



## MEETING No. 575

# REGIONAL COUNCIL

### Main Office

818 West 7th Street  
12th Floor  
Los Angeles, California  
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t (213) 236-1800  
f (213) 236-1825  
  
www.scag.ca.gov

### Officers

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

### Executive/Administration Committee Chair

Cheryl Viegas-Walker, El Centro

### Policy Committee Chairs

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

**Please Note Time**  
***Thursday, December 3, 2015***  
***9:30 a.m. – 12:30 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 Tess Rey-Chaput at (213) 236-1908 or via email at [REY@scag.ca.gov](mailto:REY@scag.ca.gov). In addition, regular meetings of the Regional Council may be viewed live or on-demand at <http://www.scag.ca.gov/NewsAndMedia/Pages/SCAGTV.aspx>

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

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## Regional Council *Members – December 2015*

### Members

### Representing

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



## Regional Council

### *Members – December 2015*

#### Members

#### Representing

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



## **Regional Council** *Members – December 2015*

### **Members**

### **Representing**

63. Hon. Paul Koretz	<i>Los Angeles</i>	District 52
64. Hon. Nury Martinez	<i>Los Angeles</i>	District 53
65. Hon. Felipe Fuentes	<i>Los Angeles</i>	District 54
66. Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
67. Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
68. Hon. Herb J. Wesson, Jr.	<i>Los Angeles</i>	District 57
69. Hon. Mike Bonin	<i>Los Angeles</i>	District 58
70. Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
71. Hon. Mitch O'Farrell	<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. Karen Spiegel	<i>Corona</i>	District 63
75. Hon. Erik Peterson	<i>Huntington Beach</i>	District 64
76. Hon. Ryan McEachron	<i>Victorville</i>	District 65
77. Hon. Michael Wilson	<i>Indio</i>	District 66
78. Hon. Antonio Lopez	<i>San Fernando</i>	District 67
79. Hon. Rusty Bailey	<i>Riverside</i>	District 68
80. Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69
81. Hon. Ross Chun	<i>Aliso Viejo</i>	TCA
82. Hon. Mary "Maxine" Resvaloso	<i>Torres-Martinez Desert Cahuilla Indians</i>	Tribal Government Representative
83. Mr. Randall Lewis	<i>Lewis Group of Companies</i>	Business Representative
84. Hon. Eric Garcetti	<i>Los Angeles</i>	(At-Large)

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# REGIONAL COUNCIL AGENDA DECEMBER 3, 2015

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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. Cheryl Viegas-Walker, President)*

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

## **REVIEW AND PRIORITIZE AGENDA ITEMS**

## **EXECUTIVE DIRECTOR'S REPORT**

*(Hasan Ikhata, Executive, Director)*

- SCAG Sixth Annual Economic Summit – January 7, 2016

## **PRESIDENT'S REPORT**

## **CONSENT CALENDAR**

**Page No.**

### **Approval Items**

- |  |                   |           |
|--|-------------------|-----------|
| 1. <u>Minutes of the November 5, 2015 Regional Council Meeting</u>   | <b>Attachment</b> | <b>1</b>  |
| 2. <u>Contract Amendment that exceeds \$75,000, as well as exceeds 30% of the contract's original value: Contract No. 13-018-C2, Organizational Development Services</u> | <b>Attachment</b> | <b>8</b>  |
| 3. <u>SCAG Memberships</u>   | <b>Attachment</b> | <b>18</b> |

### **Receive & File**

- |   |                   |           |
|---|-------------------|-----------|
| 4. <u>Purchase Orders \$5,000 but less than \$200,000; Contracts \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000</u>            | <b>Attachment</b> | <b>22</b> |
| 5. <u>Notice of Funding Availability (NOFA) for the Housing-Related Parks Program from the California Department of Housing and Community Development (HCD)</u> | <b>Attachment</b> | <b>23</b> |

# REGIONAL COUNCIL AGENDA DECEMBER 3, 2015

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<u>Receive &amp; File - continued</u>	<u>Page No.</u>
6. <u>Summary Report on SCAG Delegation Activities in South Korea, October 2015</u>	Attachment 28
7. <u>2016 Meeting Schedule of the Regional Council and Policy Committees</u>	Attachment 30
8. <u>Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing &amp; Sustainable Communities (AHSC) Program Update</u>	Attachment 31
9. <u>CFO Monthly Report</u>	Attachment 35
10. <u>December 2015 State and Federal Legislative Update</u>	To be distributed under separate cover

## ACTION/DISCUSSION ITEMS

- |   |               |
|---|---------------|
| 11. <u>Release of the Draft 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)</u><br><i>(Hasan Ikhrata, Executive Director)</i> | Attachment 47 |
|---|---------------|

**Recommended Action:** Based upon the joint recommendation of SCAG’s three (3) Policy Committees, release the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (hereinafter referred to either as the “2016 RTP/SCS” or the “Plan”) for a 60-day public review and comment period, concurrent with the 60-day public review and comment period for the Draft 2016 RTP/SCS PEIR, beginning December 4, 2015 and ending February 1, 2016.

- |   |               |
|---|---------------|
| 12. <u>Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Draft Program Environmental Impact Report (PEIR): Release for Public Review</u><br><i>(Hasan Ikhrata, Executive Director)</i> | Attachment 87 |
|---|---------------|

**Recommended Action:** Based upon the joint recommendation of SCAG’s three (3) Policy Committees, release the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Program Environmental Impact Report (PEIR) for a 60-day public review and comment period, concurrent with the 60-day public review and comment period for the Draft 2016 RTP/SCS, beginning December 4, 2015 and ending February 1, 2016.

# REGIONAL COUNCIL AGENDA DECEMBER 3, 2015

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## ACTION/DISCUSSION ITEMS - continued

Page No.

13. Draft 2016 South Coast Air Quality Management Plan Appendix IV-C Regional Land Use/Transportation Strategy and Control Measures  
*(Huasha Liu, Director, Land Use and Environmental Planning)*

Attachment

107

**Recommended Action:** Approve transmittal of the Draft Appendix IV-C to South Coast Air Quality Management District (SCAQMD) for inclusion in the Draft 2016 South Coast Air Quality Management Plan (AQMP) for public review.

## FUTURE AGENDA ITEM/S

### ADJOURNMENT

- *The SCAG Sixth Annual Economic Summit is scheduled for Thursday, January 7, 2016 at the L.A. Hotel, 333 South Figueroa Street, Los Angeles, CA 90071.*
- *The next regular meeting of the Regional Council is scheduled for Thursday, February 4, 2016 at the SCAG Los Angeles Office.*

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NO. 574
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE MEETING
THURSDAY, NOVEMBER 5, 2015

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

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held its meeting at the SCAG Los Angeles office. There was a quorum.

Members Present

Table listing members present with their names, localities, and districts. Includes: Hon. Cheryl Viegas-Walker (El Centro, District 1), Hon. Michele Martinez (Santa Ana, District 16), Hon. Margaret E. Finlay (Duarte, District 35), Hon. Carl E. Morehouse (San Buenaventura, District 47), Hon. Jack Terrazas (Imperial County), Hon. Michael D. Antonovich (Los Angeles County), Hon. Michelle Steel (Orange County), Hon. Chuck Washington (Riverside County), Hon. Jan Harnik (RCTC), Hon. Alan Wapner (Ontario, SANBAG), Hon. Keith Millhouse (VCTC), Hon. Jim Hyatt (Calimesa, District 3), Hon. Clint Lorimore (Eastvale, District 4), Hon. Frank Navarro (Colton, District 6), Hon. Larry McCallon (Highland, District 7), Hon. Deborah Robertson (Rialto, District 8), Hon. Bill Jahn (Big Bear Lake, District 11), Hon. Mike Munzing (Aliso Viejo, District 12), Hon. Barbara Kogerman (Laguna Hills, District 13), Hon. Steve Nagel (Fountain Valley, District 15), Hon. John Nielsen (Tustin, District 17), Hon. Steve Hwangbo (La Palma, District 18), Hon. Kris Murray (Anaheim, District 19), Hon. Tri Ta (Westminster, District 20), Hon. Art Brown (Buena Park, District 21), Hon. Victor Manalo (Artesia, District 23), Hon. Gene Daniels (Paramount, District 24), Hon. Sean Ashton (Downey, District 25), Hon. Ali Saleh (Bell, District 27), Hon. Dan Medina (Gardena, District 28), Hon. Rex Richardson (Long Beach, District 29).



**Members Present – continued**

Hon. Lena Gonzalez	<i>Los Angeles</i>	District 30
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Jonathan Curtis	<i>La Cañada/Flintridge</i>	District 36
Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
Hon. Jess Talamantes	<i>Burbank</i>	District 42
Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
Hon. Glen Becerra	<i>Simi Valley</i>	District 46
Hon. Karen Spiegel	<i>Corona</i>	District 63
Hon. Erik Peterson	<i>Huntington Beach</i>	District 64
Hon. Ryan McEachron	<i>Victorville</i>	District 65
Hon. Michael Wilson	<i>Indio</i>	District 66
Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69
Hon. Ross Chun	<i>Aliso Viejo</i>	TCA
Hon. Mary “Maxine” Resvaloso	<i>Torres-Martínez, Desert Cahuilla Indians</i>	Tribal Gov’t Rep.
Mr. Randall Lewis	<i>Lewis Group of Companies</i>	

**Members Not Present**

Hon. Mark Ridley-Thomas		Los Angeles County
Hon. Curt Hagman		San Bernardino
Hon. Linda Parks		Ventura County
Hon. Jim Katapodis		OCTC
Hon. Gregory Pettis	<i>Cathedral City</i>	District 2
Hon. Randon Lane	<i>Murrieta</i>	District 5
Hon. Paul Eaton	<i>Montclair</i>	District 9
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Steven Choi	<i>Irvine</i>	District 14
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Andrew Sarega	<i>La Mirada</i>	District 31
Hon. Gene Murabito	<i>Glendora</i>	District 33
Hon. Barbara Messina	<i>Alhambra</i>	District 34
Hon. Sam Pedroza	<i>Claremont</i>	District 38
Hon. Pam O’Connor	<i>Santa Monica</i>	District 41
Hon. John Sibert	<i>Malibu</i>	District 44
Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. David Ryu	<i>Los Angeles</i>	District 51
Hon. Paul Koretz	<i>Los Angeles</i>	District 52
Hon. Nury Martinez	<i>Los Angeles</i>	District 53



**Members Not Present - continued**

Hon. Felipe Fuentes	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Herb Wesson, Jr.	<i>Los Angeles</i>	District 57
Hon. Mike Bonin	<i>Los Angeles</i>	District 58
Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
Hon. Mitch O’Farrell	<i>Los Angeles</i>	District 60
Hon. José Huizar	<i>Los Angeles</i>	District 61
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Antonio Lopez	<i>San Fernando</i>	District 67
Hon. Rusty Bailey	<i>Riverside</i>	District 68
Hon. Eric Garcetti	<i>Los Angeles</i>	(Member-at-Large)

**Staff Present**

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

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

President Cheryl Viegas-Walker called the meeting to order at 12:15 p.m. and Councilmember Carmen Ramirez, Oxnard, District 45, led the Pledge of Allegiance.

**PUBLIC COMMENT PERIOD**

There was no public comment received.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There was no reprioritization of agenda items.

**EXECUTIVE DIRECTOR’S REPORT**

Hasan Ikhata, Executive Director, announced the House of Representatives approved the Surface Transportation Reauthorization and Reform Act of 2015 (STRRA). He stated the bill provides \$325 billion over six (6) years for highway, transit, and highway safety programs while creating a national freight program and multimodal freight policy and network that would benefit Goods Movement.

Mr. Ikhata provided an update on Cap-and-Trade Funding and Active Transportation Funding.



## **PRESIDENT'S REPORT**

### **SCAG Employee Recognition Program**

President Viegas-Walker stated that Past President Glen Becerra established the SCAG Employee Recognition Program Committee by which an employee is recognized based on SCAG's core values of service and collaboration. President Viegas-Walker announced this quarter's award recipient is Edward Venegas, Operations Technician, Information Technology Services Division. On behalf of SCAG, President Viegas-Walker congratulated and presented him with a Plaque of Recognition. Mr. Venegas made remarks.

### **New Member and Committee Appointment**

President Viegas-Walker welcomed and announced the new member and committee appointment:

#### **Appointment to the Transportation Committee (TC)**

Hon. Cynthia Sternquist, Temple City

### **Business Update**

Randall Lewis, Lewis Group of Companies, provided an update on the housing market, workforce, and the economy. On behalf of the Global Land Use and Economic (GLUE) Council, Southern California Leadership Council (SCLC), Building Industry Association (BIA) and other business groups, Mr. Lewis expressed appreciation for being a part of the process with SCAG.

### **Air Resources Board (ARB) – Update**

As an ARB Board Member, representing the South Coast Air Quality Management District (SCAQMD), Councilmember Judy Mitchell, Rolling Hills Estates, District 40, reported that the Board visited the Port of Long Beach's The Middle Harbor, a terminal redevelopment project. She stated that the port is a zero-emission facility and the most technologically-advanced container terminal. Councilmember Mitchell also reported on the following: the ARB approved a funding plan for Low Carbon Transportation Investments and the Air Quality Improvement Program to allocate \$90 million towards ongoing projects; reviewed the project conducted by SCAQMD and ARB on the development of the mobile source strategy to further develop measure concepts into control measures for inclusion in the State Implementation Plan submittal due in 2016 for meeting federal air quality standards; and provided an update related to the Advanced Clean Cars mid-term review.

## **CONSENT CALENDAR**

### **Approval Items**

2. Contract Amendment that exceeds \$75,000, as well as exceeds 30% of the contract's original value: Contract No. 15-004-C1, to provide additional services for 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR)

### **Receive and File**

3. Purchase Orders \$5,000 but less than \$200,000; Contracts \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000
4. 2015 Active Transportation Program: Statewide and Regional Funding Awards Update
5. Southern California Active Transportation Safety and Encouragement Campaign Update
6. 2015 Regional Council and Policy Committees Meeting Schedule
7. 2016 Regional Council and Policy Committees Meeting Schedule
8. SCAG Sustainability Planning Grants Program - Monthly Update
9. CFO Monthly Report
10. November 2015 State and Federal Legislative Update

A MOTION was made (Jahn) to approve the Consent Calendar, except for Agenda Item No. 1. Motion was SECONDED (Finlay) and passed by the following votes:

**FOR:** Antonovich, Ashton, Becerra, Brown, Chun, Clark, Curtis, Daniels, Finlay, Gazeley, Giba, Gonzalez, Harnik, Herrera, Hofbauer, Hwangbo, Hyatt, Jahn, Kogerman, Lorimore, Manalo, M. Martinez, McCallon, Medina, Millhouse, Mitchell, Morehouse, Munzing, Murray, Nagel, Navarro, Nielsen, Peterson, Ramirez, Resvaloso, Richardson, Robertson, Saleh, Spiegel, Steel, Talamantes, Ta, Terrazas, Viegas-Walker, Wapner, Washington and Wilson (47).

**AGAINST:** None (0).

**ABSTAIN:** None (0).

### **PULLED AGENDA ITEM**

1. Minutes of the October 8, 2015 Regional Council Meeting

Councilmember Margaret Clark, Rosemead, District 32, pulled Agenda Item No. 1 and requested to add language on page 4, 2<sup>nd</sup> paragraph, under the ‘Executive Director’s Report’ section of the Minutes of the October 8, 2015 Regional Council Meeting, to read as follows: *“Councilmember Clark expressed concern about potential state-imposed fines for vehicle miles traveled (VMT) that could have adverse unintended consequences. She stated that while she had reservations about the VMT proposal, she voted for the 2012 RTP/SCS for ‘the good of the SCAG body.’ However, at a Mobility 21 Workshop on VMT she attended, a unanimous vote was stated as SCAG endorsing the VMT.”*

A MOTION was made (Morehouse) to approve Agenda Item No. 1, as amended. Motion was SECONDED (Finlay) and passed by the following votes:

**FOR:** Ashton, Brown, Chun, Clark, Daniels, Finlay, Gazeley, Giba, Gonzalez, Herrera, Hofbauer, Hyatt, Kogerman, Lorimore, Manalo, M. Martinez, McCallon, McEachron, Medina, Millhouse, Mitchell, Morehouse, Munzing, Murray, Nagel, Nielsen, Peterson, Ramirez, Resvaloso, Richardson, Robertson, Saleh, Spiegel, Steel, Talamantes, Terrazas, Viegas-Walker, Washington and Wilson (39).

**AGAINST:** None (0).

**ABSTAIN:** Becerra, Curtis, Harnik, Hwangbo, Jahn and Wapner (6).

### **ACTION/DISCUSSION ITEMS**

#### 11. Amendment 2 of the Fiscal Year (FY) 2015-16 Overall Work Program (OWP)

President Viegas-Walker introduced the item; Basil Panas, Chief Financial Officer, provided background information.

A MOTION was made (Finlay) to adopt Resolution No. 15-574-1 approving Amendment 2 to the FY 2015-16 OWP and authorize the Executive Director, or his designee, to submit the necessary administration documentation to the California Department of Transportation (Caltrans). Motion was SECONDED (McCallon) and passed by the following votes:

**FOR:** Ashton, Becerra, Brown, Chun, Clark, Curtis, Daniels, Finlay, Gazeley, Giba, Gonzalez, Harnik, Herrera, Hofbauer, Hwangbo, Hyatt, Jahn, Kogerman, Lorimore, Manalo, M. Martinez, McCallon, McEachron, Medina, Millhouse, Mitchell, Morehouse, Munzing, Murray, Nagel, Nielsen, Peterson, Ramirez, Resvaloso, Richardson, Robertson, Saleh, Spiegel, Steel, Talamantes, Terrazas, Viegas-Walker, Wapner, Washington and Wilson (45).

**AGAINST:** None (0).

**ABSTAIN:** None (0).

#### 12. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) - Regional Council Members' Outreach Toolkit

President Viegas-Walker introduced the item; Darin Chidsey, Director of Policy, Strategy and Public Affairs, provided background information. Mr. Chidsey announced that in anticipation of the release of the Draft 2016 RTP/SCS, SCAG will prepare an outreach toolkit designed for Regional Council members with materials (available in various languages) and talking points to build awareness of the Plan, generate public participation and engage constituents during the public comment period. Additionally, SCAG's e-

newsletter, 'Spotlight' and other social media will provide information that could be forwarded to the members' colleagues and community leaders.

### **FUTURE AGENDA ITEM/S**

None.

### **ANNOUNCEMENT**

None.

### **ADJOURNMENT**

There being no further business, President Viegas-Walker wished the Regional Council members a 'Happy Thanksgiving' and adjourned the meeting at 1:25 p.m.

*The next regular meeting of the Regional Council is scheduled for Thursday, December 3, 2015, at the SCAG Los Angeles Office.*

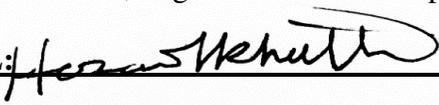
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**DATE:** December 3, 2015

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

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

**SUBJECT:** Contract Amendment that exceeds \$75,000, as well as exceeds 30% of the contract's original value: Contract No. 13-018-C2, Organizational Development Services

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
Approve Amendment 7 to Contract No. 13-018-C2 with the Cultiver Group, Inc., in an amount not-to-exceed \$100,000, increasing the contract value from \$216,555 to \$316,555 to provide additional organizational development services.

**EXECUTIVE SUMMARY:**  
*The purpose of this Amendment is to add \$100,000 to the contract so that the consultant can continue to provide management coaching services on an as needed basis. This amendment exceeds \$75,000, as well as 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (dated 11/01/14) Section 8.3, it requires the Regional Council's approval.*

**STRATEGIC PLAN:**  
This item supports SCAG's Strategic Plan Goal 5: Optimize Organizational Efficiency and Cultivate an Engaged Workforce which includes investing in the employee development process by providing tools, resources, and support for employees.

**BACKGROUND:**  
**Staff recommends amending the following contract \$200,000 or greater:**

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Amount</u>
Cultiver Group, Inc. (13-018-C2)	The Consultant shall continue to provide management coaching services on an as needed basis.	\$100,000

**FISCAL IMPACT:**  
Funding of \$100,000 is available in the FY 2015-16 budget.

**ATTACHMENT:**  
Consultant Contract No. 13-018-C2



## CONTRACT 13-018-C2 AMENDMENT 7

**Consultant:** Cultiver Group, Inc.

**Background & Scope of Work:** In April 2013, SCAG awarded a contract to Cultiver Group for on-call, as needed, organizational consulting services to assist with SCAG's management development and succession planning efforts.

There is an ongoing need to ensure that SCAG has an extensive pool of knowledgeable and experienced management professionals leading the agency. This is a key in succession planning and to the successful future functioning of SCAG. It is important that SCAG provide this type of consulting assistance for Executive Managers to be as effective as possible.

The purpose of this amendment is to provide Executive Management with additional coaching to enhance their professional and leadership development, provide team building training, as well as to continue building SCAG staff's capacity in the following areas:

- Providing strategic and organization alignment;
- Providing recommendations for organizational structure for individual Departments and/or Divisions;
- Development of cross functional teams;
- Defining roles, goals and responsibilities;
- Developing strategic leadership;
- Providing more effective group decision making;
- Developing communication skills and conflict resolution between groups and/or individuals; and
- Developing consensus building among Divisions and Departments.

