,768	18.6%
24	58800 RC Sponsorships	69,650	69,650	2,100		67,550	3.0%
25	<b>Total General Fund</b>	<b>2,946,109</b>	<b>2,946,109</b>	<b>295,370</b>	<b>232,283</b>	<b>2,418,456</b>	<b>10.0%</b>
26							
27	Staff & Fringe Benefits	12,566,821	12,705,297	2,696,725		10,008,572	21.2%
28	51001 Indirect Costs	12,335,615	12,471,542	2,633,083		9,838,459	21.1%
29	54300 SCAG Consultants	14,634,378	14,876,485	304,214	7,368,932	7,203,339	2.0%
30	54330 Subregional Consultants	-	-	-	0	0	
31	54350 Professional Services	550,000	530,000	26,300	39,449	464,251	5.0%
32	55210 Software Support	90,000	90,000	84,649	710	4,640	94.1%
33	55220 Hardware Support	100,000	100,000	-	26,040	73,960	0.0%
34	55280 Third Party Contribution	2,834,820	2,826,281	-		2,826,281	0.0%
35	55620 Resource Materials - subscrib	450,000	450,000	4,383	280	445,337	1.0%
36	55810 Public Notices	8,000	8,000	-	1,127	6,873	0.0%
37	55830 Conference - Registration	13,000	13,000	1,665		11,335	12.8%
38	55920 Other Meeting Expense	20,000	19,848	423	40	19,385	2.1%
39	55930 Miscellaneous - other	-	152	153	0	0	
40	55950 Temporary Help	-	-	-	0	-	
41	56100 Printing	18,500	18,500	-	0	18,500	0.0%
42	58100 Travel	110,350	114,221	7,530		106,691	6.6%
43	58110 Mileage	-	-	-		0	
44	<b>Total OWP</b>	<b>43,731,484</b>	<b>44,223,326</b>	<b>5,759,124</b>	<b>7,436,578</b>	<b>31,027,623</b>	<b>13.0%</b>
45							
46	<b>Comprehensive Budget</b>	<b>46,677,593</b>	<b>47,169,435</b>	<b>6,054,495</b>	<b>7,668,861</b>	<b>33,446,079</b>	<b>12.8%</b>

Office of the CFO

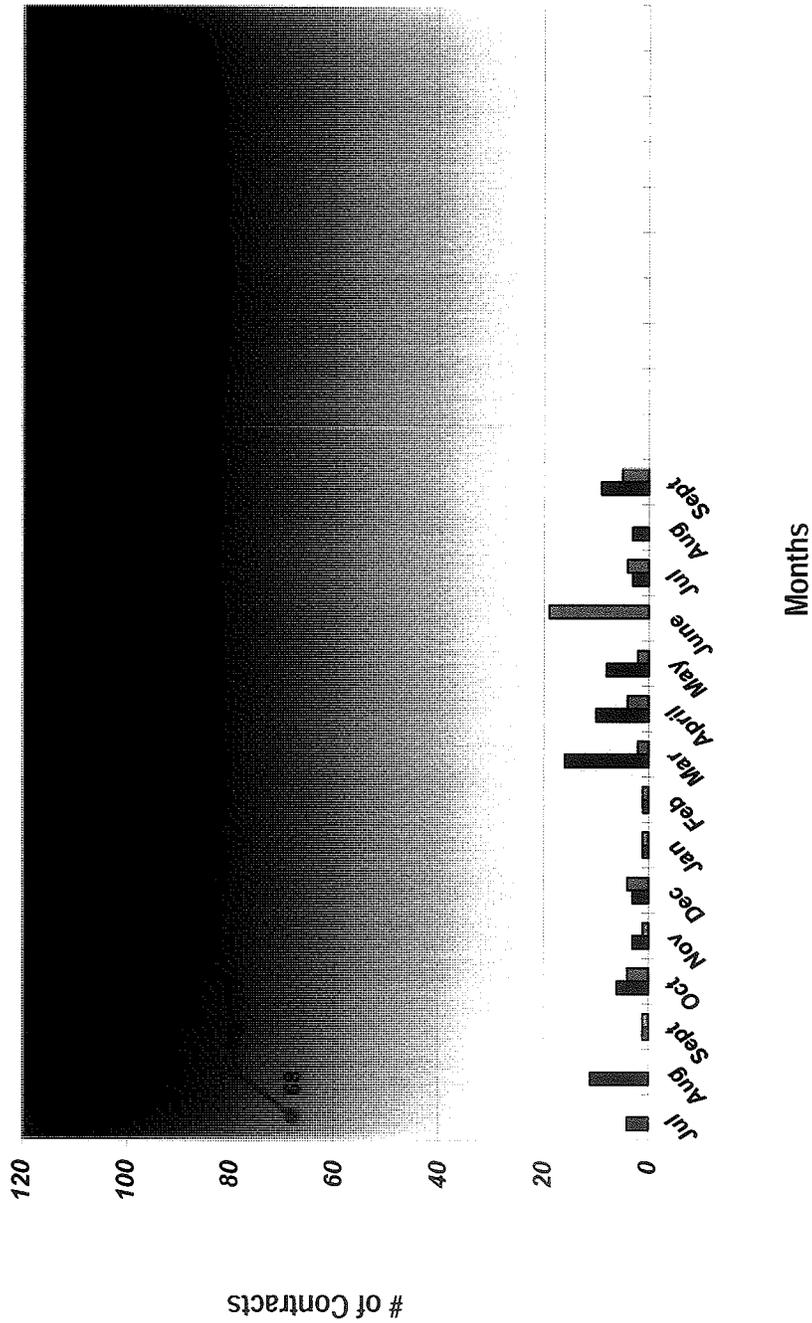
Fiscal Year-To-Date Expenditure Report Through September 30, 2012