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

- A working environment focused on results, strategic plan alignment, cross functional teamwork, accountability, and open and honest communication and feedback, mentoring and learning, and appropriate and thoughtful risk taking;
- Strong partnerships and collaboration where support and challenge are mutual, strong, and balanced;
- Investment in key employees' professional and personal development;
- Better focus on strategic issues and communication;
- Methods to identify and overcome self-limiting and counter-productive behaviors that erode trust, respect, loyalty, and undermine productivity and performance;
- Development of organizational design;
- Strategies that build the thinking and behaviors that contribute to sustainable success; and
- More balance and satisfaction from a normally intense work week without loss of productivity.

**Strategic Plan:** This item supports SCAG's Strategic Plan Goal 5: Optimize Organizational Efficiency and Cultivate an Engaged Workforce which includes investing in the employee development process by providing tools, resources, and support for employees.

<b>Amendment</b>	Amendment 7	\$100,000
<b>Amount:</b>	Amendment 6 (administrative – no change to contract’s value)	\$0
	Amendment 5 (administrative – no change to contract’s value)	\$0
	Amendment 4 (reallocation of funds – no change to approved value)	\$141,555
	Amendment 3 (administrative - no change to contract’s value)	\$0
	Amendment 2 (administrative - no change to contract’s value)	\$0
	Amendment 1 (administrative - no change to contract’s value)	\$0
	Original contract value	<u>\$75,000</u>
	<b>Total contract value is not-to-exceed</b>	<b>\$316,555</b>

This amendment (7) exceeds \$75,000, as well as 30% of the contract’s original value. Therefore, in accordance with the SCAG Procurement Manual (dated 11/01/14) Section 8.3, it requires the Regional Council’s approval.

**Contract Period:** April 4, 2013 through June 30, 2016

**Project Number:** 810.SCG00120.04 \$316,555  
Funding sources: Consolidated Planning Grant (CPG) – Indirect Cost

**Basis for the Amendment:** SCAG has relied on Cultiver Group to provide on-call, as needed organizational consulting services during a critical period of organizational and leadership transition. Cultiver Group has thorough knowledge of SCAG’s organizational culture, structure, and business practices and will continue to assist the Executive Management team on critical organizational development issues through the remainder of the current fiscal year. The team building effort with the Executive Management team over the last 18 months has produced results. The Executive Director in consultation with Human Resources, desires to extend the current effort to assist with additional assistance needed through the end of the fiscal year. The additional consulting assistance will help SCAG continue making progress towards developing an Executive Management team comprised of mission-driven, creative problem-solvers. By strengthening leadership skills at the Executive level, SCAG is shaping the agency’s culture to enable leaders to empower their employees, measure progress, hold people accountable and deliver results.

**Conflict Of Interest Form - Attachment  
For December 3, 2015 Regional Council Approval**

**Item No. 2**

Approve Amendment 7 to Contract No. 13-018-C2 with the Cultiver Group, Inc., in an amount not-to-exceed \$100,000, increasing the contract value from \$216,555 to \$316,555 to provide additional organizational development services.

This consultant for this contract includes:

Cultiver Group, Inc. (prime consultant). This firm did not disclose a conflict in the Conflict Form they submitted with their original proposal or the form they submitted for Amendment 7- forms attached.

# SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 13-018-C2

## SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: CULTIVER GROUP INC  
Name of Preparer: MICHAEL J. CORREY  
Project Title: ORGANIZATIONAL DEVELOPMENT SERVICES  
Date Submitted: NOVEMBER 16, 2015

## SECTION II: QUESTIONS

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

YES       NO

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

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

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

YES     NO

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

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

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

YES     NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES     NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

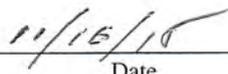
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

**SECTION III: VALIDATION STATEMENT**

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

**DECLARATION**

I, (printed full name) MICHAEL J. COFFEY, hereby declare that I am the (position or title) FOUNDER/CEO of (firm name) CULTIVER GARD INC, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated Nov 16, 2018 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



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

**NOTICE**

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

# SCAG CONFLICT OF INTEREST FORM

RFIQ No. 13-018

## SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: CULTIVER GROUP INC.

Name of Preparer: MICHAEL J. COFFEY

Project Title: Organizational Development Services

RFIQ Number: 13-018 Date Submitted: NOVEMBER 27, 2012

## SECTION II: QUESTIONS

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

YES  NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

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

YES     NO

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

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

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

YES     NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES     NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____

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

YES     NO

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

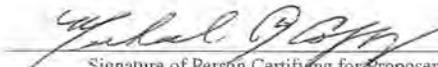
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

**SECTION III: VALIDATION STATEMENT**

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

**DECLARATION**

I, (printed full name) MICHAEL J. COFFEY, hereby declare that I am the (position or title) CEO of (firm name) CULTIVER GROUP INC., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated November 27, 2012 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

  
 \_\_\_\_\_  
 Signature of Person Certifying for Proposer  
 (original signature required)

November 27, 2012  
 \_\_\_\_\_  
 Date

**NOTICE**

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

**DATE:** December 3, 2015

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

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

**SUBJECT:** SCAG Memberships

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
Approve

**EXECUTIVE SUMMARY:**

*The Legislative/Communications & Membership Committee (LCMC) met on November 17, 2015 and recommended approval of up to \$83,750 in FY 2015-16 memberships for: 1) California Association of Councils of Governments (\$39,750); 2) Southern California Leadership Council and the Center of Economic Development (\$20,000); 3) Coalition for America's Gateways & Trade Corridors (\$6,500); 4) Los Angeles County Business Federation (\$5,000); 5) Mileage-Based User Fee Alliance (\$5,000); 6) CEQA Working Group (\$5,000); and 7) Town Hall Los Angeles (\$2,500).*

**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:**

**1. California Association of Councils of Governments (CALCOG) – \$39,750**

Established in 1977, the California Association of Councils of Governments (CALCOG) is a statewide association representing 36 regional planning agencies working to assist each member in developing capacity to serve its members' needs for regional coordination and policy development. CALCOG's members serve as a forum for local governments to prepare regional plans, set regional transportation policy, strengthen the effectiveness of local government, and develop and maintain regional databases.

CALCOG works with and through its members to:

- Review plans, and policies on subjects agreed upon by members;
- Coordinate policy development as appropriate to the League of California Cities, the California State Association of Counties, the National Association of Regional Councils, and the Association of Metropolitan Planning Organizations;

- Promote more effective planning at the regional level;
- Conduct statewide workshops and conferences which provide members with an ideal opportunity to discuss key issues and learn from recognized experts in various fields; and
- Provide an informational clearinghouse on issues of concern to the regions and state.

The FY 2015-2016 annual dues are \$39,750. In the post-SB 375 era, and the vast quantity of legislation and policies related to regional issues and sustainable communities, CALCOG membership has become increasingly more valuable to SCAG and its members. CALCOG provides a strong voice for regional organizations in Sacramento with the legislature and the administration. CALCOG has provided extensive cap-and-trade work and analysis. Former SCAG President Pam O'Connor serves on CALCOG's Board of Directors and Hasan Ikhata serves on the Executive Director Committee.

## **2. Southern California Leadership Council and the Center of Economic Development – \$20,000**

Established in 2005, The Southern California Leadership Council is comprised of business and community leaders from throughout the 7 counties of Southern California, including four former California Governors. The Leadership Council funds, prioritizes, and approves the work of the Center of Economic Development (CED); which is a regional program of the Los Angeles County Economic Development Corporation (LAEDC). As a program of the LAEDC, the CED benefits from related work of the LAEDC's acclaimed business assistance, economic research and consulting programs. The Center's work is funded, prioritized and approved by the Leadership Council to shape and solve public policy issues such as business vitality, resources (energy, water and environment), and transportation (goods and people) that are critical to SCAG and the region's economic vitality and quality of life. SCAG Executive Director Hasan Ikhata attends Southern California Leadership Council meetings and regularly brings SCAG Board officers. The annual dues are \$20,000.

## **3. Coalition for America's Gateways & Trade Corridors (CAGTC) – \$6,500**

SCAG is a founding member of the Coalition for America's Gateways & Trade Corridors (CAGTC) as part of the RC high-priority goal to seek a federal freight funding partnership. CAGTC works with and through its members to raise public recognition and Congressional awareness of U.S. freight needs to promote sufficient funding in federal legislation for trade corridors, gateways, intermodal connectors, and freight facilities. CAGTC is comprised of over sixty representative organizations, including state Departments of Transportation (DOTs), MPOs, ports, engineering firms, and freight corridors who work to improve national freight policy. All of the Southern California freight stakeholders are a member of CAGTC. As a CAGTC member, SCAG will have the opportunity to participate in helping shape national freight policy and legislation with the organization. RC Board Officers regularly travel to Washington, DC to attend the meetings and conferences. The annual dues are \$6,500.

## **4. Los Angeles County Business Federation (BizFed) – \$5,000**

The Los Angeles County Business Federation (BizFed) is made up of more than 145 business organizations representing over 272,000 employers throughout Los Angeles County, along with Southern California's leading civic-minded corporations and public agencies. This membership will

allow SCAG access to utilize BizFed’s massive business networks to actively promote SCAG’s initiatives as part of the agency’s ongoing work on the Southern California Economic Summit and the Southern California Economic Recovery & Job Creation Strategy. A \$5,000 Bronze Level Membership will give SCAG a seat on the BizFed Board of Directors and a seat on the BizFed Advocacy Committee.

## **5. Mileage-Based User Fee Alliance (MBUFA) – \$5,000**

The Mileage-Based User Fee Alliance (MBUFA) is a national non-profit organization that brings together government, business, academic, and transportation policy leaders to conduct education and outreach on the potential for mileage-based user fees as an alternative for future funding and improved performance of the U.S. transportation system. Formed in 2010, MBUFA is comprised of nearly 30 public and private sector entities from across the United States including AECOM, California Department of Transportation (Caltrans), CDM Smith, Parsons Brinckerhoff, and seven (7) other state departments of transportation. As a MBUFA member, SCAG will have the opportunity to shape the debate regarding mileage-based user fees in line with the funding strategies outlined in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Staff is recommending a “Gold” level membership, which in addition to education, advisory, and advocacy, also includes:

- Maximum exposure at MBUFA workshops;
- Podium recognition, signage, logo, and attendance at workshop sponsor dinners for up to three (3) guests; and
- Logo on programs and appropriate literature distribution.

## **6. CEQA Working Group – \$5,000**

The CEQA Working Group is a broad coalition representing business, labor, schools, hospitals, clean tech, transit, affordable housing and other organizations that are pushing for moderate reforms to the California Environmental Quality Act (CEQA) that will preserve its original intent – environmental protection and public disclosure – while eliminating some of the misuses of CEQA that hurt job creation, community renewal, and the environment.

The coalition’s list of partners includes, but is not limited to, some of the following organizations:

- California Alliance for Jobs
- Transportation California
- San Bernardino Associated Governments (SANBAG)
- Western Riverside Council of Governments (WRCOG)
- California Transit Association
- Riverside County Transportation Commission (RCTC)
- Association of California Cities Orange County
- Los Angeles County Economic Development Corporation (LAEDC)
- San Gabriel Valley Economic Partnership
- Inland Empire Economic Partnership
- Los Angeles County Business Federation

SCAG staff has worked closely with the CEQA Working Group in recent years and a number of the coalition's partners on furthering responsible ideas and dialogue on CEQA reform, and is recommending membership, with dues at \$5,000, in the coalition.

## **7. Town Hall Los Angeles – \$2,500**

Town Hall Los Angeles convenes events around topics of regional concern and provides a platform for the discussion of solutions from a nonpartisan viewpoint. Since 1937, Town Hall Los Angeles has been supported entirely through dues and grants from individuals and organizations in the region and is counted among the Top Ten Leadership Forums in the nation. Their archive of nearly 5000 speakers provides a rich context for conversations about today's economy, infrastructure, job growth, and other topics of importance to the region. SCAG members attend their meetings and events depending on the subject and availability.

SCAG staff is recommending that the agency continue support of Town Hall Los Angeles at the "Civic Circle" membership level with annual dues of \$2,500, which includes:

- Acknowledgement on website and in promotional materials including event materials and communications to speakers and members;
- Corporate tables of ten (10) at member rate with logo on signage at events (limit of one [1] table per event);
- Invitations to VIP receptions and exclusive events; and
- Los Angeles-area employees can also opt-in to be "Designees" receiving the following perks:
  - o Professional development;
  - o Access to the nation's leaders;
  - o Reduced prices and advance notice on events; and
  - o Preferred seating at keynote and panel events.

### **FISCAL IMPACT:**

\$83,750 for memberships and sponsorships is included in the approved FY 15-16 General Fund budget.

### **ATTACHMENT:**

None.

**DATE:** December 3, 2015

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

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

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

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

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

**BACKGROUND:**

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

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
CALCOG	FY16 SCAG Membership	\$39,750
The LA Hotel Downtown	Economic Summit Expenses	\$13,764
Halogen Software, Inc.	FY16 Software License Renewal	\$12,588
Eno Transportation Foundation	FY16 SCAG Membership	\$12,500
Thomson West	Legal Research Subscription	\$9,000
State Board of Equalization	FY16 Sales and Use Tax	\$6,500

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

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

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

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



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**DATE:** December 3, 2015

**TO:** Regional Council (RC)

**FROM:** Huasha Liu, Director, Land Use and Environmental Planning; (213) 236-1838

**SUBJECT:** Notice of Funding Availability (NOFA) for the Housing-Related Parks Program from the California Department of Housing and Community Development (HCD)

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

**EXECUTIVE SUMMARY:**  
*On October 26, 2015 the California Department of Housing and Community Development (HCD) released a notice of funding availability (NOFA) for the Housing-Related Parks Program. This program is designed to reward local governments that approve housing units for lower-income households and are in compliance with State housing element law with grant funds to create or rehabilitate parks. A total of \$30 million is available for the 2015 funding round. Grant applications are due to HCD by February 4, 2016.*

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

**BACKGROUND:**  
The purpose of HCD's Housing-Related Parks Program is to increase the overall supply of housing affordable to lower income households by providing financial incentives to cities and counties with documented housing starts for newly constructed units affordable to very low or low income households. The 2015 NOFA (see attached) appropriates \$30 million to provide grant funds to create or rehabilitate parks.

The grant does not use a competitive process to award funds and all jurisdictions that meet the grant eligibility requirements will be funded as outlined in the grant guidelines. Jurisdictions must have an adopted housing element determined by HCD to be in substantial compliance with State housing element law and have submitted its Annual Progress Report for the corresponding years in its grant application.

# REPORT

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Grant amounts are based on the numbers of bedrooms in newly constructed rental and ownership units restricted for very low and low income households for which building permits have been issued during the period from January 1, 2010 to December 31, 2015. Additionally, bonus grant funds will be awarded for the following:

- Newly constructed units
- Units affordable to extremely low income households
- Units developed as infill projects
- Park projects that will serve disadvantaged communities
- Park projects located within park-deficient communities
- Park projects supporting an infill project or located within a jurisdiction included in an adopted regional blueprint plan
- Jurisdictions demonstrating progress in increasing their overall supply of housing.

Applications for the Housing-Related Parks Program 2015 NOFA must be submitted to HCD by February 4, 2016.

The Housing-Related Parks Program guidelines, application forms, and related program information is posted on the HCD website at: <http://www.hcd.ca.gov/housing-policy-development/housing-related-parks-program/>.

**FISCAL IMPACT:**

None

**ATTACHMENT:**

HCD's "Notice of Funding Availability – Housing-Related Parks Program," dated October 26, 2015

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
DIVISION OF HOUSING POLICY DEVELOPMENT**

2020 W. El Camino, Suite 500  
P. O. Box 952053  
Sacramento, CA 95833  
(916) 263-7411 / FAX (916) 263-7453  
[www.hcd.ca.gov](http://www.hcd.ca.gov)



October 26, 2015

**MEMORANDUM FOR:** Housing-Related Park Program Stakeholders  
Interested Parties

**FROM:**   
Lisa Bates, Deputy Director  
Division of Housing Policy Development

**SUBJECT: NOTICE OF FUNDING AVAILABILITY  
HOUSING-RELATED PARKS PROGRAM**

The Department of Housing and Community Development (Department) is pleased to announce the release of a Notice of Funding Availability (NOFA) for the 2015 funding round of the Housing-Related Parks (HRP) Program. The HRP Program is an innovative Program designed to reward local governments that approve housing for lower-income households and are in compliance with State housing element law with grant funds to create or rehabilitate parks and/or recreational facilities. **Approximately \$30 million is available for the 2015 funding round.**

The 2015 NOFA will award Program funds to eligible jurisdictions on a per-bedroom basis for each residential unit affordable to very low- and low-income households permitted during the Designated Program Year (DPY) as defined below. In addition, units substantially rehabilitated, converted from market-rate to affordable (multifamily rental units only), and preserved with certificates of occupancy issued during the DPY are also eligible to receive funding provided they meet the requirements of paragraph (2) of subdivision (c) of Section 65583.1 of the Government Code. Base and bonus fund award amounts per bedroom are set forth in the Program Guidelines, Sections 105 and 106. For detailed information, please see the [Program Guidelines](#).

The DPY 2015 NOFA includes all eligible units affordable to lower-income households permitted, substantially rehabilitated, converted and/or preserved during the designated time period of **January 1, 2010 to December 31, 2015**. Applicants that submitted an application for any prior funding round may apply for additional funding for DPY 2015 if there were additional eligible units that would have qualified but were not included in the previous funding round applications. Applicants, however, are not eligible to receive funding for the same units in more than one round of funding.

**HRP Program NOFA - 2015 FUNDING ROUND**

**Page 2**

Please note, the deadline for meeting Program threshold requirements as set forth in Section 102 of the Program Guidelines has been extended as detailed below. Please note, if applying for funds based on eligible units for multiple calendar years, required Annual Progress Reports must be submitted to the Department no later than the application due date, February 4, 2016, as established in this NOFA.

Documentation of Eligible Units	Housing Element Compliance	Annual Progress Report
Building permit/occupancy documentation must fall within the following date range detailed below	Housing element which has been adopted by the jurisdiction's governing body and <u>determined to be in substantial compliance with State housing element law</u> pursuant to Government Code Section 65585	Annual Progress Report submitted by application due date for the corresponding calendar year(s) detailed below
CY 2010	Housing element compliance as of December 31, 2015 <sup>1</sup>	CY 2009
CY 2011		CY 2010
CY 2012		CY 2011
CY 2013		CY 2012
CY 2014		CY 2013
CY 2015		CY 2014

<sup>1</sup> Housing element compliance will be for either the 4th or 5th cycle depending on the jurisdiction's 5<sup>th</sup> cycle housing element due date. To verify which planning period your jurisdiction is currently in, please see the 5th cycle housing element update schedule on the Department's website at <http://www.hcd.ca.gov/hpd/hrc/plan/he/housing-element-update-schedule.pdf>.

To verify housing element compliance and Annual Progress Report submittal status, please refer to the Department's website at <http://www.hcd.ca.gov/hpd/hrpp/>.

Applications must be submitted using the application materials provided on the Department's website at <http://www.hcd.ca.gov/hpd/hrpp/>.

**\*\* Final Application Filing Date \*\***  
**February 4, 2016 (Thursday) by 5:00 p.m.**

All applicants must submit one original hard copy application with all required attachments and one electronic copy of the application forms (in Excel format). Applications transmitted by e-mail or by facsimile will not be accepted. Applications must be received by the Department by 5:00 p.m. on the application due date. Post marked applications will not be accepted.

The HRP Program's guidelines, application forms, workshop/webinar details, and related program information will be posted on the Department's website at: <http://www.hcd.ca.gov/hpd/hrpp/>.

## HRP Program NOFA - 2015 FUNDING ROUND

### Page 3

If you are interested in receiving updated HRP Program information, including notice of the application release, please register for the HRP Program listserv on the Department's webpage at <http://www.hcd.ca.gov/hcd-subscribe.html>.

If you have any questions, please contact your HRP Program Representative (see below). The Department looks forward to working with you on this program.

<b>Region</b>	<b>Representative</b>	<b>Contact Information</b>
Northern California/Bay Area	Fidel Herrera	916.263.7441 <a href="mailto:fidel.herrera@hcd.ca.gov">fidel.herrera@hcd.ca.gov</a>
Sacramento/Central Valley/ Central Coast/Eastern Sierra	James Johnson	916.263.7426 <a href="mailto:james.johnson@hcd.ca.gov">james.johnson@hcd.ca.gov</a>
Southern California	Hilda Sousa	916.263.1784 <a href="mailto:hilda.sousa@hcd.ca.gov">hilda.sousa@hcd.ca.gov</a>
<b>Program Manager</b>		
Jennifer Seeger 916.263-7421 / <a href="mailto:Jennifer.seeger@hcd.ca.gov">Jennifer.seeger@hcd.ca.gov</a>		

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**DATE:** December 3, 2015

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

**FROM:** Hon. Larry McCallon and Hon. Dr. Steven S. Choi

**SUBJECT:** Summary Report on SCAG Delegation Activities in South Korea, October 2015

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

**EXECUTIVE SUMMARY:**  
*Regional Councilmembers Dr. Steven S. Choi, Larry McCallon, and SCAG's Chief of Research and Forecasting Dr. Simon Choi (on behalf of Executive Director Hasan Ikhrata) are the three (3) delegates who represented SCAG to participate at two (2) international conferences: 1) the International Conference on Sustainable Development for Future City hosted by the Incheon National University (INU) College of Urban Sciences, in Incheon, South Korea on October 27, 2015; and 2) the International Conference on Climate Finance and Industry hosted by the Green Climate Fund (GCF), established within the United Nations Framework Convention on Climate Change (UNFCCC), Incheon Green Climate Forum (IGCForum) and the Incheon Metropolitan City, in Incheon, South Korea from October 28-29, 2015. During their stay in Korea, the SCAG delegation visited Myongji University (MJU) and Hon. Dr. Steven S. Choi provided MJU faculty and students with a special lecture.*

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

**BACKGROUND:**  
After approval from the Regional Council in September 2015, three (3) delegates represented SCAG to participate at two (2) international conferences. First, the SCAG delegation attended the International Conference on Sustainable Development for Future City hosted by the Incheon National University (INU) College of Urban Sciences in Incheon, South Korea on October 27, 2015. The INU College of Urban Sciences, one of 12 colleges of the INU, was founded in 2010. The INU College of Urban Sciences conducts creative and innovative research on developing the effective planning model and policy development in the area of transportation; sustainability; globalization; smart urban infrastructure; urban regeneration and energy; and governance. The INU College of Urban Sciences expands its global network to promote more joint research opportunities in the area of urban sciences through the newly created exploratory and creative educational program for future city design. SCAG delegates gave presentations on SCAG governance; SCAG region's demographics and suburban growth; RTP/SCS development and bottom-up process; and RTP/SCS implementation and collaboration.



Second, the SCAG delegates attended another conference on climate finance and industry hosted by Green Climate Fund (GCF), established within the United Nations Framework Convention on Climate Change (UNFCCC), Incheon Green Climate Forum (IGCForum) and the Incheon Metropolitan City, in Incheon, South Korea from October 28-29, 2015. SCAG delegates gave presentations on SCAG governance; SCAG region's demographics and suburban growth; RTP/SCS development and bottom-up process; and RTP/SCS implementation and collaboration. The GCF is a fund within the framework of the UNFCCC founded as a mechanism to assist developing countries in adaptation and mitigation practices to counter climate change. The GCF is based in the new Songdo district of Incheon, South Korea. The IGCForum was established under the concept of a think tank to promote cooperation with GCF and boost climate change response and GHG reductions in 2015. The forum focuses on the development and research of GCF cooperative businesses and climate change policy in Incheon.

During their stay in Korea, the SCAG delegates visited Myongji University (MJU) on October 26 and Hon. Dr. Steven S. Choi provided MJU faculty and students with a special lecture.



SOUTHERN CALIFORNIA  
ASSOCIATION OF  
GOVERNMENTS

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Human Development  
Bill Jahn, Big Bear Lake

Energy & Environment  
Deborah Robertson, Rialto

Transportation  
Alan Wapner, San Bernardino  
Associated Governments

## 2016 MEETING SCHEDULE REGIONAL COUNCIL AND POLICY COMMITTEES

<b>All Regular Meetings are scheduled on the 1<sup>st</sup> Thursday of each month; except for the month of October which is on the 5<sup>th</sup> Thursday of September* (Approved by the Regional Council 9-3-15)</b>	
<b>Executive/Administration Committee (EAC)</b>	<b>9:00 AM – 10:00 AM</b>
<b>Community, Economic and Human Development Committee (CEHD)</b>	<b>10:00 AM – 12:00 PM</b>
<b>Energy and Environment Committee (EEC)</b>	<b>10:00 AM – 12:00 PM</b>
<b>Transportation Committee (TC)</b>	<b>10:00 AM – 12:00 PM</b>
<b>Regional Council (RC)</b>	<b>12:15 PM – 2:00 PM</b>

**January 7, 2016**  
**(SCAG Sixth Annual Economic Summit --- in lieu of the regularly scheduled Regional Council and Policy Committees' Meetings)**

February 4, 2016

March 3, 2016

April 7, 2016

**May 5 – 6, 2016**  
**(2016 SCAG Regional Conference and General Assembly, La Quinta)**

June 2, 2016

July 7, 2016

**August 4, 2016 (DARK)**

September 1, 2016

September 29, 2016\*

**(Note: League of California Cities Annual Conference, Long Beach, CA, Oct. 5 - 7)**

November 3, 2016

December 1, 2016

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

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**DATE:** December 3, 2015

**TO:** Regional Council (RC)

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

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

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Receive & File

**EXECUTIVE SUMMARY:**

*Later this month, the Strategic Growth Council (SGC) plans to finalize the 2015-2016 Affordable Housing & Sustainable Communities (AHSC) Program Guidelines and to direct its staff to release a Notice of Funding Availability for over \$300 million of the Greenhouse Gas Reduction Fund (GGRF) in January for housing and transportation projects that reduce greenhouse gas emissions. Concept applications are anticipated to be due in February 2016. Last year, SGC awarded over \$27 million to support construction of more than 800 affordable housing units and associated transportation infrastructure in the SCAG region as part of the statewide program.*

*SCAG has contracted consultant expertise to assist the staff Cap-and-Trade Assistance Team (CTAT) in developing short and long term strategies to support an increase in applications and awards in Southern California. On December 8<sup>th</sup>, SCAG and its regional partners will host “California Gold: Partnerships for Cap-and-Trade Success” which will provide hands-on assistance to build the types of partnerships necessary for success in AHSC program. SCAG consultants will also provide one-on-one consultations for potential applicants interested in assessing the competitiveness to apply for funding in February 2016.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

Last fiscal year was the first year of the statewide AHSC program, which resulted in funding for nine (9) housing and transportation projects in the SCAG region related to lowering vehicles miles traveled. Since early this summer, SGC gathered input from around the state to update the Program Guidelines. SGC accepted formal comments both prior to and after the release of draft Program Guidelines in September 2015. SCAG and many stakeholders in the SCAG region also had constructive discussions with SGC staff on suggested revisions.

# REPORT

SGC will finalize Program Guidelines for the current fiscal year in the coming weeks. Some anticipated changes in the final Program Guidelines include the removal of the jurisdictional cap, the creation of a new “Rural Innovation Project Areas” category, an increase in the maximum award size to \$20 million from \$15 million, modified greenhouse gas reduction scoring, and an increase in points for collaborative projects. SGC may at its December meeting discuss any potential changes to the role of Metropolitan Planning Organizations and a framework to address the geographic distribution of funds around the state. The total funds available for the program is expected to be more than \$300 million and will be formally announced in the anticipated January 2016 Notice of Funding Availability. In January, SGC plans to release the Notice of Funding Availability with an anticipated due date for concept applications shortly thereafter in February 2016.

SCAG and many regional partners have taken an active approach to engage local government, housing developers, transit operators, community groups, and other eligible organizations to participate in the AHSC program. On November 18<sup>th</sup>, SCAG, So Cal Gas, and additional partners held a workshop on cap-and-trade funding, including AHSC, which advanced the conversation on opportunities and approaches for local governments to participate in cap-and-trade funding programs. On December 8<sup>th</sup>, SCAG, in coordination with an Advisory Committee, will host a second regional workshop focused on providing hands-on technical assistance to potential AHSC applicants. Interested organizations may register online at <http://www.scag.ca.gov/californiagold>. In addition to the workshop, potential applicants may request a one-on-one technical assistance session with the consultant team to assess a proposed project’s readiness and competitiveness. SCAG’s in-house Cap-and-Trade Assistance team will also be available to provide technical assistance (see attachment). The first California Gold workshop, was successfully hosted by SCAG and its regional partners on August 6, 2015. Presentations and additional information for the upcoming December workshop will be made available on SCAG’s Greenhouse Gas Reduction Fund webpage (<http://www.scag.ca.gov/programs/Pages/Programs/GreenhouseGasReductionFund.aspx>).

## **FISCAL IMPACT:**

Work associated with this item is included in the current FY2015/16 Overall Work Program (16-065.03654: Greenhouse Gas Reduction Fund Support)

## **ATTACHMENT:**

SCAG Cap-and-Trade Assistance Team

# SCAG Cap-and-Trade Assistance Team (CTAT) 2015-2016

Areas of Assistance	ASHER	PAWLING	THOMPSON	JOHNSON	SANGKAPICHAI	LUO	JEPSON	WEN	GREENSPAN	HERNANDEZ	HU	LAW
Partnership Building	X	X					X	X	X			X
Disadvantaged Communities				X				X				
Guidelines Understanding	X	X					X		X			
Grant Writing									X	X		X
Project Funding							X	X				
GHG Calculation					X	X						
Co-Benefits		X	X				X	X			X	X
Application Packaging		X										

Additional Greenhouse Gas Reduction Fund (GGRF) Information Available at:  
<http://www.scag.ca.gov/programs/Pages/Programs/GreenhouseGasReductionFund.aspx>



# CTAT Contact Information

## [ahsc@scag.ca.gov](mailto:ahsc@scag.ca.gov)

Staff Name	Phone Number	Email Address
Jason Greenspan (Sustainability Department Manager)	(213) 236-1859	greenspan@scag.ca.gov
Kristen Pawling (Primary Contact)	(213) 236-1907	pawling@scag.ca.gov
Grieg Asher (Secondary Contact)	(213) 236-1869	asher@scag.ca.gov
Sarah Jepson (Active Transportation Department Manager)	(213) 236-1955	jepson@scag.ca.gov
Alan Thompson	(213) 236-1940	thompson@scag.ca.gov
Ping Chang (Compliance & Performance Monitoring Department Manager)	(213) 236-1839	chang@scag.ca.gov
Ma'Ayn Johnson	(213) 236-1975	johnson@scag.ca.gov
Rongsheng Luo	(213) 236-1994	luo@scag.ca.gov
Frank Wen (Research and Analysis Department Manager)	(213) 236-1854	wen@scag.ca.gov
Phillip Law (Transit/Rail Department Manager)	(213) 236-1841	law@scag.ca.gov
Guoxiong Huang (Modeling and Forecasting Department Manager)	(213) 236-1948	huang@scag.ca.gov
Hsi-Hwa Hu	(213) 236-1834	hu@scag.ca.gov
Mana Sangkapichai	(213) 236-1894	sangkapichai@scag.ca.gov
Alfonso Hernandez (Senior Grants Analyst, Budget and Grants)	(213) 236-1897	hernandez@scag.ca.gov

SCAG Office Locations and Regional Contacts	
<b>Los Angeles</b> 818 West 7th Street, 12th Floor Los Angeles, CA 90017 Telephone: (213) 236-1800 Fax: (213) 236-1825 Contact: Mark Butala	<b>Riverside County</b> 3403 10th Street, Suite 805 Riverside, CA 92501 Telephone: (951) 784-1513 Fax: (951) 784-3925 Contact: Cheryl Leising
<b>Imperial County</b> 1405 N. Imperial Avenue, Suite 1 El Centro, CA 92243 Telephone: (760) 353-7800 Fax: (760) 353-1877 Contact: Tomas Oliva	<b>San Bernardino County</b> 1170 West 3rd Street, Suite 140 San Bernardino, CA 92410 Telephone: (909) 806-3556 Fax: (909) 806-3572 Contact: Arnold San Miguel
<b>Orange County</b> OCTA Building 600 South Main Street, Suite 906 Orange, CA 92868 Telephone: (714) 542-3687 Fax: (714) 560-5089 Contact: Kevin Gilhooley	<b>Ventura County</b> 950 County Square Drive, Suite 101 Ventura, CA 93003 Telephone: (805) 642-2800 Fax: (805) 642-2260 Contact: Joseph Briglio



**DATE:** December 3, 2015

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

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

**SUBJECT:** CFO Monthly Report

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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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.

**MEMBERSHIP DUES:**

As of November 12, 2015, 187 cities and counties have paid their FY16 membership dues representing 97% of the assessment. This is in line with last year's renewal activity. We are in touch with the agencies who have not paid.

**AUDITS**

The auditors from the Association of Local Government Auditors (ALGA) have completed their Peer Review of SCAG's Internal Audit function. The Peer Review was requested by the Audit Committee. ALGA will present their report to the Audit Committee at its December 14, 2015 meeting.

Additionally, SCAG's outside independent auditors, Vasquez and Co., LLP, will present their preliminary FY 2014-15 audit report to the Audit Committee at the same meeting.

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

On November 6, 2015, B&G staff submitted Amendment 2 to the Fiscal Year (FY) 2015-16 Overall Work Program (OWP) budget to Caltrans for their review and approval. Departments completed their requests for FY 2016-17 budget on November 20th and these are currently under review.

Caltrans announced an extension to their Sustainable Transportation Planning Grant program with a new deadline of December 31, 2015. This change stemmed from Caltrans' decision to increase the maximum award amount for the Strategic Partnerships category from \$500,000 to \$1 million and to give applicants enough time to adjust their applications accordingly. In light of this change, SCAG's deadline for applications has been extended to December 7, 2015.

On September 24, 2015, the Federal Transit Administration (FTA) published a notice of finding availability for the Low or No (LoNo) Emission Vehicle Deployment program. The main purpose of the LoNo Program is to deploy the cleanest and most energy efficient U.S.-made transit buses that have been

# REPORT

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largely proven in testing and demonstrations but are not yet widely deployed in transit fleets. The LoNo Program provides funding for transit agencies for capital acquisitions and leases of zero emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities. As the only eligible lead applicant for the large urbanized areas in the region, SCAG coordinated a call for applications on behalf of eligible sub-recipients. The deadline for sub-recipients to submit their proposals to SCAG was on November 16th and the deadline for SCAG to submit to FTA was on November 23rd. A total of seven (7) applications was submitted for the SCAG region with a grand total request of approximately \$32 million in FTA LoNo grant funds.

## **CONTRACTS:**

In October 2015, the Contracts Department issued two (2) Requests for Proposal (RFP's); awarded four (4) contracts; issued fourteen (14) contract amendments; and processed 41 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 136 consultant contracts.

Contracts staff continued to negotiate better pricing and reduced costs for services. Thus far \$162,952 in budget savings has been realized this year's fiscal year.

## **ATTACHMENT:**

October 2015 CFO Monthly Status Report



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

# **Office of the Chief Financial Officer**

Monthly Status Report

**OCTOBER 2015**



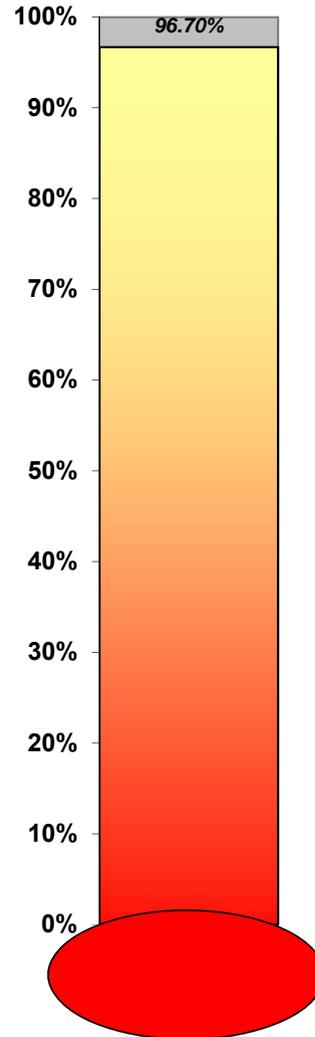
### OVERVIEW

As of November 12, 2015, 187 cities and counties have renewed their membership while 7 cities have not yet renewed. There are three cities in the SCAG region that are being recruited for membership.

### SUMMARY

FY16 Membership Dues	<u>\$1,923,000.00</u>
Total Collected	<u>\$1,858,973.00</u>
Percentage Collected	<u>96.70%</u>

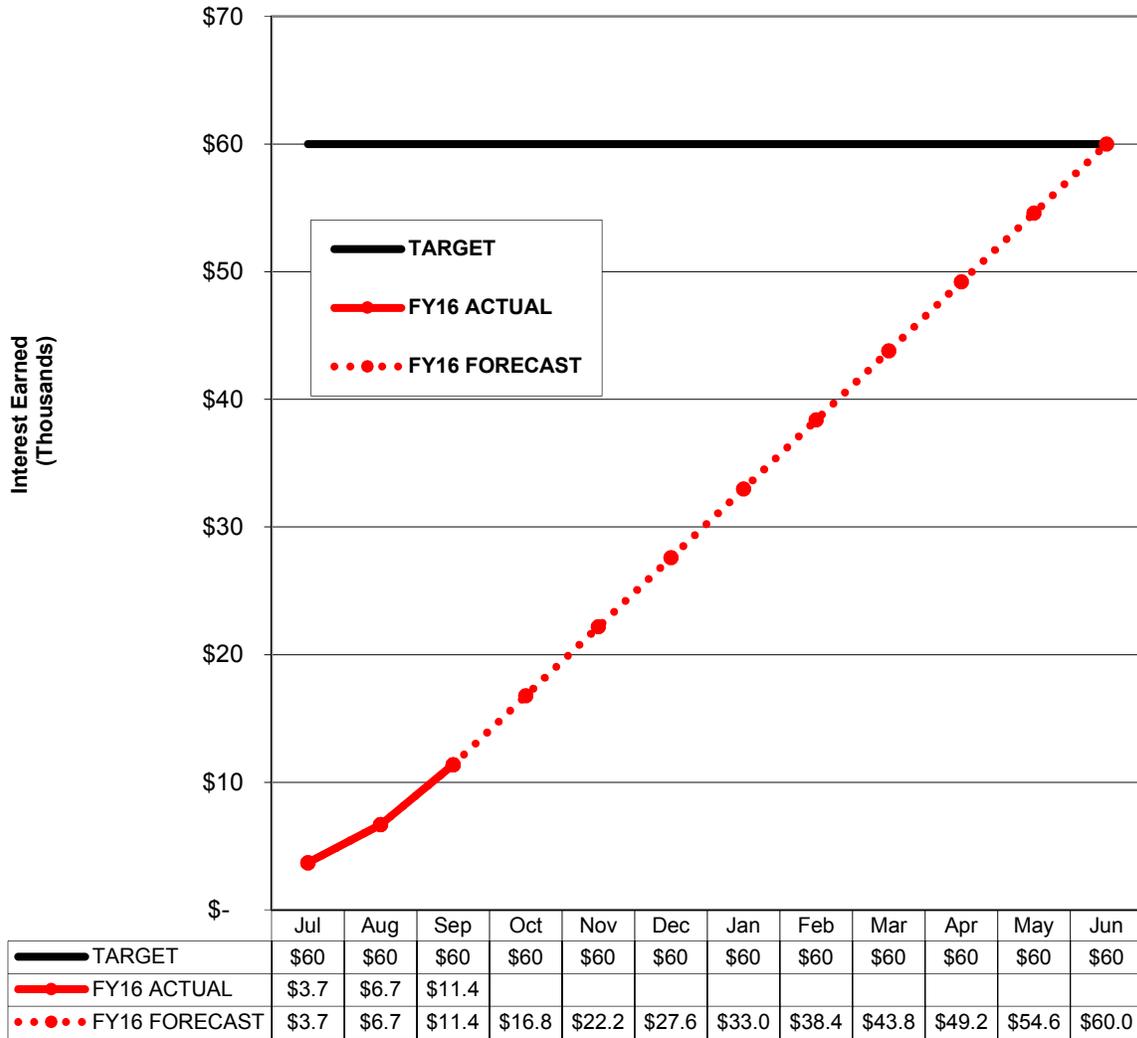
### FY16 Membership Dues Collected



**Office of the CFO**  
Interest Earnings Variance



**INTEREST EARNINGS VARIANCE**



**OVERVIEW**

Actual interest income is plotted against the target amount. The amount earned through September was \$11,373. The LA County Pool earned 0.78% in September.