INDIRECT COSTS

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	Regular Staff	4,277,611	4,471,252	895,769		3,575,483	20.0%
2	50013	Regular OT	-	233	233		0	100.0%
3	50014	Interns, Temps, Annuity	-	130	130		0	100.0%
4	51000	Allocated Fringe Benefits	2,924,747	3,057,393	646,234		2,411,159	21.1%
5	54300	SCAG Consultants	351,671	351,671	14,936	89,985	246,750	4.2%
6	54340	Legal	275,000	275,000	6,590	51,580	216,830	2.4%
7	54350	Prof Svcs	766,338	793,838	167,854	625,983	0	21.1%
8	55210	Software Support	419,603	455,603	127,857	72,650	255,096	28.1%
9	55220	Hardware Supp	129,030	121,686	75,454	38,910	7,323	62.0%
10	55230	Computer Maintenance	-	7,344	7,344		0	100.0%
11	55240	Repair & Maint Non-IT	19,684	26,960	3,192	23,768	0	11.8%
12	55400	Office Rent 818 Offices	1,536,000	1,528,000	377,146	1,150,854	0	24.7%
13	55410	Office Rent Satellite	222,000	221,121	38,805	158,936	23,380	17.5%
14	55420	Equip Leases	115,000	163,735	28,996	133,812	927	17.7%
15	55430	Equip Repairs & Maint	45,244	43,340	2,237	6,671	34,432	5.2%
16	55440	Insurance	175,299	175,299	29,910		145,389	17.1%
17	55441	Payroll / Bank Fees	15,000	15,000	1,235		13,765	8.2%
18	55460	Mater & Equip < \$5,000	180,000	133,600	10,010	12,729	110,861	7.5%
19	55510	Office Supplies	141,200	141,200	15,310	121,189	4,702	10.8%
20	55520	Graphic Supplies	50,000	50,000	-	723	49,277	0.0%
21	55530	Telephone	165,500	165,500	40,386	125,114	0	24.4%
22	55540	Postage	20,000	20,000	-	16,484	3,516	0.0%
23	55550	Delivery Services	8,900	10,500	1,679		8,821	16.0%
24	55600	Scag Memberships	60,000	60,000	-		60,000	0.0%
25	55610	Prof Memberships	7,610	7,610	1,980	150	5,480	26.0%
26	55620	Res Mats/Subscrip	57,855	57,855	17,166	5,189	35,500	29.7%
27	55700	Deprec - Furn & Fixt	45,137	45,137	-		45,137	0.0%
28	55710	Deprec - Computer Equipment	77,723	77,723	-		77,723	0.0%
29	55720	Amortiz - Leasehold Improvements	7,402	7,402	-		7,402	0.0%
30	55800	Recruitment Notices	7,000	7,000	756	1,818	4,427	10.8%
31	55801	Recruitment - other	30,000	30,000	-	18,275	11,725	0.0%
32	55810	Public Notices	5,000	5,000	-		5,000	0.0%
33	55820	Training	160,000	160,000	50,109	109,891	0	31.3%
34	55830	Conference/workshops	29,850	29,850	484	45	29,321	1.6%
35	55920	Other Mtg Exp	51,200	51,200	7,764		43,436	15.2%
36	55930	Miscellaneous - other	13,526	34,526	14,950	16,667	2,908	43.3%
37	55950	Temp Help	58,500	43,500	1,023	42,476	0	2.4%
38	56100	Printing	91,500	90,000	30,091	4,278	55,631	33.4%
39	58100	Travel - Outside	102,614	99,614	8,060		91,554	8.1%
40	58101	Travel - Local	9,186	8,858	1,399		7,459	15.8%
41	58110	Mileage - Local	38,404	38,404	4,863		33,541	12.7%
42	58150	Staff lodging Expense	5,334	5,334	-		5,334	0.0%
43	58200	Travel - registration	3,000	-	-		0	
44	58400	Travel - Car Rentals	-	-	-		0	
45	58450	Fleet Vehicle	8,200	9,600	1,077	8,523	0	11.2%
46		<b>Total Indirect Cost</b>	<b>12,706,868</b>	<b>13,097,018</b>	<b>2,631,029</b>	<b>2,836,699</b>	<b>7,629,290</b>	<b>20.1%</b>

# SCAG Contracts (Year to Date)



**Overview**  
This chart shows the number of contracts administered by the Contracts division, by month, from July 2011 thru September 2012

Awarded Contracts  
 Closed Contracts  
 Active Contracts



**Summary**  
The chart shows that the Contract Division is managing 95 active consultant contracts. Twenty-one of these contracts are fixed price, 46 are Cost Plus Fixed Fee contracts, and the remaining 28 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Division anticipates issuing approximately 30 contracts for FY 2012/13. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.



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

**SOUTHERN CALIFORNIA  
 ASSOCIATION of GOVERNMENTS**

<b>GROUPS</b>	<b>Authorized Positions</b>	<b>Filled Positions</b>	<b>Vacant Positions</b>
Executive	7	4	3
Legal	3	2	1
Strategy, Policy & Public Affairs	23	19	4
Administration	47	43	4
Planning & Programs	66	59	7
<b>Total</b>	<b>146</b>	<b>127</b>	<b>19</b>

**OTHER POSITIONS**

<b>GROUPS</b>	<b>Limited Term Positions</b>	<b>Temp Positions</b>	<b>Agency Temps</b>
Executive	1	0	0
Legal	0	0	0
Strategy, Policy & Public Affairs	1	3	0
Administration	3	1	0
Planning & Programs	0	7	0
<b>Total</b>	<b>5</b>	<b>11</b>	<b>0</b>