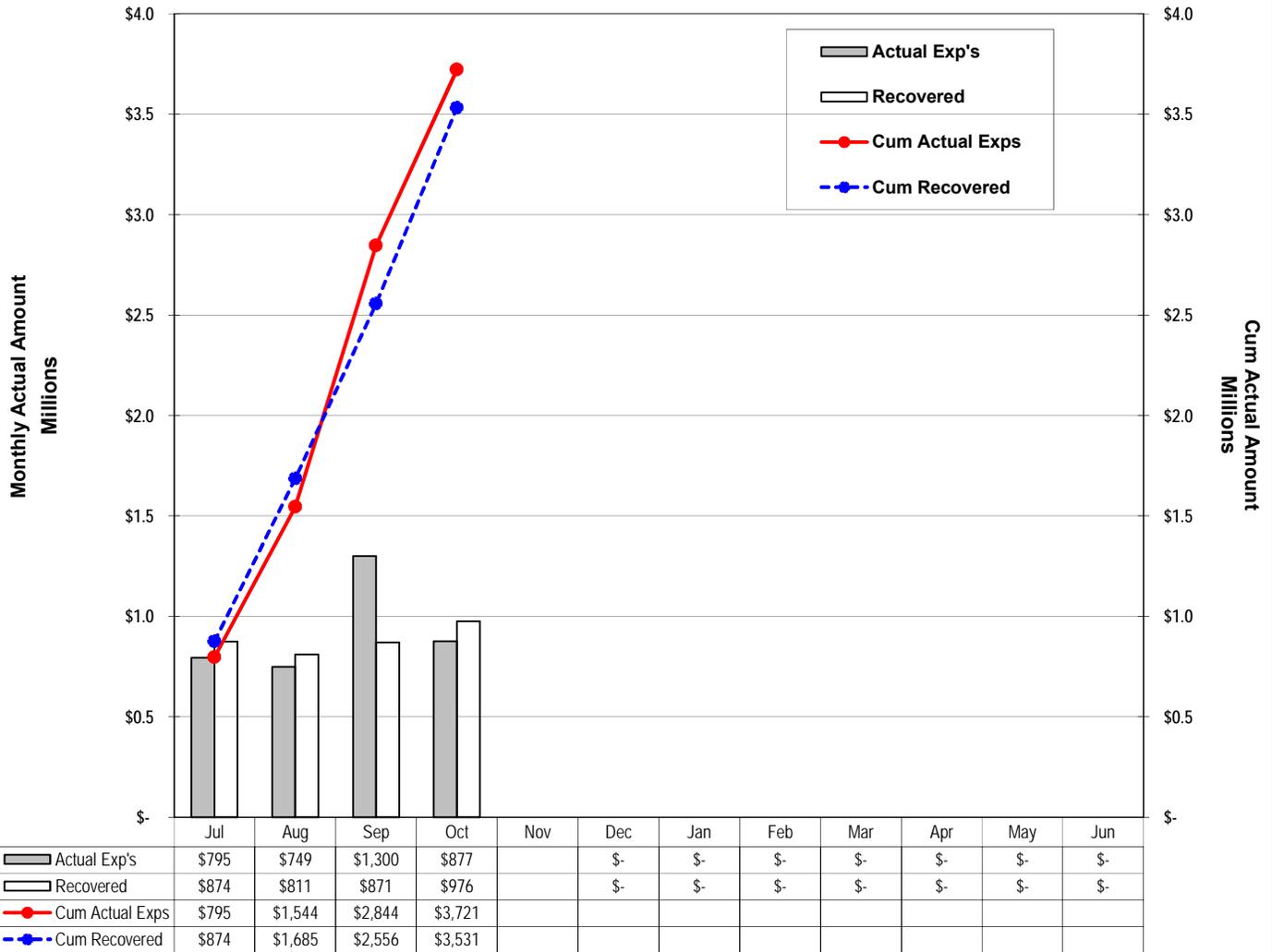
**SUMMARY**

The amount projected for FY16 is \$60,000.



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

FY16 INDIRECT COST & RECOVERY



OVERVIEW

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

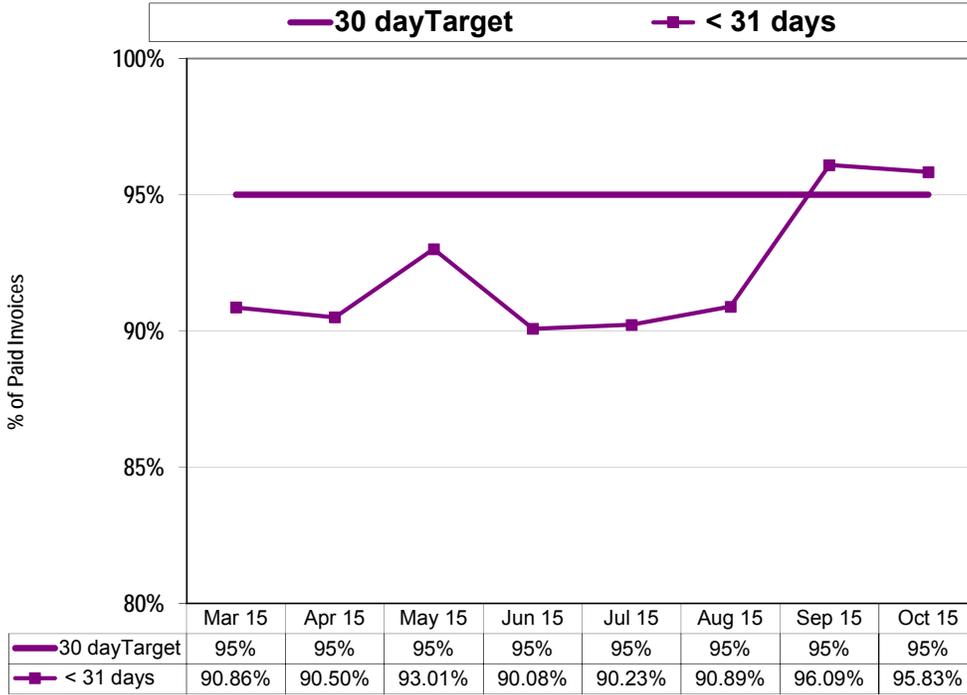
SUMMARY

Through October 2015, SCAG was under-recovered by \$189,664 due to lower than budgeted labor charges.

Office of the CFO  
Invoice Aging



INVOICE AGING



OVERVIEW

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

SUMMARY

95.83% of October 2015's payments were made within 30 days of invoice receipt.

At month-end, 38 invoices remained unpaid less than 30 days.

Actual

OVERVIEW

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

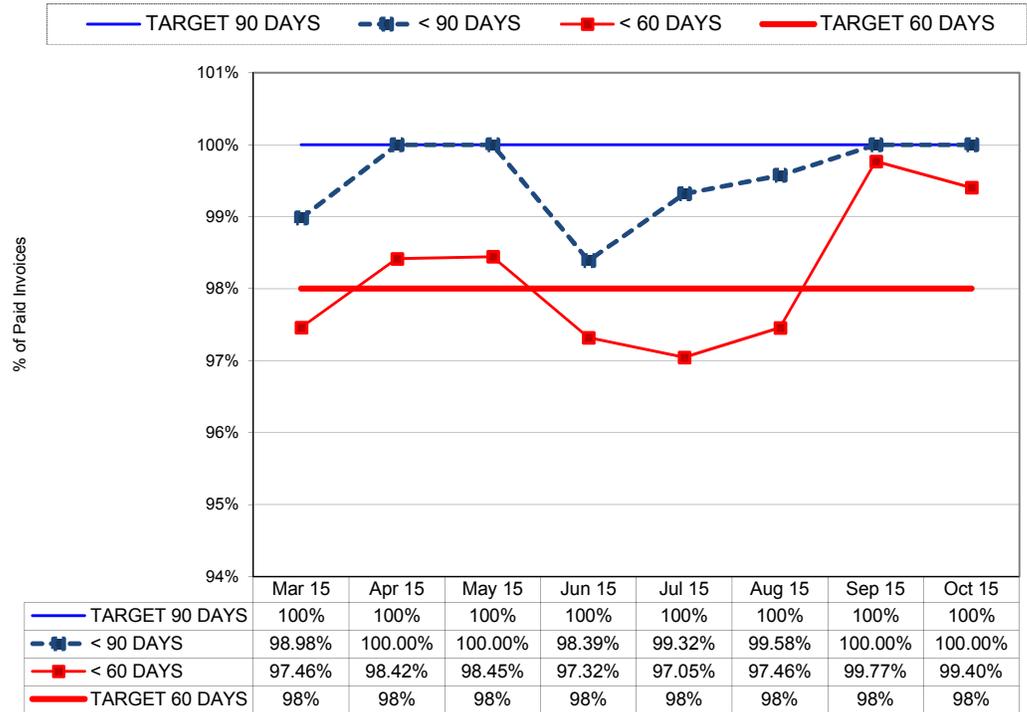
SUMMARY

These goals were met during this period.

99.40% of October 2015'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.



INVOICE AGING



Office of the CFO  
Consolidated Balance Sheet

	9/30/2015	10/31/2015	Incr (decr) to equity	COMMENTS
1				
2	Cash at Bank of the West	\$ 1,037,506	\$ 2,655,180	
3	LA County Investment Pool	\$ 12,842,002	\$ 12,956,939	
4	Cash & Investments	\$ 13,879,507	\$ 15,612,120	\$ 1,732,613 Received payments on grant receivables
5				
6	Accounts Receivable	\$ 7,185,639	\$ 5,434,065	\$ (1,751,574) CPG grant receivable was paid down
7				
8	Fixed Assets - Net Book Value	\$ 557,750	\$ 557,750	\$ - No change
9				
10	Total Assets	\$ 21,622,896	\$ 21,603,935	\$ (18,961)
11				
12	Accounts Payable	\$ (175,621)	\$ (438,589)	\$ (262,968) Invoice activity increased
13				
14	Employee-related Liabilities	\$ (473,795)	\$ (587,307)	\$ (113,512) Sep had eight unpaid working days, Oct had ten
15				
16	Other Current Liabilities	\$ (440,554)	\$ (401,400)	\$ 39,154 Prepaid expenses increased by \$30K
17				
18	Deferred Revenue	\$ (224,135)	\$ (280,935)	\$ (56,800) Received Malibu contribution for PCH study
19				
20	Total Liabilities and Deferred Revenue	\$ (1,314,105)	\$ (1,708,231)	\$ (394,126)
21				
22	Fund Balance	\$ 20,308,791	\$ 19,895,704	\$ (413,088)
23				
24				
	<b>WORKING CAPITAL</b>			
25		9/30/2015	10/31/2015	Incr (decr) to working capital
26	Cash	\$ 13,879,507	\$ 15,612,120	\$ 1,732,613
27	Accounts Receivable	\$ 7,185,639	\$ 5,434,065	\$ (1,751,574)
28	Accounts Payable	\$ (175,621)	\$ (438,589)	\$ (262,968)
29	Employee-related Liabilities	\$ (473,795)	\$ (587,307)	\$ (113,512)
30	Working Capital	\$ 20,415,730	\$ 20,020,288	\$ (395,442)

Office of the CFO

Fiscal Year-To-Date Expenditure Report Through October 31, 2015



COMPREHENSIVE BUDGET

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	Staff & Allocated Fringe Benefits	210,255	210,255	25,790		184,465	12.3%
2	51001 Allocated Indirect Costs	149,738	149,738	18,360		131,378	12.3%
3	54300 SCAG Consultants	568,383	568,383	77,080	415,525	75,778	13.6%
4	54340 Legal costs	100,000	100,000	3,782	96,218	0	3.8%
6	55441 Payroll, bank fees	15,000	15,000	1,983		13,017	13.2%
7	55510 Office Supplies	20,000	20,000	4,804	15,196	0	24.0%
8	55600 SCAG Memberships	5,250	22,532	22,532	0	0	100.0%
9	55610 Professional Membership	13,700	13,700	6,164	4,617	2,920	45.0%
10	55730 Capital Outlay	542,106	542,106	-		542,106	0.0%
11	55830 Conference - Registration	15,000	15,000	8,595	1,830	4,575	57.3%
12	55860 Scholarships	32,000	32,000	30,000		2,000	93.8%
13	55910 RC/Committee Mtgs	-	20,000	7,529	0	12,471	37.6%
14	55914 RC General Assembly	500,000	500,000	-	0	500,000	0.0%
16	55915 Demographic Workshop	13,000	13,000	-	1,907	11,093	0.0%
17	55916 Economic Summit	57,000	57,000	13,763	0	43,237	24.1%
18	55917 Labor Summit	13,500	13,500	-	0	13,500	0.0%
19	55920 Other Meeting Expense	90,000	70,000	15,643	54,357	0	22.3%
20	55930 Miscellaneous other	89,000	66,718	4,830	27,961	33,927	7.2%
21	55940 Stipend - RC Meetings	230,000	230,000	67,280	0	162,720	29.3%
22	56100 Printing	10,000	10,000	99	2,096	7,805	1.0%
23	58100 Travel - outside SCAG region	50,000	50,000	9,777	0	40,223	19.6%
24	58101 Travel - local	26,000	26,000	8,725	0	17,275	33.6%
25	58110 Mileage - local	23,500	23,500	5,431	0	18,069	23.1%
26	58150 Staff Lodging Expense	3,000	8,000	2,469		5,531	30.9%
27	58800 RC Sponsorships	112,750	112,750	45,190	6,200	61,360	40.1%
28	<b>Total General Fund</b>	<b>2,889,182</b>	<b>2,889,182</b>	<b>379,824</b>	<b>625,907</b>	<b>1,883,451</b>	<b>13.1%</b>
29				-			
30	Staff & Fringe Benefits	15,287,307	15,306,029	4,934,747		10,371,282	32.2%
31	51001 Allocated Indirect Costs	10,887,267	10,900,601	3,513,046		7,387,555	32.2%
32	54300 SCAG Consultants	16,316,856	18,587,161	1,392,117	17,195,044	0	7.5%
33	54301 Consultants - Other	70,000	154,845		42,469	112,376	0.0%
34	54350 Professional Services	207,200	207,200	9,999	197,201	0	4.8%
35	55210 Software Support	176,566	176,566	138,303	38,263	0	78.3%
36	55280 Third Party Contribution	3,710,826	3,673,670	753,878	0	2,919,792	20.5%
38	55620 Resource Materials - subscrib	832,000	639,205	38,538	116,599	484,069	6.0%
39	55810 Public Notices	50,000	50,000	-	1,432	48,568	0.0%
40	55830 Conference - Registration	10,000	10,000	50	2,725	7,225	0.5%
41	55920 Other Meeting Expense	26,000	26,000	38		25,962	0.1%
42	55930 Miscellaneous - other	194,880	302,145	2,316	6,668	293,161	0.8%
43	55950 Temp Help	110,248	245,248	16,327	93,921	135,000	6.7%
44	56100 Printing	61,000	61,000	1,635	0	59,365	2.7%
45	58100 Travel	288,100	288,100	33,470	0	254,630	11.6%
46	<b>Total OWP</b>	<b>48,228,250</b>	<b>50,627,770</b>	<b>10,834,464</b>	<b>17,694,321</b>	<b>22,098,985</b>	<b>21.4%</b>
47				-			
48	<b>Comprehensive Budget</b>	<b>51,117,432</b>	<b>53,516,952</b>	<b>11,214,288</b>	<b>18,320,228</b>	<b>23,982,436</b>	<b>21.0%</b>

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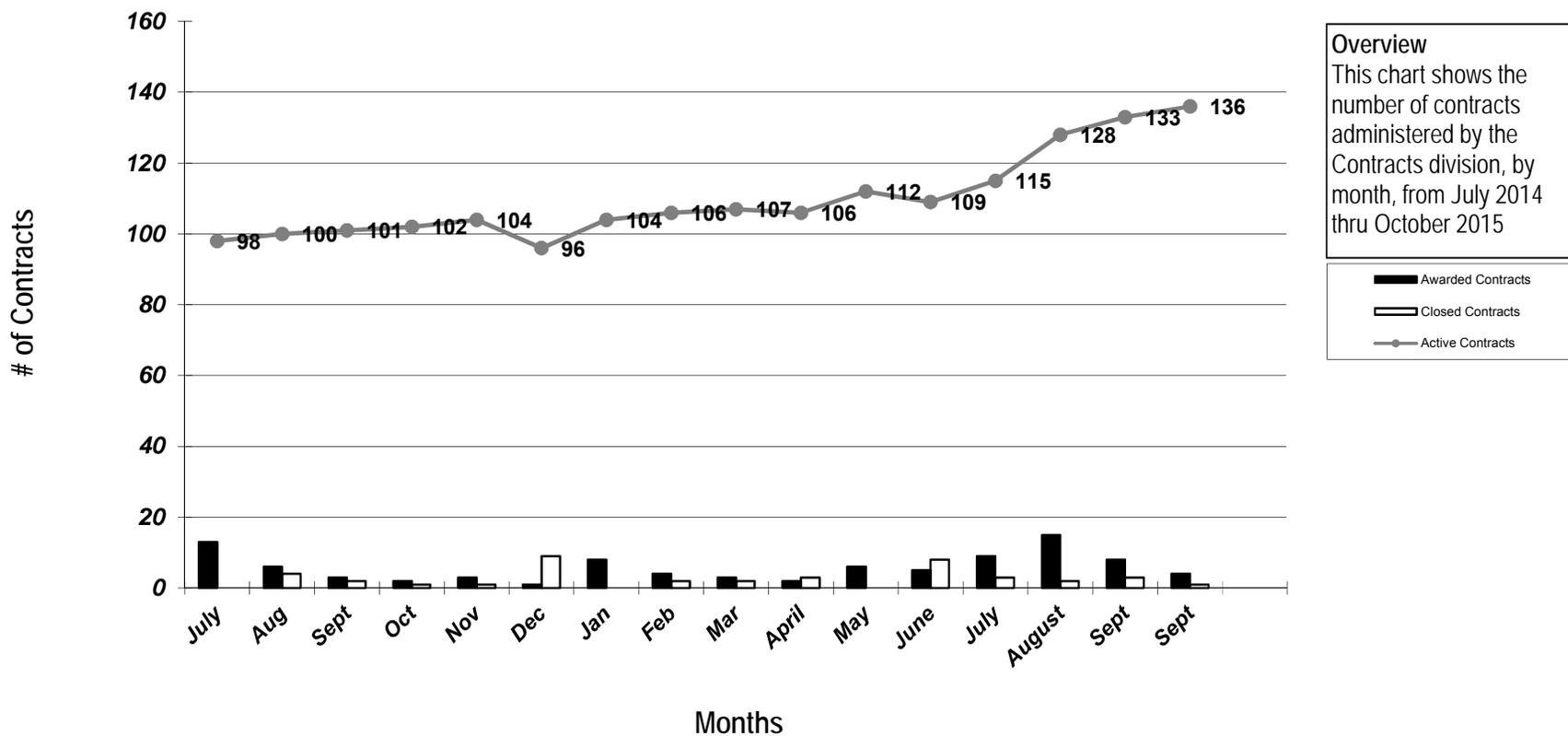
Fiscal Year-To-Date Expenditure Report Through October 31, 2015



INDIRECT COST EXPENDITURES

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	Regular Staff	3,627,908	3,620,908	1,274,752		2,346,156	35.2%
2	50013	Regular OT	-	751	751		0	100.0%
3	50014	Interns, Temps, Annuit	81,000	92,406	11,378		81,029	12.3%
5	51000	Allocated Fringe Benefits	2,672,978	2,667,821	848,923		1,818,898	31.8%
6	54300	SCAG Consultants	134,000	134,000	11,976	122,024	0	8.9%
7	54301	Consultants - Other	1,299,359	1,299,359	290,035	707,695	301,629	22.3%
8	54340	Legal	335,000	335,000	687	325,680	8,633	0.2%
10	55210	Software Support	460,461	460,461	225,239	157,748	77,474	48.9%
11	55220	Hardware Supp	79,777	79,777	68,868	10,909	0	86.3%
12	55240	Repair & Maint Non-IT	30,000	30,000	16,325	13,675	0	54.4%
14	55400	Office Rent 818 Offices	1,582,877	1,582,877	556,834	1,017,550	8,493	35.2%
15	55410	Office Rent Satellite	171,490	171,490	48,192	123,298	0	28.1%
16	55420	Equip Leases	126,186	126,186	25,726	100,460	0	20.4%
17	55430	Equip Repairs & Maint	13,323	13,323	8,673	4,650	0	65.1%
18	55440	Insurance	144,683	144,683	51,214	1,216	92,253	35.4%
19	55441	Payroll / Bank Fees	10,000	10,000	4,702		5,298	47.0%
20	55445	Taxes	-	465	465		0	100.0%
21	55460	Mater & Equip < \$5,000	49,500	49,500	10,794	15,228	23,478	21.8%
22	55510	Office Supplies	80,000	80,000	15,220	64,780	0	19.0%
23	55520	Graphic Supplies	2,000	2,000	1,003	736	261	50.2%
24	55530	Telephone	175,000	175,000	39,977	132,933	2,089	22.8%
25	55540	Postage	10,000	10,000	10,000	0	0	100.0%
26	55550	Delivery Services	5,000	5,000	998	4,001	0	20.0%
27	55600	SCAG Memberships	182,151	182,151	125,423	1,322	55,406	68.9%
29	55620	Res Mats/Subscrip	45,727	45,727	25,854	19,873	0	56.5%
30	55700	Deprec - Furn & Fixt	45,000	45,000	-		45,000	0.0%
31	55710	Deprec - Computer Equipment	75,000	75,000	-		75,000	0.0%
32	55715	Amortiz - Software	108,791	108,791	-		0	0.0%
33	55720	Amortiz - Leasehold Improvements	10,000	10,000	-		10,000	0.0%
34	55800	Recruitment Notices	15,000	15,000	-	15,000	0	0.0%
35	55801	Recruitment - other	25,000	25,000	3,078	21,922	0	12.3%
36	55810	Public Notices	5,000	5,000	-	5,000	0	0.0%
37	55820	Training	81,500	81,500	24,798	56,702	0	30.4%
38	55830	Conference/workshops	16,850	16,850	420	0	16,430	2.5%
39	55920	Other Mtg Exp	5,200	5,200	-	480	4,720	0.0%
40	55930	Miscellaneous - other	8,000	7,535	-	7,535	0	0.0%
41	55950	Temp Help	38,500	38,500	1,138	37,362	0	3.0%
42	56100	Printing	21,000	21,000	683	17,624	2,693	3.3%
43	58100	Travel - Outside	96,800	94,586	7,688		86,897	8.1%
44	58101	Travel - Local	11,450	11,450	4,554		6,896	39.8%
45	58110	Mileage - Local	45,725	45,725	2,490		43,235	5.4%
48	58200	Travel - Reg Fees	-	2,215	2,215		0	100.0%
49	58450	Fleet Vehicle	2,000	2,000	-	2,000	0	0.0%
50	<b>Total Indirect Cost</b>		<b>11,929,236</b>	<b>11,929,236</b>	<b>3,721,070</b>	<b>2,987,406</b>	<b>5,220,760</b>	<b>31.2%</b>

## SCAG Contracts (Year to Date)



**Overview**  
 This chart shows the number of contracts administered by the Contracts division, by month, from July 2014 thru October 2015

- Awarded Contracts
- Closed Contracts
- Active Contracts



**Summary**  
 The chart shows that the Contracts Department is managing 136 active consultant contracts. Seventy-nine of these are Cost Plus Fixed Fee contracts, 20 are fixed price contracts, and the remaining 37 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Department anticipates issuing approximately 30 contracts in FY 2015-16. 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.



<b>GROUPS</b>	<b>Authorized Positions</b>	<b>Filled Positions</b>	<b>Vacant Positions</b>
Executive	3	2	1
Legal	3	2	1
Strategy, Policy & Public Affairs	20	16	4
Administration	44	41	3
Planning & Programs	70	66	4
<b>Total</b>	<b>140</b>	<b>127</b>	<b>13</b>

**OTHER POSITIONS**

<b>GROUPS</b>	<b>Limited Term Positions</b>	<b>Temp Positions</b>	<b>Agency Temps</b>
Executive	0	0	0
Legal	0	0	0
Strategy, Policy & Public Affairs	2	3	3
Administration	4	2	0
Planning & Programs	2	16	0
<b>Total</b>	<b>8</b>	<b>21</b>	<b>3</b>

**DATE:** December 3, 2015

**TO:** Regional Council (RC)

**FROM:** Community, Economic and Human Development (CEHD) Committee  
Energy and Environment Committee (EEC)  
Transportation Committee (TC)

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

**SUBJECT:** Release of the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)

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**RECOMMENDED ACTION:**

Based upon the joint recommendation of SCAG's three (3) Policy Committees, release the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (hereinafter referred to either as the "2016 RTP/SCS" or the "Plan") for a 60-day public review and comment period, concurrent with the 60-day public review and comment period for the Draft 2016 RTP/SCS PEIR, beginning December 4, 2015 and ending February 1, 2016.

**EXECUTIVE SUMMARY:**

*Over the last several months, SCAG's Regional Council and Policy Committees have been discussing the key elements of the Draft 2016 RTP/SCS culminating on November 5, 2015 with a joint recommendation from CEHD, EEC and TC for the Regional Council to approve the official release of the Draft 2016 RTP/SCS. In order to allow more time to review the Draft 2016 RTP/SCS, the public comment period is changed to 60-days, commencing December 4, 2015 and ending February 1, 2016 concurrent with the Draft 2016 RTP/SCS PEIR.*

*The Draft 2016 RTP/SCS Executive Summary is attached to this report for your review. The complete Draft 2016 RTP/SCS and its corresponding Appendices are available on our website at <http://scagrtpscs.net/Pages/Draft2016RTPSCS.aspx>*

**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:**

Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the RTP must conform to applicable air quality standards. The passage of California Senate Bill 375 (SB 375) in 2008 requires that an MPO prepare and adopt a Sustainable Communities Strategy (SCS) that

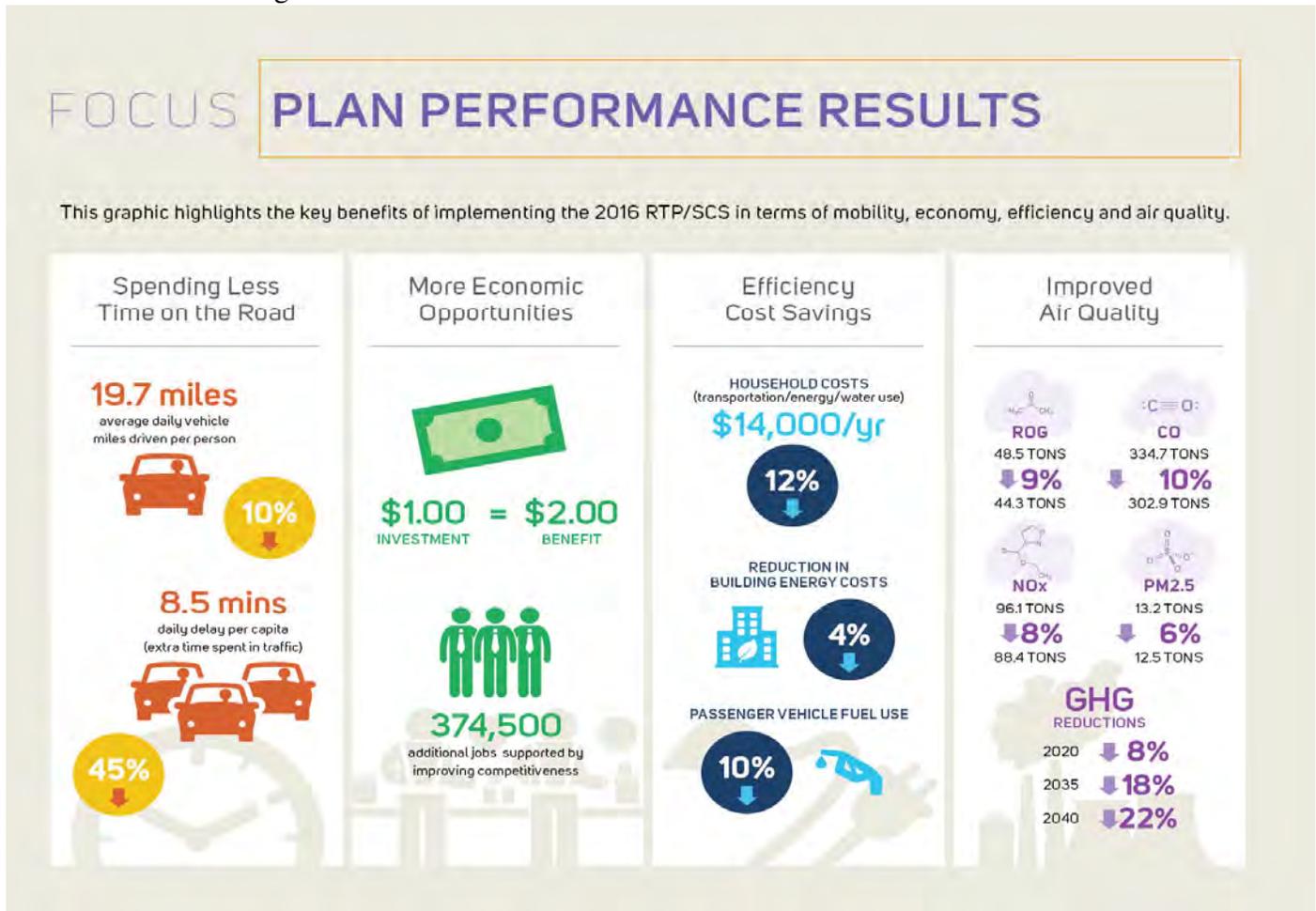
# REPORT

sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and maximizes transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

SCAG staff is pleased to present to the Regional Council the Draft 2016 RTP/SCS, which builds from many of the policies in the currently approved 2012 RTP/SCS. During the last three years, SCAG staff has worked to develop a comprehensive update of the current Plan that we believe provides good options for the future of the SCAG region. Over the last several months, SCAG’s Regional Council and Policy Committees have jointly discussed the key elements of the Draft 2016 RTP/SCS culminating on November 5, 2015 with a joint recommendation from CEHD, EEC and TC for SCAG staff to finalize the Draft Plan and for the Regional Council to approve today the official release of the Draft 2016 RTP/SCS for public review and comment.

As further detailed in the Executive Summary, the Draft 2016 RTP/SCS proposes to invest over \$556.5 billion between 2016 and 2040 to significantly improve every component of our multi-modal transportation system and strategically integrate land use strategies with transportation investments, resulting in greater economic opportunity and a higher quality of life in the region.

Investments and strategies in the Plan will result in:



## Summary of the November 5 Joint Meeting of the Policy Committees (CEHD, EEC, TC)

A number of public comments were received by the Policy Committees at the Joint Policy Committee meeting that were mostly supportive of the Draft 2016 RTP/SCS. Most of the comments received were positive and related to support for the Active Transportation and Public Health elements contained in the Draft Plan and the willingness of the speakers and the organizations they represented to continue to engage with staff on further refining these issues through and beyond the Plan adoption.

The Joint Policy Committee members' discussion was focused on a select number of issues: High-Speed Rail; Mileage-Based User Fee; Regional Aviation and criteria for project inclusion.

The Draft Plan includes support for the proposed California High-Speed Rail Phase 1 project as well as funding projects associated with the Memorandum of Understanding (MOU) in the constrained portion of the Draft 2016 RTP/SCS based upon the collective approve of the Policy Committee members on November 5, 2015. This MOU is between CHSRA, SCAG and several of the region's local transportation agencies to fund \$1 billion of local rail improvement projects and was approved by the SCAG Regional Council on February 2, 2012. The Transportation Committee approved the passenger rail strategy and framework proposed in the Draft 2016 RTP/SCS on September 3, 2015, which includes these projects.

In the 2012 RTP/SCS, SCAG became the first MPO in the country to include in the financial plan a Mileage Based User Fee as a replacement to the gas tax in the outer years of the plan. Since that time, the Governor has signed SB 1077, creating a task force to further study a Mileage Based User Fee in California. The Transportation Committee took action on September 3, 2015, and the Policy Committees took action jointly on November 5, 2015, to include a Mileage Based User Fee program or equivalent revenue strategy as one of the possible reasonably available revenue sources for inclusion in the Plan.

To address concerns raised by some Policy Committee members at the November 5, 2015 Joint Policy Committee meeting, the Draft 2016 RTP/SCS clarifies that a Mileage Based User Fee program should feature specific governance, accountability, and approaches for protecting privacy as well as address income and geographic (e.g., rural vs. urban) equity impacts.

With respect to Regional Aviation, on August 6, 2015, the Transportation Committee held a special meeting on the Regional Aviation Forecast and approved for inclusion in the Draft Plan the use of a regional passenger demand distribution estimated at 136.2 million annual passengers in 2040 and an approach to distributing the growth to the region's twelve commercial airports. The Draft Plan is consistent with this action. To address a public comment received at the November 5, 2015 Joint Policy Committee meeting regarding adequate support for regionalization policy in the Plan, the Draft 2016 RTP/SCS maintains the importance of regionalization of aviation demand and recognizes that additional actions to realize its full implementation will be explored post-adoption of the 2016 RTP/SCS. Further, the airport impact analysis will be based on the higher range of the demand at the airports where ranges were assigned in order to simulate the worst case scenario from airport-related impacts.

Finally, regarding the criteria for project inclusion, SCAG's planning process and the Draft 2016 RTP/SCS respect the local planning process on specific projects. For projects that are still going through the local review process, there is adequate flexibility within the regional planning process to

allow SCAG to reflect the locally selected project specifics at the conclusion of the local review process, either through a special amendment to the RTP/SCS or through future updates.

## Highlights of the Draft 2016 RTP/SCS

The remainder of the staff report provides key highlights of the proposed Draft 2016 RTP/SCS.

### *Our Vision*

The Plan envisions vibrant, livable communities that are healthy and safe and which offer transportation options that provide timely access to schools, jobs, services, health care and other basic needs. These communities will be conducive to walking and bicycling and offer residents improved access to parks and natural lands. Collectively, these communities will support opportunities for business, investment and employment, fueling a more prosperous economy. This vision recognizes the region's tremendous diversity and that "one-size fits all" solutions are not practical or feasible.

### *Integrating Land Use and Transportation*

The Draft 2016 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain our resources and expand efficiency, mobility and accessibility for people across the region. The integrated strategies, programs and projects included in the Plan are designed to improve a region with very specific changes underway: Over the next 25 years, our region's population is projected to grow by more than 20 percent, from about 18 million people to more than 22 million people. Diverse households will reside in all types of communities, including urban centers, cities, towns, suburban neighborhoods and rural areas. Much of the region will continue to be populated by households living in detached single-family dwellings located in lower-density suburban areas. However, 67 percent of new residences will be higher density multifamily housing, built as infill development within High Quality Transit Areas (described further below). We anticipate that households will demand more direct and easier access to jobs, schools, shopping, healthcare and entertainment, especially as Millennials mature and seniors grow in number. Our Southern California region will remain a vital gateway for goods and services, an international center for innovation in numerous industries and a place that offers its residents a high standard of living. We know that our future growth will add new pressures to our transportation system and to our communities. However, through long-term planning that integrates strategies for transportation and land use, we can ensure that our region grows in ways that enhance our mobility, sustainability and quality of life.

### *Major Transportation Initiatives and Sustainable Communities Strategies*

The Draft 2016 RTP/SCS includes several major transportation initiatives and Sustainable Communities Strategies that will move us in the direction towards achieving our vision for 2040.

- **Preserving the transportation system we already have (Fix it First):** The Draft 2016 RTP/SCS calls for the investment of \$274.9 billion toward preserving our existing system. The allocation of these expenditures includes the transit and passenger rail system, the state highway system, and regionally significant local streets and roads.
- **Expanding the regional transit system to give people more alternatives to driving alone:** The Draft 2016 RTP/SCS includes \$56.1 billion for capital transit projects and \$156.7 billion for operations and maintenance. This includes significant expansion of the Metro subway and Light

Rail Transit (LRT) system in Los Angeles County. Meanwhile, new Bus Rapid Transit (BRT) routes will expand higher speed bus service regionally; new streetcar services will link major destinations in Orange County; and new Metrolink extensions will better connect communities in the Inland Empire. Other extensive improvements are planned for local bus, rapid bus, BRT and express service throughout the region. To make transit a more attractive and viable option for people, the 2016 RTP/SCS also supports implementing and expanding transit signal priority, regional and inter-county fare agreements and media, increased bicycle carrying capacity on transit and rail vehicles, real-time passenger information systems to allow travelers to make more informed decisions, and implementing first/last mile strategies to extend the effective reach of transit.

- **Expanding passenger rail:** The Draft 2016 RTP/SCS plans for an investment in passenger rail of \$38.6 billion for capital projects and \$15.7 billion for operations and maintenance. The Plan calls for maintaining the commitments in the 2012 RTP/SCS and the High Speed Rail Memorandum of Understanding (MOU), which identifies a candidate project list to improve the Metrolink system and the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, thereby providing immediate, near-term benefits to the region while laying the groundwork for future integration with California's High Speed Rail project. These capital projects will bring segments of the regional rail network up to the federally defined speed of 110 miles per hour or greater, and help lead to a blended system of rail services.
- **Improving highways and arterials:** The Draft 2016 RTP/SCS calls for investing \$54.5 billion for capital projects and \$102.5 billion for operations and maintenance toward strategies to improve efficiency of our highway and arterial system throughout the region. This includes focusing on achieving maximum productivity by adding capacity primarily by closing gaps in the system and improving access, and other measures. The plan also continues to support a regional network of High Occupancy Toll (HOT) Lanes building on the success of the SR-91 Express Lanes in Orange County, and I-10 and I-110 Express Lanes in Los Angeles County.
- **Managing demands on the transportation system:** The Draft 2016 RTP/SCS calls for investing \$6.9 billion toward Transportation Demand Management (TDM) strategies throughout the region. These strategies focus on reducing the number of drive-alone trips and overall vehicle miles traveled (VMT) through ridesharing, which includes carpooling, vanpooling and supportive policies for shared ride services such as Uber and Lyft; redistributing or eliminating vehicle trips from peak demand periods through incentives for telecommuting and alternative work schedules; and reducing the number of drive-alone trips through increased use of transit, rail, bicycling, walking and other alternative modes of travel.
- **Optimizing the performance of the transportation system:** The Draft 2016 RTP/SCS earmarks \$9.2 billion for Transportation System Management (TSM) improvements, including extensive advanced ramp metering, enhanced incident management, bottleneck removal to improve flow (e.g. auxiliary lanes), expansion and integration of the traffic signal synchronization network, data collection to monitor system performance, integrated and dynamic corridor congestion management, and other Intelligent Transportation System (ITS) improvements.

- Promoting walking, biking and other forms of active transportation:** The Draft 2016 RTP/SCS plans for continued progress in developing our regional bikeway network, assumes all local active transportation plans will be implemented, and dedicates resources to maintain and repair thousands of miles of dilapidated sidewalks. The Plan also considers new strategies and approaches beyond those proposed in 2012, including promoting active transportation for short trips by improving sidewalk quality, local bike networks, and neighborhood mobility areas; and for regional trips by improving a regional greenway network, bike network and access to the California Coastal Trail. Active transportation will also be promoted by integrating it with the region’s transit system; promoting 16 regional corridors that support biking and walking; supporting bike share programs; and educating people about the benefits of active transportation for students, as well as promoting safety campaigns.
- Strengthening the regional transportation network for goods movement:** The Draft 2016 RTP/SCS includes \$74.8 billion in goods movement investment. Among these are establishing a system of truck-only lanes extending from the San Pedro Bay Ports to downtown Los Angeles along Interstate 710, connecting to the State Route 60 east-west segment to Interstate 15 in San Bernardino County; working to relieve the top 50 truck bottlenecks; adding mainline tracks for the Burlington Northern Santa Fe (BNSF) San Bernardino and Cajon Subdivisions and the Union Pacific Railroad (UPRR) Alhambra and Mojave Subdivisions; expanding/modernizing intermodal facilities; building highway-rail grade separations; improving port area rail infrastructure; reducing environmental impacts by supporting the deployment of commercially available low-emission trucks and locomotives; and in the longer term, advancing technologies to implement a zero-emission and near zero-emission freight system.
- Leveraging technology.** Advances in communications, computing and engineering – from shared mobility innovations to zero emission vehicles – can lead to a more efficient transportation system with more mobility options for everyone. Technological innovations also can reduce the environmental impact of existing modes of transportation. For example, alternative fuel vehicles continue to become more accessible for retail consumers and for freight and fleet applications – and as they are increasingly used, air pollution can be reduced. Communications technology, meanwhile, can improve the movement of passenger vehicles and connected transit vehicles. As part of the Draft 2016 RTP/SCS, SCAG has focused location-based strategies specifically on increasing the efficiency to Plug-in Hybrid Electric Vehicles (PHEV) in the region. These are electric vehicles powered by a gasoline engine when their battery is depleted. The Draft 2016 RTP/SCS proposes a regional charging network that will increase the number of PHEV miles driven on electric power, in addition to supporting the growth of the PEV market generally. In many instances these chargers may double the electric range of PHEVs, reducing vehicle miles traveled that produce tail-pipe emissions.

### *Sustainable Communities Strategies*

- Focusing new growth around transit:** The Draft 2016 RTP/SCS plans for focusing new growth around transit, which is supported by the following policies: Identify regional strategic areas for infill development and investment; develop “Complete Communities;” develop nodes on a corridor; plan for additional housing and jobs near transit; plan for changing demand in types of housing; continue to protect stable, existing single-family areas; Ensure adequate access to open space and preservation of habitat; and incorporate local input and feedback on future growth. These policies support the development of:

- High Quality Transit Areas (HQTAs) – areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. While HQTAs account for only 3 percent of total land area in SCAG region, they are planned and projected to accommodate 46 percent of the region's future household growth, and 50 percent of the future employment growth.
  - Livable Corridors – arterial roadways where jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways.
  - Neighborhood Mobility Areas (NMAs) – these areas represent the synthesis of various planning practices and are applicable in a wide range of settings. Strategies are intended to provide sustainable transportation options for residents of the region who lack convenient access to high-frequency transit but make many short trips within their urban neighborhoods. NMAs are conducive to active transportation and include a “complete streets” approach to roadway improvements to encourage replacing single- and multi-occupant automobile use with biking, walking, skateboarding, neighborhood electric vehicles and senior mobility devices.
- **Preserving natural lands:** Many natural land areas near the edge of existing urbanized areas do not have plans for conservation and are vulnerable to development pressure. The Draft 2016 RTP/SCS recommends redirecting growth from high value habitat areas to existing urbanized areas. This strategy avoids growth in sensitive habitat areas, builds upon the conservation framework, and complements an infill-based approach.

### ***Overall Financial Plan***

As further detailed in the Executive Summary, the Draft 2016 RTP/SCS proposes to invest \$556.5 billion through the forecast horizon year of 2040 to significantly improve every component of our multi-modal transportation system, including much needed investment for the operation and maintenance of our existing system. Operating and maintenance (O&M) expenditures needed to achieve a state of good repair total \$274.9 billion (49 percent).

The funding of the Plan is based on \$356.1 billion in core revenue sources and \$200.4 billion in new revenue sources that are reasonably expected to be available over the plan period. Local sources, totaling \$254.7 billion, comprise the largest share of core revenues at 71 percent, followed by state sources totaling \$63.8 billion (18 percent) and federal sources totaling \$37.7 billion (11 percent). Core revenues are existing transportation funding sources projected through 2040. The core revenue forecast does not include future increases in tax rates or adoptions of new tax measures.

The forecast of expenditure needs totals \$556.5 billion. The difference between the expenditure forecast total (\$556.5 billion) and the core revenue forecast total (\$356.1 billion) is \$200.4 billion. This funding gap is similar to the amount identified in the 2012 RTP/SCS. As part of the 2012 RTP/SCS, reasonably available new revenue sources including short-term adjustments to state and federal gas excise tax rates and long-term replacement of gas taxes with mileage-based user fees (or other comparable source such as equivalent adjustment to fuel tax adjustments) were included to fill the gap.

## ***State and Federal Compliance***

The Draft 2016 RTP/SCS meets all of the federal and state requirements. Based upon SCAG's modeling analysis, the Draft Plan meets all the provisions of transportation conformity rules under the Clean Air Act. Cleaner fuels and new vehicle technologies will help to significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that may impact public health in the region. The Plan meets state-mandated targets for reducing greenhouse gas emissions from cars and light trucks. The state's targets for the SCAG region are an eight (8) percent per capita reduction in greenhouse gas emissions from automobiles and light duty trucks by 2020, and a 13 percent reduction by 2035 (compared to 2005 levels). The Draft RTP/SCS achieves a greenhouse gas reduction of 8 percent per capita in 2020, 18 percent per capita in 2035, and a 22 percent reduction by 2040 as compared to 2005 levels. Thus the Draft Plan meets and/or exceeds the targets established by the California Air Resources Board (ARB) for the SCAG region.

## **Next Steps**

The official release of the Draft 2016 RTP/SCS triggers a 60-day public review and comment period. Staff will continue to conduct significant outreach efforts targeting elected officials key stakeholders, community groups and the general public to ensure ample opportunities to provide feedback on the Plan. In January 2016, staff will conduct a minimum of 14 Elected Officials' Briefings and three (3) Public Hearings throughout the six-county SCAG region to solicit feedback on all elements of the Plan. At the end of the 60-day comment period, staff will document and provide a written response to each comment received. These comments will be summarized and presented to the Regional Council on March 3, 2016. Based on policy direction from the Regional Council at the March 3, 2016 meeting, staff will make final revisions to the Draft Plan. On April 7, 2016, the Regional Council will be asked to consider the Final 2016 RTP/SCS for adoption.

## **FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 2015-2016 Overall Work Program (WBS Number 15-010.SCG00170.01: RTP Support, Development, and Implementation).

## **ATTACHMENTS:**

1. Draft 2016 RTP/SCS Executive Summary
2. PowerPoint Presentation: "2016 RTP/SCS – A Plan For Our Future"



# 2016 2040 RTPSCS

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## THE 2016-2040 REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY

A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life

## Executive Summary

DRAFT

DECEMBER 2015

# EXECUTIVE SUMMARY



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# ENVISIONING OUR REGION IN 2040

Transport yourself 25 years into the future. What kind of Southern California do you envision? SCAG envisions a region that has grown by nearly four million people – sustainably. In communities across Southern California, people enjoy increased mobility, greater economic opportunity and a higher quality of life.

## OUR VISION

In our vision for the region in 2040, many communities are more compact and connected seamlessly by numerous public transit options, including expanded bus and rail service. People live closer to work, school, shopping and other destinations. Their neighborhoods are more walkable and safe for bicyclists. They have more options available besides driving alone, reducing the load on roads and highways. People live more active and healthy lifestyles as they bike, walk or take transit for short trips. Goods flow freely along roadways, highways, rail lines and by sea and air into and out of the region – fueling economic growth.

Southern California’s vast transportation network is preserved and maintained in a state of good repair, so that public tax dollars are not expended on costly repairs and extensive rehabilitation. The region’s roads and highways are well-managed so that they operate safely and efficiently, while demands on the regional network are managed effectively by offering people numerous alternatives for transportation.

Housing across the region is sufficient to meet the demands of a growing population with shifting priorities and desires and there are more affordable homes for all segments of society. With more connected communities, more choices for travel and robust commerce, people enjoy more opportunities to advance educationally and economically. As growth and opportunity are distributed widely, people from diverse neighborhoods across the region share in the benefits of an enhanced quality of life.

With more alternatives to driving alone available, air quality is improved and the greenhouse gas emissions that contribute to global climate change are reduced. Communities throughout Southern California are more prepared to confront and cope with the inevitable consequences of climate change, including droughts and wildfires, heat waves, rising seas and extreme weather. Meanwhile, natural lands and recreational areas that offer people a respite from the busier parts of the region are preserved and protected.

At mid-century, technology has transformed how we get around. Automated cars have emerged as a viable option for people and are being integrated into the overall transportation system. Shared mobility options that rely on instantaneous communication and paperless transactions have matured and new markets for mobility are created and strengthened.

Above all, people across the region possess more choices for getting around and with those choices come opportunities to live healthier, more economically secure and higher quality lives.

This vision for mid-century, which is built on input received from thousands of people across Southern California, is embodied in the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS, or Plan), a major planning document for our regional transportation and land use network. It balances the region’s future mobility and housing needs with economic, environmental and public health goals. This long-range Plan, required by the state of California and the federal government, is updated by SCAG every four years as demographic, economic and policy circumstances change. The 2016 RTP/SCS is a living, evolving blueprint for our region’s future.

## HOW WE GET TO WORK



14%

CARPOOL



76%

DRIVE ALONE



5%

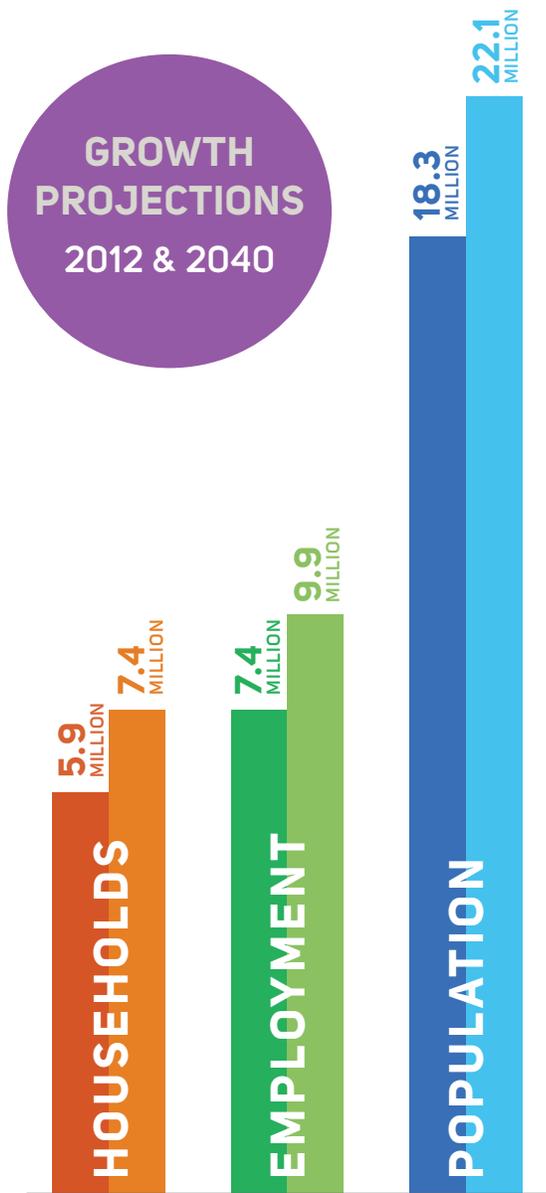
TRANSIT  
(Bus/Rail)



5%

NON-MOTORIZED  
(Walk/Bike)





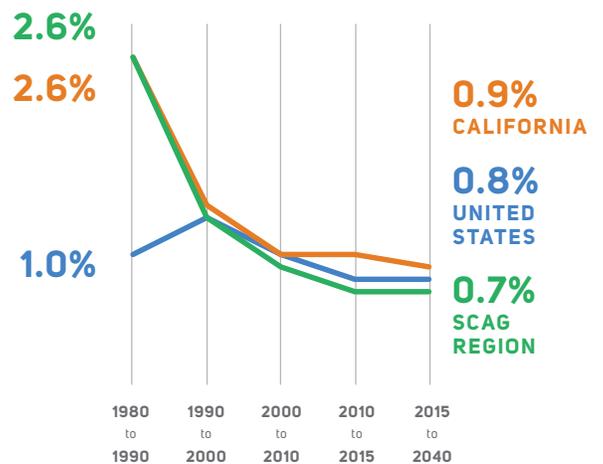
Source: CA DOF, CA EDD, SCAG

## CHALLENGES WE FACE

We are living at a time of great change in Southern California. Our region must confront several challenges as we pursue the goals outlined in the 2016 RTP/SCS:

- **We are growing slower:** But our region is projected to grow to 22 million people by 2040 – an increase of nearly four million people.
- **Our overall population will be older:** The median age of our region’s overall population is expected to rise, with an increasing share of senior citizens. This demographic shift will have major impacts on transportation needs and on our transportation plans. A key challenge for the region will be to provide seniors with more transportation options for maintaining their independence as they age.
- **A smaller percentage of us will be working:** The share of younger people of working age is expected to fall. The ratio of people over the age of 65 to people of working age (15 to 64) is expected to increase. This means that our region could face a labor shortage and a subsequent reduction in tax revenues.

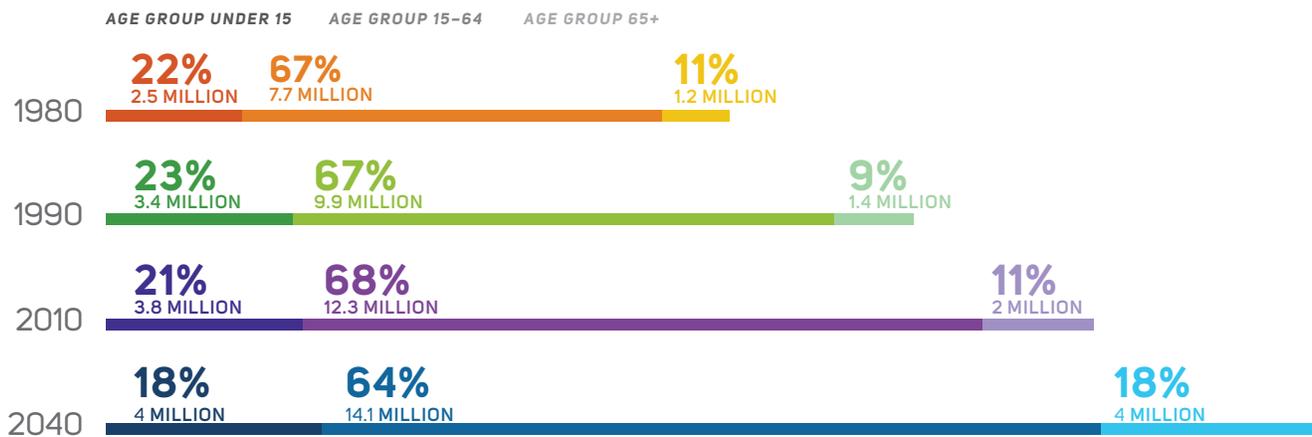
## Average Annual Population Growth Rate



Source: US Census Bureau, CA DOF, SCAG

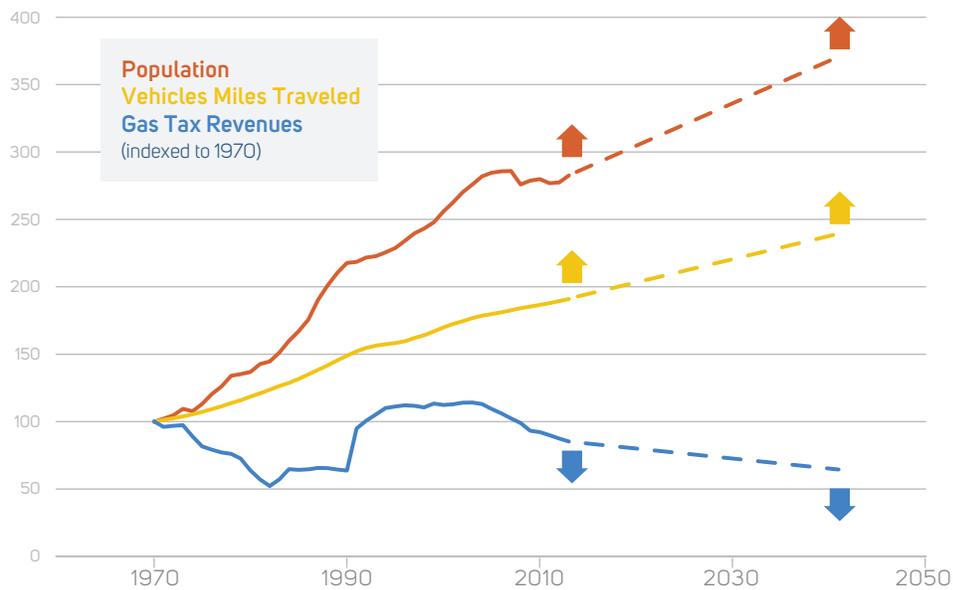
- **A large number of us want more urban lifestyles:** Today’s Millennials, born between 1980 and 2000, are expected to demand more compact communities and more access to transit – shifting regional priorities for the overall transportation system and the types of housing that is constructed. Baby Boomers are also expected to increasingly desire these kinds of communities.
- **Many of us will continue to live in the suburbs and drive alone:** Despite the emerging trends discussed above, many people in the region will continue to live in suburban neighborhoods and drive alone to work, school, shopping and other destinations - rather than using public transit and other transportation alternatives. The 2016 RTP/SCS will not change how everyone chooses to get around, but the Plan is designed to offer residents more choices so that we can experience regionwide benefits.
- **Housing prices are increasing:** Housing prices are rising steadily and affordability is declining. As communities are redeveloped to be more compact with new transit options and revitalized urban amenities, existing residents may risk displacement.
- **Our transportation system requires rehabilitation and maintenance:** Southern California’s transportation system is becoming increasingly compromised by decades of underinvestment in maintaining and preserving our infrastructure. These investments have not kept pace with the demands placed on the system and the quality of many of our roads, highways, bridges, transit and bicycle and pedestrian facilities is continuing to deteriorate. If we continue on our current path of seriously underfunding system preservation, the cost of bringing our system back to a reasonable state of good repair will grow exponentially.

## More Baby Boomers Will Age & Retire



Source: US Census Bureau, SCAG

FIGURE 1 CALIFORNIA POPULATION, TRAVEL AND GAS TAX REVENUE TRENDS



Source: Caltrans, California Department of Finance, California State Board of Equalization, White House Office of Management and Budget

### The State of Disrepair

**17%**  
OF HIGHWAYS ARE  
**DISTRESSED**

**6%**  
OF LOCAL ROADS IN  
**FAILED CONDITION**  
IN 2012

**25%**  
OF LOCAL ROADS WILL BE IN **FAILED CONDITION**  
IN 2022 UNDER CURRENT (2012) FUNDING

**18%**  
OF BRIDGES RATED  
AS **FUNCTIONALLY**  
**OBSOLETE**

**10%**  
OF BRIDGES RATED  
AS **STRUCTURALLY**  
**DEFICIENT**



of all proposed expenditures through  
**2040**  
are allocated to  
highway & arterial system operations  
& maintenance in the  
**2016 RTP/SCS**

Source: Federal Highway Administration National Bridge Inventory & 2014 State Highway Operation & Protection Program

- **Transportation funding is scarce and insufficient:** Full funding for transportation improvements is currently not sustainable, given the projected needs. Projected revenues from the gas tax, the historic source of transportation funding, will not meet transportation investment needs – and gas tax revenues, in real terms, are actually in decline as tax rates (both state and federal) have not been adjusted in more than two decades while the number of more fuel efficient and alternative powered vehicles continues to grow.
- **Moving goods through the region faces growing pains:** The movement of goods will face numerous challenges as consumer demand for products increases and the region continues to grow as a major exchange point for global trade. Infrastructure for freight traffic will be strained, current efforts to reduce air pollution from goods movement sources will not be sufficient to meet national air quality standards, capacity at international ports will be over-burdened and warehouse space could fall short of demands.
- **Technology is transforming transportation:** Mobility innovations including electric cars, the availability of real-time traveler information, the expansion of car sharing and ridesourcing due to smart phones and other technological advances will require updated planning to smoothly integrate these new travel options into the overall transportation system.
- **Millions of people are in poor health:** Many people in our region suffer from poor health due to chronic diseases related to poor air quality and physical inactivity. Heart disease, stroke, cancer, chronic lower respiratory disease and diabetes are responsible for 72 percent of all deaths in our region. Millions of more people live with chronic diseases, such as asthma, every day.
- **Climate change demands that we adapt:** The consequences of climate change will continue to strain everyday life for millions of people. Droughts and wildfires, water shortages brought about by drought but also declining snowpack in our mountains, rising seas, extreme weather events and other impacts will require communities to make their neighborhoods more resilient to climate change.

## OUR PROGRESS SINCE 2012

Although our challenges are great, the region has made significant progress over the past few years.

### TRANSIT

Transit service continues to expand throughout the region and the level of service has exceeded pre-recessionary levels – mainly due to a growth in rail service. Significant progress has been made toward completing capital projects for transit, including the Los Angeles County Metropolitan Transportation Authority (Metro) Orange Line Extension and the Metro Expo Line. Meanwhile, five major Metro Rail projects are now under construction in Los Angeles County.

### PASSENGER RAIL

Passenger rail is expanding and improving service on several fronts. The Amtrak Pacific Surfliner is now being managed locally by the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Agency; Metrolink is nearing completion on the Perris Valley Line; Metrolink became the first commuter railroad in the nation to implement Positive Train Control and purchase fuel-efficient, low-emission Tier IV locomotives; and the California High-Speed Train system is under construction in the Central Valley, and scheduled to begin service to Burbank Bob Hope Airport in 2022 and reach Los Angeles Union Station in 2028. Several other capital projects are underway or have been completed, including the Anaheim Regional Intermodal Transportation Center (ARTIC) and the Burbank Bob Hope Airport Regional Intermodal Transportation Center, among others.

### HIGHWAYS

The expansion of highways has slowed considerably over the last decade because of land, financial and environmental constraints. Still, several projects have been completed since 2012 to improve access and close critical gaps and congestion chokepoints in the regional network. These include the Interstate 5 South Corridor Project in Los Angeles County, Interstate 10 westbound widening in Redlands and Yucaipa, and the Interstate 215 Bi-County Project in Riverside and San Bernardino Counties, among others.

### REGIONAL HIGH-OCCUPANCY VEHICLE (HOV) AND EXPRESS LANE NETWORK

The demands on our region's highways continue to exceed available capacity during peak periods, but several projects to close HOV gaps have been completed. The result has been 27 more miles of regional HOV lanes on Interstates 5, 405, 10, 215 and 605, on State Route 57 and on the West County Connector Project within Orange County. The region is also developing a Regional Express Lane Network. Among the milestones: a one-year demonstration of Express Lanes in Los Angeles County along Interstate 10 and Interstate 110 was made permanent in 2014; and construction has begun on Express Lanes on State Route 91 extending eastward to Interstate 15 in Riverside County.

### ACTIVE TRANSPORTATION

Our region is making steady progress in encouraging more people to embrace active transportation and more than \$650 million in Active Transportation Program investments are underway. Nearly 37 percent of all trips less than one mile and 18 percent of all trips less than three miles are made via active transportation. As a percentage share of all trips, bicycling has increased more than 70 percent since 2007 to 1.12 percent. More than 500 miles of new bikeways have been constructed in the region and safety and encouragement programs are helping people choose walking and biking as options.

## GOODS MOVEMENT

The region continues to make substantial progress toward completing several major capital initiatives to support freight transportation and reducing harmful emissions generated by goods movement sources. Progress since 2012 has included: the San Pedro Bay Ports Clean Air Action Program (CAAP) has led to diesel particulate matter dropping by 82 percent, oxides of nitrogen by 54 percent and oxides of sulfur by 90 percent; and the San Pedro Bay Ports Clean Truck Program has led to an 80 percent reduction in port truck emissions. The region has also shown progress in advanced technology for goods movement, including a one-mile Overhead Catenary System (OCS) in the City of Carson. Construction of the Gerald Desmond Bridge has begun. Fourteen out of 71 planned grade separation projects throughout the region have been completed, and another 24 should be completed in 2016. Double tracking of the Union Pacific (UP) Alhambra Subdivision has been initiated. The Colton Crossing, which physically separated two Class I railroads with an elevated 1.4-mile-long overpass that lifts Union Pacific (UP) trains traveling east-west, was completed in August 2013.

## SUSTAINABILITY IMPLEMENTATION

Since 2012, SCAG's Sustainability Planning Grant Program has funded 70 planning projects (totaling \$10 million) to help local jurisdictions link local land use plans with 2012 RTP/SCS goals. Local jurisdictions have updated outmoded general plans and zoning codes; completed specific plans for town centers and Transit Oriented Development (TOD); implemented sustainability policies; and adopted municipal climate action plans. Thirty of the 191 cities in the SCAG region reported updating their general plans since 2012 and another 42 cities have general plan updates pending. Fifty-four percent of all the adopted and pending general plans include planning for TOD, 55 percent plan to concentrate key destinations and 76 percent include policies encouraging infill development. To protect water quality, 91 percent of cities have adopted water-related policies and 85 percent have adopted measures to address water quality. To conserve energy, 86 percent of cities have implemented community energy efficiency policies, with 80 percent of those cities implementing municipal energy efficiency policies and 76 percent implementing renewable energy policies. Of the region's 191 cities, 189 have completed sustainability components, with 184 cities implementing at least ten or more policies or programs and ten cities implementing 20 or more policies or programs. This last group includes Pasadena, Pomona and Santa Monica.

## AFFORDABLE HOUSING

The state is offering new opportunities to help regions promote affordable housing. In spring 2015, California's Affordable Housing Sustainable Communities (AHSC) program awarded its first round of funding to applicants after a competitive grant process. Of \$122 million available statewide, \$27.5 million was awarded to ten projects in the SCAG region. Eight-hundred forty-two affordable units, including 294 units designated for households with an income of 30 percent or less of the area median income, will be produced with this funding. Meanwhile, Senate Bill 628 (Beall) and Assembly Bill 2 (Alejo), provide jurisdictions an opportunity to establish a funding source to develop affordable housing and supportive infrastructure and amenities.

## PUBLIC HEALTH

The SCAG region has several ongoing efforts to promote public health. The Los Angeles County Department of Public Health and the Department of City Planning are developing a Health Atlas, which highlights health disparities among neighborhoods. In Riverside County, the Healthy Riverside County Initiative is working to have healthy cities resolutions adopted by a minimum of 15 cities. The County of San Bernardino has recently completed the Community Vital Signs Initiative, which envisions a "county where a commitment to optimizing health and wellness is embedded in all decisions by residents, organizations and government."

## ENVIRONMENTAL JUSTICE

Since the adoption of the 2012 RTP/SCS, social equity and environmental justice have become increasingly significant priorities in regional plans. For example, plans to promote active transportation, improve public health, increase access to transit, preserve open space, cut air pollution and more are all evaluated for how well the benefits of these efforts are distributed among all demographic groups. The State of California's Environmental Protection Agency (Cal/EPA) developed a new tool, CalEnviroScreen, which helps to identify areas in the state that have higher levels of environmental vulnerability due to historical rates of toxic exposure and certain social factors. Based on this tool, much of the region can stand to benefit from Cap-and-Trade grants that give priority to communities that are disproportionately impacted.

## SETTING THE STAGE FOR OUR PLAN

SCAG began developing the 2016 RTP/SCS by first reaching out to the local jurisdictions to hear directly from them about their growth plans. The next step was to develop scenarios of growth, each one representing a different vision for land use and transportation in 2040. More specifically, each scenario was designed to explore and convey the impact of where the region would grow, to what extent the growth would be focused within existing cities and towns and how it would grow—the shape and style of the neighborhoods and transportation systems that would shape growth over the period. The refinement of these scenarios, through extensive public outreach and surveys, led to a “preferred scenario” that helped guide the strategies, programs and projects detailed in the Plan.

### MAJOR INITIATIVES

With the preferred scenario selected, the 2016 RTP/SCS, which includes \$556.5 billion in transportation investments, has proposed several major initiatives to strive toward our vision for 2040.

#### PRESERVING THE TRANSPORTATION SYSTEM WE ALREADY HAVE (FIXING IT FIRST)

The 2016 RTP/SCS calls for the investment of \$274.9 billion toward preserving our existing system. The allocation of these expenditures includes the transit and passenger rail system, the state highway system and regionally significant local streets and roads.

#### EXPANDING OUR REGIONAL TRANSIT SYSTEM TO GIVE PEOPLE MORE ALTERNATIVES TO DRIVING ALONE

The 2016 RTP/SCS includes \$56.1 billion for capital transit projects. This includes significant expansion of the Metro subway and Light Rail Transit (LRT) system in Los Angeles County. Meanwhile, new Bus Rapid Transit (BRT) routes will expand higher-speed bus service regionally; new streetcar services will link major destinations in Orange County; and new Metrolink extensions will further connect communities in the Inland Empire. Other extensive improvements are planned for local bus, rapid bus, BRT and express service throughout the region. To make transit a more attractive and viable option, the 2016 RTP/SCS also supports implementing and expanding transit signal priority; regional and inter-county fare agreements and media; increased bicycle carrying capacity on transit and rail vehicles; real-time passenger information systems to allow travelers to make more informed decisions; and implementing first/last mile strategies to extend the effective reach of transit.

#### EXPANDING PASSENGER RAIL

The 2016 RTP/SCS calls for an investment in passenger rail of \$38.6 billion for capital projects and \$15.7 billion for operations and maintenance. The Plan calls for maintaining the commitments in the 2012 RTP/SCS, including Phase 1 of California High-Speed Train system and the High-Speed Train System Memorandum of Understanding (MOU), which identifies a candidate project list to improve the Metrolink system and the LOSSAN rail corridor, thereby providing immediate, near-term benefits to the region while laying the groundwork for future integration with California’s High-Speed Train project. These capital projects will bring segments of the regional rail network up to the federally defined speed of 110 miles per hour or greater, and help lead to a blended system of rail services.

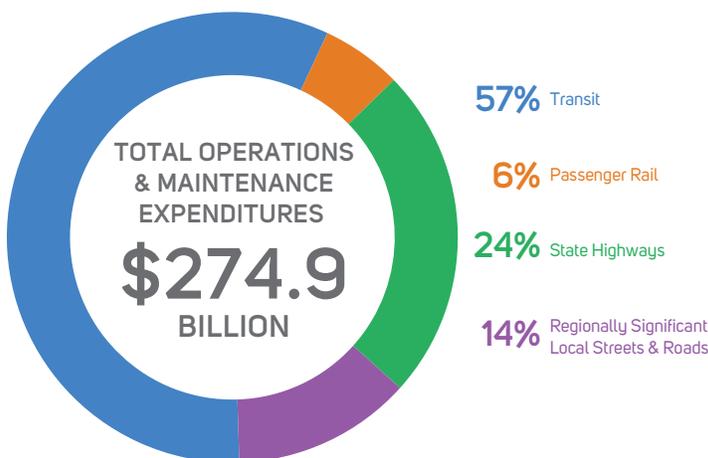
#### IMPROVING HIGHWAY AND ARTERIAL CAPACITY

The 2016 RTP/SCS calls for investing \$54.5 billion in capital improvements and \$102.5 billion in operations and maintenance of the state highway system and regionally significant local streets and roads throughout the region. This includes focusing on achieving maximum productivity by adding capacity primarily by closing gaps in the system and improving access; and other measures including the deployment of new technology. The Plan also continues to support a regional network of Express Lanes, building on the success of the State Route 91 Express Lanes in Orange County, as well as Interstate 10 and Interstate 110 Express Lanes in Los Angeles County.

#### MANAGING DEMANDS ON THE TRANSPORTATION SYSTEM

The 2016 RTP/SCS calls for investing \$6.9 billion toward Transportation Demand Management (TDM) strategies throughout the region. These strategies focus on reducing the number of drive-alone trips and overall vehicle miles traveled (VMT) through ridesharing, which includes carpooling, vanpooling and supportive policies for ridesourcing services such as Uber and Lyft; redistributing or eliminating vehicle trips from peak demand periods through incentives for telecommuting and alternative work schedules; and reducing the number of drive-alone trips through increased use of transit, rail, bicycling, walking and other alternative modes of travel.

FIGURE 2 PRESERVATION AND OPERATIONS EXPENDITURES



Source: California Department of Transportation, 2015 Ten-Year SHOPP Plan

## OPTIMIZING THE PERFORMANCE OF THE TRANSPORTATION SYSTEM

The 2016 RTP/SCS earmarks \$9.2 billion for Transportation System Management (TSM) improvements, including extensive advanced ramp metering, enhanced incident management, bottleneck removal to improve flow (e.g. auxiliary lanes), expansion and integration of the traffic signal synchronization network, data collection to monitor system performance, integrated and dynamic corridor congestion management and other Intelligent Transportation System (ITS) improvements.

## PROMOTING WALKING, BIKING AND OTHER FORMS OF ACTIVE TRANSPORTATION

The 2016 RTP/SCS plans for continued progress in developing our regional bikeway network, assumes all local active transportation plans will be implemented, and dedicates resources to maintain and repair thousands of miles of dilapidated sidewalks. The Plan also considers new strategies and approaches beyond those proposed in 2012. To promote short trips, these include improving sidewalk quality, local bike networks and neighborhood mobility areas. To promote longer regional trips, these include developing a regional greenway network, and continuing investments in the regional bikeway network and access to the California Coastal Trail. Active transportation will also be promoted by integrating it with the region's transit system; increasing access to 224 rail, light rail and fixed guideway bus stations; promoting 16 regional corridors that support biking and walking; supporting bike share programs; and educating people about the benefits of active transportation for students, as well as promoting safety campaigns.

## STRENGTHENING THE REGIONAL TRANSPORTATION NETWORK FOR GOODS MOVEMENT

The 2016 RTP/SCS includes \$74.8 billion in goods movement strategies. Among these are establishing a system of truck-only lanes extending from the San Pedro Bay Ports to downtown Los Angeles along Interstate 710; connecting to the State Route 60 east-west segment and finally reaching Interstate 15 in San Bernardino County; working to relieve the top 50 truck bottlenecks; adding mainline tracks for the Burlington Northern Santa Fe (BNSF) San Bernardino and Cajon Subdivisions and the Union Pacific Railroad (UPRR) Alhambra and Mojave Subdivisions; expanding/modernizing intermodal facilities; building highway-rail grade separations; improving port area rail infrastructure; reducing environmental impacts by supporting the deployment of commercially available low-emission trucks and locomotives; and in the longer term advancing technologies to implement a zero- and near zero-emission freight system.

TABLE 1 SELECTED TRANSIT CAPITAL PROJECTS

Airport Metro Connector
Crenshaw LAX Transit Corridor
East San Fernando Valley Transit Corridor
Eastside Transit Corridor Phase 2
Exposition Transit Corridor, Phase 2 to Santa Monica
Metro Gold Line Foothill Extension Phase 2A
Metro Gold Line Foothill Extension: Azusa to County Line
Regional Connector
Purple Line Extension to La Cienega, Century City, Westwood
Sepulveda Pass Corridor
South Bay Metro Green Line Extension
West Santa Ana Branch Transit Corridor
Bus & Rail Capital—LA County Near Term
Countywide Bus System Improvement—Metro Fleet
Countywide Bus System Improvement—LA County Muni Fleet
Metro Rail System Improvements (Capital Costs Only)
Metro Rail Rehabilitation and Replacement (Capital Costs Only)
Transit Contingency/New Rail Yards/Additional Rail Cars (Capital Costs Only)—LA County
Anaheim Rapid Connection
Countywide Fixed Route, Express and Paratransit capital (Baseline)—Orange County
Santa Ana and Garden Grove Streetcar
Coachella Valley Bus Rapid Service
Perris Valley Line
Perris Valley Line Extension to San Jacinto
Foothill/5th Bus Rapid Transit
Gold Line Phase 2B to Montclair
Metrolink San Bernardino Line Double tracking
Passenger Rail Service from San Bernardino to Ontario Airport
Redlands Rail
West Valley Connector Bus Rapid Transit
Vermont Short Corridor
Metro Red Line Extension: Metro Red Line Station North Hollywood to Burbank Bob Hope Airport
Metro Green Line Extension: Metro Green Line Norwalk Station to Norwalk Metrolink Station
Slauson Light Rail: Crenshaw Corridor to Metro Blue Line Slauson Station

Source: 2016-2040 RTP/SCS Project List

### LEVERAGING TECHNOLOGY

Advances in communications, computing and engineering – from shared mobility innovations to zero-emission vehicles – can lead to a more efficient transportation system with more mobility options for everyone. Technological innovations also can reduce the environmental impact of existing modes of transportation. For example, alternative fuel vehicles continue to become more accessible for retail consumers and for freight and fleet applications – and as they are increasingly used air pollution can be reduced. Communications technology, meanwhile, can improve the movement of passenger vehicles and connected transit vehicles. As part of the 2016 RTP/SCS, SCAG has focused location-based strategies specifically on increasing the efficiency of Plug-in Hybrid Electric Vehicles (PHEV) in the region. These are electric vehicles that are powered by a gasoline engine when their battery is depleted. The 2016 RTP/SCS proposes a regional charging network that will increase the number of PHEV miles driven on electric power, in addition to supporting the growth of the PEV market generally. In many instances, these chargers may double the electric range of PHEVs, reducing vehicle miles traveled that produce tail-pipe emissions.

**TABLE 2 MAJOR TRANSIT OPERATIONS AND MAINTENANCE PROJECTS AND INVESTMENTS**

(Over \$500 Million)

Access Services Incorporated (Paratransit)–Metro subsidy
Preventive Maintenance (Capital & Operating Maintenance Items Only) – LA County
Countywide Fixed Route, Express and Paratransit Operations–Orange County
OCTA SRTP Implementation
Metrolink Operations–Orange County
Transit Extensions to Metrolink–Go Local Operations–Orange County
San Bernardino Countywide Local Transit Service Operations
Regionwide Transit Operations and Maintenance–Preservation
Expand Bus Service: Productive Corridors
Expand Bus Service: BRT
Expand Bus Service: Point-to-Point

Source: 2016-2040 RTP/SCS Project List

**TABLE 3 TOP SIX MOU PROJECTS**

Los Angeles	Southern California Regional Interconnector Project
Los Angeles	CP Brighton to CP Roxford Double Track
Orange	State College Blvd. Grade Separation
Riverside	McKinley St. Grade Separation
San Bernardino	CP Lilac to CP Rancho Double Track
San Diego	San Onofre to Pulgas Double Track

CP = A track switch, or the location of a track signal or other marker with which dispatchers can specify when controlling trains.

### IMPROVING AIRPORT ACCESS

Recognizing the SCAG region is one of the busiest and most diverse commercial aviation regions in the world and that air travel is an important contributor to the region’s economic activity, the 2016 RTP/SCS includes strategies for reducing the impact of air passenger trips on ground transportation congestion. Such strategies include supporting the regionalization of air travel demand; continuing to support regional and inter-regional projects that facilitate airport ground access (e.g., High-Speed Train); supporting ongoing local planning efforts by airport operators, county transportation commissions and local jurisdictions; encouraging development and use of transit access to the region’s airports; encouraging the use of modes with high average vehicle occupancy; and discouraging the use of modes that require “deadhead” trips to/from airports (e.g., passengers being dropped off at the airport via personal vehicle).

### FOCUSING NEW GROWTH AROUND TRANSIT

The 2016 RTP/SCS plans for focusing new growth around transit, which is supported by the following policies: identifying regional strategic areas for infill and investment; structuring the plan on a three-tiered system of centers development; developing “Complete Communities”; developing nodes on a corridor; planning for additional housing and jobs near transit; planning for changing demand in types of housing; continuing to protect stable, existing single-family areas; ensuring adequate access to open space and preservation of habitat; and incorporating local input and feedback on future growth. These policies support the development of:

- **High Quality Transit Areas (HQTAs):** areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. While HQTAs account for only three percent of total land area in SCAG region, they are planned and projected to accommodate 46 percent of the region’s future household growth and 50 percent of the future employment growth.
- **Livable Corridors:** arterial roadways where jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways.
- **Neighborhood Mobility Areas (NMAs):** these areas represent the synthesis of various planning practices and are applicable in a wide range of settings. Strategies are intended to provide sustainable transportation options for residents of the region who lack convenient access to high-frequency transit but make many short trips within their urban neighborhoods. NMAs are conducive to active transportation and include a “Complete Streets” approach to roadway improvements to encourage replacing single- and multi-occupant automobile use with biking, walking, skateboarding, neighborhood electric vehicles and senior mobility devices.

- Improving Air Quality and Reducing Greenhouse Gases:** It is through integrated planning for land use and transportation that the SCAG region, through the initiatives discussed in this section, will strive toward a more sustainable region. The SCAG region must achieve specific federal air quality standards. It also is required by state law to lower regional greenhouse gas emissions. California law requires the region to reduce per capita greenhouse gas emissions in the SCAG region by eight percent by 2020 – compared with 2005 levels – and by 13 percent by 2035. The strategies, programs and projects outlined in the 2016 RTP/SCS are projected to result in reduced greenhouse gas emissions in the SCAG region that exceeds these reduction targets.

### PRESERVING NATURAL LANDS

Many natural land areas near the edge of existing urbanized areas do not have plans for conservation and are vulnerable to development pressure. The 2016 RTP/SCS recommends redirecting growth from high value habitat areas to existing urbanized areas. This strategy avoids growth in sensitive habitat areas, builds upon the conservation framework, and complements an infill-based approach.

**TABLE 4 SAMPLE MAJOR HIGHWAY PROJECTS COMMITTED BY THE COUNTIES**

	COUNTY	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)
MIXED-FLOW LANES	Imperial	SR-98	Widen and improve SR-98 or Jasper Rd to 4/6 lanes	2025	\$1,170,483
	Imperial	SR-111	Widen and improve to a 6-lane freeway with interchanges to Heber, McCabe and Jasper and overpass at Chick Rd	2030	\$999,136
	Los Angeles	SR-57/SR-60	Improve the SR-57/SR-60 interchange	2029	\$475,000
	Orange	I-5	Add 1 mixed-flow lane in each direction from SR-57 to SR-91	2040	\$305,924
	Orange	SR-55	Add 1 mixed-flow lane in each direction and fix chokepoints from I-405 to I-5 and add 1 auxiliary lane in each direction between select on/off ramps and operational improvements through project limits	2020	\$274,900
	Orange	SR-91	Add 1 mixed-flow lane on SR-91 eastbound from SR-57 to SR-55 and improve interchange at SR-91/SR-55	2025	\$425,000
	Orange	I-405	Add 1 mixed-flow lane in each direction from I-5 to SR-55	2023	\$374,540
	Ventura	SR-118	Add 1 mixed-flow lane in each direction from Tapo Canyon Rd to LA Avenue	2025	\$216,463
TOLL LANES	Los Angeles	I-110	Construct HOT off-ramp connector from 28th St to Figueroa St	2023	\$55,000
	Riverside	I-15	Add 1 HOT lane in each direction from Cajalco Rd to SR-74	2029	\$453,174
	San Bernardino	I-15	Add 2 HOT lanes in each direction from US-395 to I-15/I-215 interchange	2030	\$687,994
HOV LANES	Los Angeles	I-5	Add 1 HOV lane in each direction from Weldon Canyon Rd to SR-14	2017	\$410,000
	Los Angeles	SR-14	Add 1 HOV lane in each direction from Ave P-8 to Ave L	2027	\$120,000
	Los Angeles	SR-71	Convert expressway to freeway-add 1 HOV lane and 1 mixed-flow lane	2028	\$13,392
	Orange	I-5	Add 1 HOV lane in each direction from Pico to SD County Line	2040	\$237,536
	Riverside	I-15	Add 1 HOV lane in each direction from SR-74 to I-15/I-215 interchange	2039	\$375,664
	San Bernardino	I-10	Add 1 HOV lane in each direction from Ford to RV County Line	2030	\$126,836
	San Bernardino	I-215	Add 1 HOV lane in each direction from SR-210 to I-15	2035	\$249,151
	San Bernardino	I-210	Add 1 HOV lane in each direction from I-215 to I-10	2040	\$178,780
	Ventura	US-101	Add 1 HOV lane in each direction from Moorpark Rd to SR-33	2029	\$132,000

TABLE 5 MAJOR HOV PROJECTS

COUNTY	ROUTE	FROM	TO	COMPLETION YEAR
Los Angeles	I-5	Weldon Canyon	SR-14	2017
Los Angeles	I-5	Pico Canyon	Parker Rd	2025
Los Angeles	SR-14	Ave P-8	Ave L	2027
Los Angeles	SR-71	Mission Blvd	Rio Rancho Rd	2028
Orange	I-5	Pico	SD County Line	2040
Orange	I-5	SR-55	SR-57	2018
Orange	SR-73	I-405	MacArthur	2040
Riverside	I-15	SR-74	I-15/I-215 Interchange	2039
Riverside	I-215	Nuevo Rd	Box Springs Rd	2030
San Bernardino	I-10	Ford St	RV/SB County Line	2030
San Bernardino	I-215	SR-210	I-15	2035
San Bernardino	I-210	I-215	I-10	2040
Ventura	US-101	Moorpark Rd	SR-33	2029

FREEWAY TO FREEWAY HOV CONNECTORS				
COUNTY	ROUTE	FROM	TO	COMPLETION YEAR
Los Angeles	I-5/I-405	Connector (partial)		2029
Los Angeles	I-405/I-110	Connector Improvements		2021
Orange	I-405/SR-73	Connector		2040
Riverside	SR-91/SR-71	Connector Improvements		2020
San Bernardino	I-10/I-15	Connector (partial)		2035

TABLE 6 EXPRESS/HOT LANE NETWORK

	COUNTY	ROUTE	FROM	TO
HOT LANE ADDITIONS	Los Angeles	I-10	I-605	San Bernardino County Line
	Los Angeles	I-105*	I-405	I-605
	Los Angeles	I-405**	I-5	Orange County Line
	Los Angeles	I-605	I-10	Orange County Line
	Orange	SR-55***	SR-91	I-405
	Orange	SR-73	I-405	MacArthur Boulevard
	Orange	I-405**	Los Angeles County Line	SR-55
	Orange	I-605	Los Angeles County Line	I-405
	Riverside	I-15**	San Bernardino County Line	SR-74
	Riverside	SR-91*	Orange County Line	I-15
	San Bernardino	I-10**	Los Angeles County Line	Ford Street
	San Bernardino	I-15**	High Desert Corridor	Riverside County Line
HOT DIRECT CONNECTORS	Los Angeles	I-405/I-110	I-405 NB to I-110 NB and I-110 SB to I-405 SB	
	Orange	I-5/SR-55	Existing HOV to proposed HOT direct connector	
	Orange	SR-91/SR-55	Existing HOV to proposed HOT direct connector	
	Orange	SR-91/SR-241	SR-241 NB to SR-91 EB and SR-91 WB to SR-241 SB	
	Orange	I-405/SR-55	Existing HOV to proposed HOT direct connector	
	Orange	I-405/SR-73	Planned HOV to proposed HOT direct connector	
	Orange	I-405/I-605	Existing HOV to proposed HOT direct connector	
Riverside	SR-91/I-15	SR-91 EB to I-15 SB and I-15 NB to SR-91 WB		

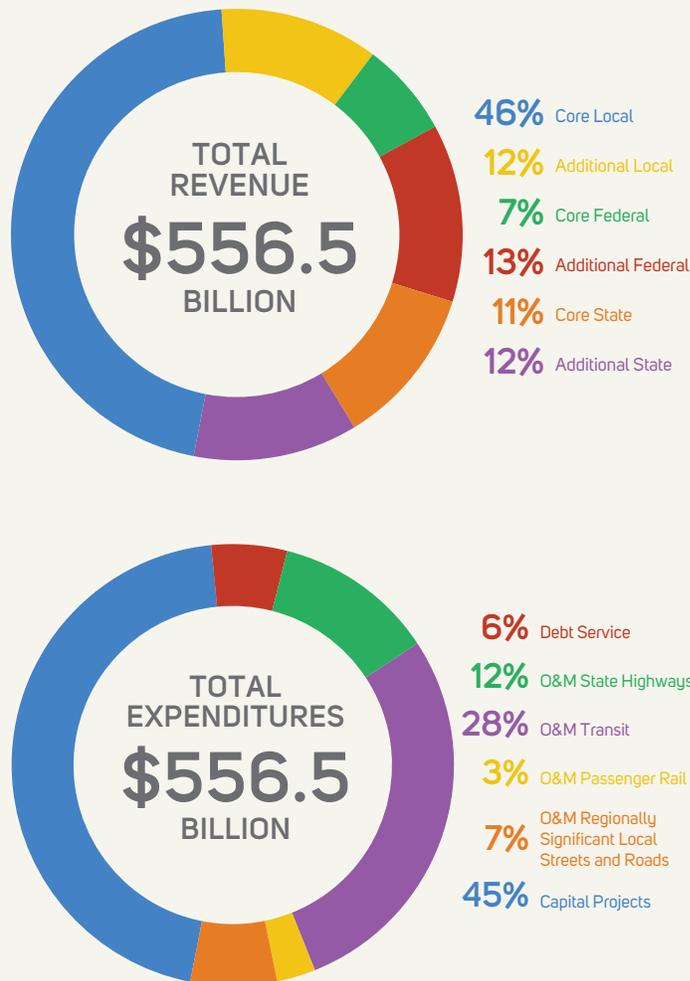
Notes: \* Dual Express lanes for entire length \*\* Dual Express lanes for a section \*\*\* May be either single or dual Express lanes

## FINANCING OUR FUTURE

To accomplish the ambitious goals of the 2016 RTP/SCS through 2040, SCAG forecasts expenditures of \$556.5 billion – of which \$274.9 billion is budgeted for operations and maintenance of the regional transportation system and another \$250.9 billion is reserved for transportation capital improvements.

Forecasted revenues comprise both existing and several new funding sources that are reasonably expected to be available for the 2016 RTP/SCS, which together total \$556.5 billion. Reasonably available revenues include short-term adjustments to state and federal gas excise tax rates and the long-term replacement of gas taxes with mileage-based user fees (or equivalent fuel tax adjustment). These and other categories of funding sources were identified as reasonably available on the basis of their potential for revenue generation, historical precedence and the likelihood of their implementation within the time frame of the Plan.

FIGURE 3 FY 2016–2040 SUMMARY OF REVENUE & EXPENDITURES (IN NOMINAL DOLLARS)



## WHAT WE WILL ACCOMPLISH

Overall, the transportation investments in the 2016 RTP/SCS will provide a return of \$2.00 for every dollar invested. Compared with an alternative of not adopting the Plan, the 2016 RTP/SCS would accomplish the following:

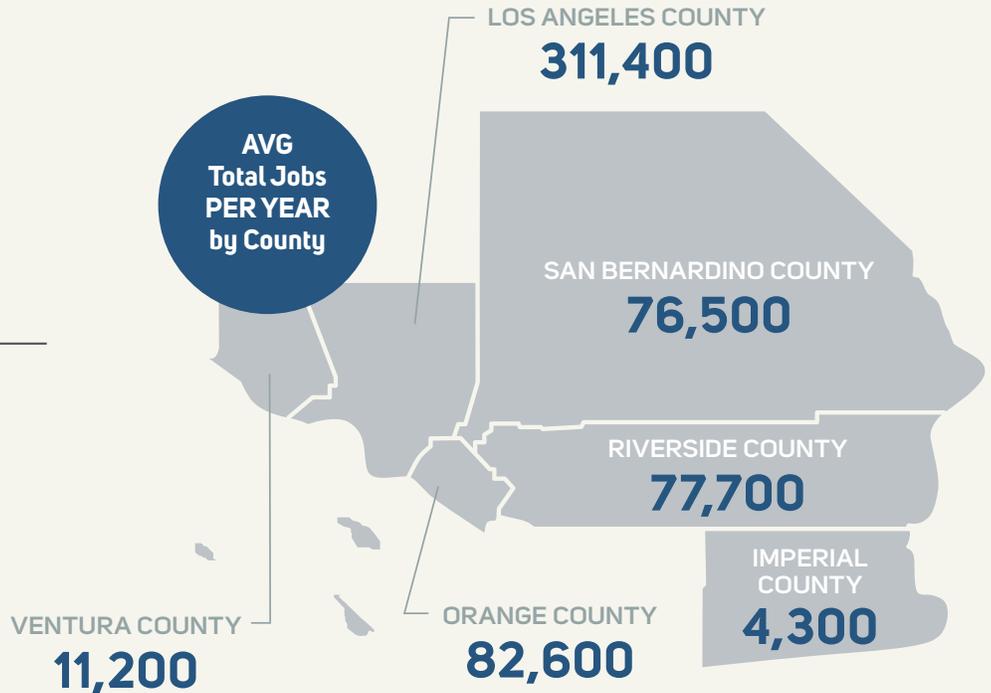
- The Plan would result in an eight percent reduction in greenhouse gas emissions per capita by 2020, an 18 percent reduction by 2035 and a 22 percent reduction by 2040 – compared with 2005 levels. This would exceed the state’s mandated reductions, which are eight percent by 2020 and 13 percent by 2035.
- Regional air quality would improve under the Plan, as cleaner fuels and new vehicle technologies help to significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that may impact public health in the region.
- The combined percentage of work trips made by carpooling, active transportation and public transit would increase by about four percent, with a commensurate reduction in the share of commuters traveling by single occupant vehicle.
- The number of Vehicle Miles Traveled (VMT) per capita would be reduced by nearly ten percent and Vehicle Hours Traveled (VHT) per capita by 18 percent (for automobiles and light/medium duty trucks) as a result of more location efficient land use patterns and improved transit service.
- Daily travel by transit would increase by nearly one third, as a result of improved transit service and more transit-oriented development patterns.
- The Plan would reduce delay per capita by 45 percent, and heavy duty truck delay on highways by nearly 40 percent. This means we would spend less time sitting in traffic and our goods would move more efficiently.
- About 375,000 additional new jobs annually would be created, due to the region’s increased competitiveness and improved economic performance that would result from congestion reduction and improvements in regional amenities due to implementation of the Plan.
- The Plan would reduce the amount of previously undeveloped (greenfield) lands converted to more urbanized use by 23 percent. By conserving open space and other rural lands, the Plan provides a solid foundation for more sustainable development in the SCAG region.
- The Plan would result in a reduction in our regional obesity rate of 2.5 percent, and a reduction in the share of our population that suffers with high blood pressure of three percent. It would also result in a reduction in the total annual health costs for respiratory disease of more than 13 percent.

## CREATING JOBS IN THE SCAG REGION

# 563,700

AVG Total JOBS  
per year  
in the SCAG Region

Total jobs, all sources, construction, operations and maintenance, network benefits, from 2016 RTP/SCS, with 2012 shown for comparison, annual average jobs (relative to baseline)



## Daily Vehicle Miles Traveled (VMT) *per capita*



## Daily Minutes of Delay *per capita*



## HOW WE WILL ENSURE SUCCESS

Our Plan includes several performance outcomes and measures that are used to gauge our progress toward meeting our goals. These include:

- Location Efficiency, which reflects the degree to which improved land use and transportation coordination strategies impact the movement of people and goods.
- Mobility and Accessibility, which reflects our ability to reach desired destinations with relative ease and within a reasonable time, using reasonably available transportation choices.
- Safety and Health, which recognize that the 2016 RTP/SCS has impacts beyond those that are exclusively transportation-related (e.g., pollution-related disease).
- Environmental Quality, which is measured in terms of criteria pollutants and greenhouse gas emissions.
- Economic Opportunity, which is measured in terms of additional jobs created and the net contribution to Gross Regional Product achieved through improved regional economic competitiveness – as a result of the transportation investments provided through the 2016 RTP/SCS.
- Investment Effectiveness, which indicates the degree to which the Plan’s expenditures generate benefits that transportation users can experience directly.
- Transportation System Sustainability, which reflects how well our transportation system is able to maintain its overall performance over time in an equitable manner with minimum damage to the environment and without compromising the ability of future generations to address their transportation needs.

The 2016 RTP/SCS is designed to ensure that the regional transportation system serves all segments of society. The Plan is subject to numerous performance measures to monitor its progress toward achieving social equity and environmental justice. These measures include accessibility to parks and natural lands, roadway noise impacts, air quality impacts and public health impacts, among many others.

# PLAN PERFORMANCE RESULTS

### Spending Less Time on the Road

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**19.7 miles**  
average daily vehicle miles driven per person




**8.5 mins**  
daily delay per capita (extra time spent in traffic)




### More Economic Opportunities

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**\$1.00 = \$2.00**  
INVESTMENT      BENEFIT



**374,500**  
additional jobs supported by improving competitiveness

### Efficiency Cost Savings

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HOUSEHOLD COSTS  
(transportation/energy/water use)

**\$14,000/yr**



REDUCTION IN BUILDING ENERGY COSTS




PASSENGER VEHICLE FUEL USE



### Improved Air Quality

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 <p><b>ROG</b> 48.5 TONS ↓ <b>9%</b> 44.3 TONS</p>	 <p><b>CO</b> 334.7 TONS ↓ <b>10%</b> 302.9 TONS</p>
 <p><b>NOx</b> 96.1 TONS ↓ <b>8%</b> 88.4 TONS</p>	 <p><b>PM2.5</b> 13.2 TONS ↓ <b>6%</b> 12.5 TONS</p>

**GHG REDUCTIONS**

2020	↓ <b>8%</b>
2035	↓ <b>18%</b>
2040	↓ <b>22%</b>

## LOOKING BEYOND 2040

The 2016 RTP/SCS is based on a projected budget constrained by the local, state and federal revenues that SCAG anticipates receiving between now and 2040. The Strategic Plan discusses projects and strategies that SCAG would pursue if new funding were to become available. The Strategic Plan discussion includes long-term emission reduction strategies for rail and trucks; expanding the region's high-speed and commuter rail systems; expanding active transportation; leveraging technological advances for transportation; addressing further regional reductions in greenhouse gas emissions; and making the region more resilient to climate change – among other topics. We anticipate that these projects and strategies may inform the development of the next Plan, the 2020 RTP/SCS.







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DRAFT DECEMBER 2015

[WWW.SCAGRTPSCS.NET](http://WWW.SCAGRTPSCS.NET)



# 2016 2040 RTPSCS

A PLAN FOR OUR FUTURE

December 3, 2015  
Regional Council Meeting

## Why Update the RTP/SCS?

- Move people & goods more efficiently
- Increase accessibility
- Meet all legal & statutory requirements
  - ARB targets
  - Transportation air quality conformity
- Enhance sustainability through integrating land use and transportation resulting in numerous co-benefits
- Align with major trends in demographics & technology



## Our Vision:

### Vibrant, livable communities that are...

- Healthy and safe
- Offer transportation options that provide easy access to schools, jobs, service, health care, and other basic needs
- Conducive to walking and bicycling
- Provide access to parks and natural lands
- Supportive of opportunities for business, investment and employment, fueling a more prosperous economy



3

## Major Transportation Strategies

- Expanding our regional transit system to give people more alternatives to driving alone
- Expanding passenger rail
- Promoting walking, biking and other forms of active transportation
- Preserving the transportation system we already have (Fix it First)



## Major Transportation Strategies

- Improving highways and arterials
- Managing demands on the transportation system
- Optimizing the performance of the transportation system
- Strengthening the regional transportation network for goods movement
- Leveraging technology
- Improving airport access



5

## Major Land Use Strategies

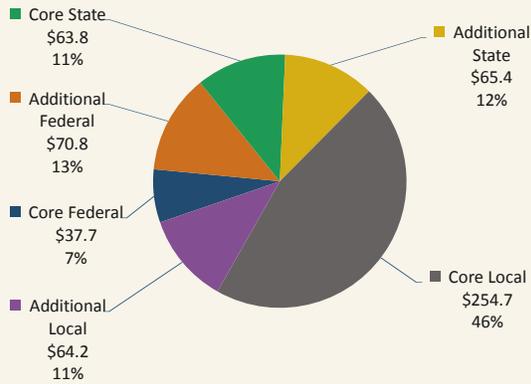
- Focusing new growth around transit
  - High Quality Transit Areas (HQTAs)
  - Livable Corridors
  - Neighborhood Mobility Areas
- Preserving Natural Lands



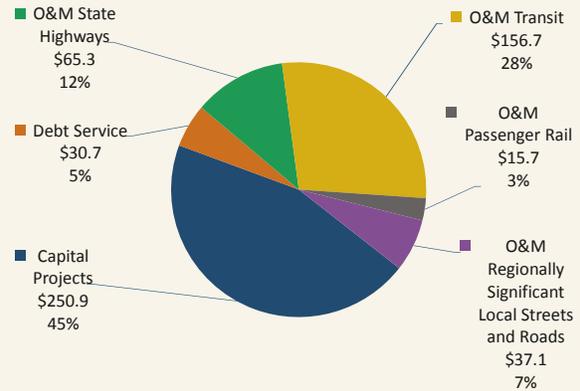
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## 2016 RTP/SCS Financial Plan - \$556.5 Billion

### FY16-FY40 RTP/SCS Revenue Sources



### FY15-FY40 RTP/SCS Expenditures

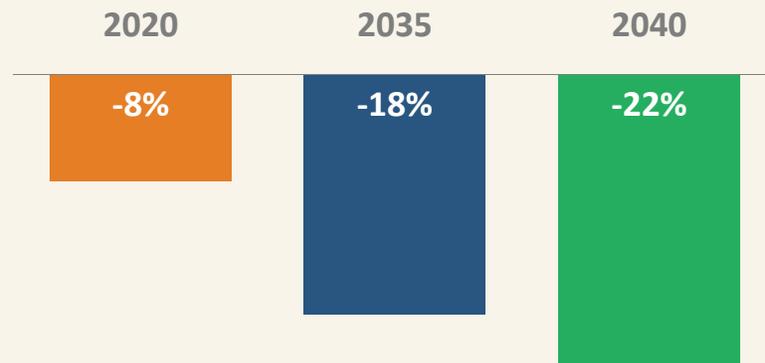


Note: numbers may not sum to total due to rounding

7

## Greenhouse Gas (GHG) Emissions

### Draft Plan Per Capita Reduction from 2005 (Draft)

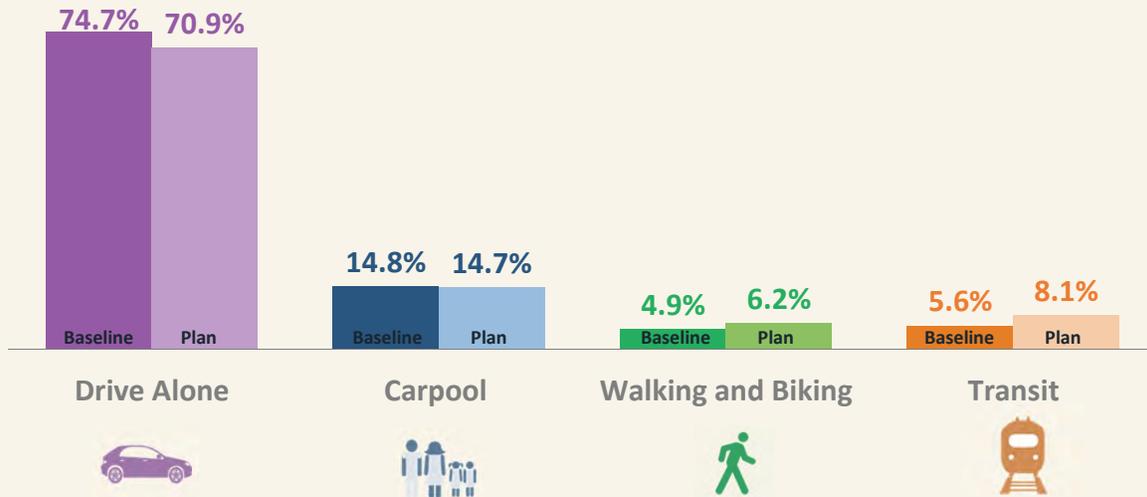


Meets State Targets & Promotes Sustainability



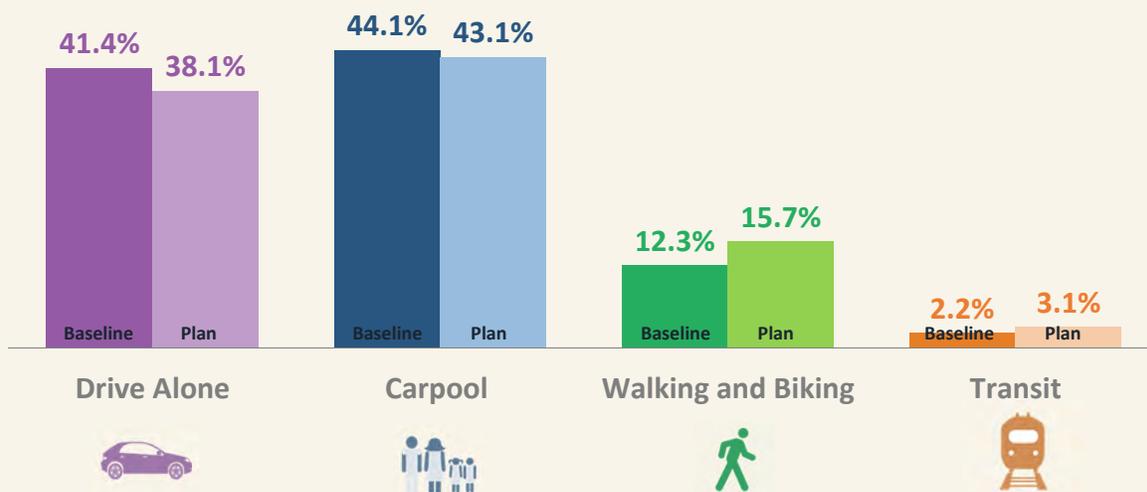
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## Mode Choice – Work Trips Draft Plan vs. Trend Baseline (Draft)



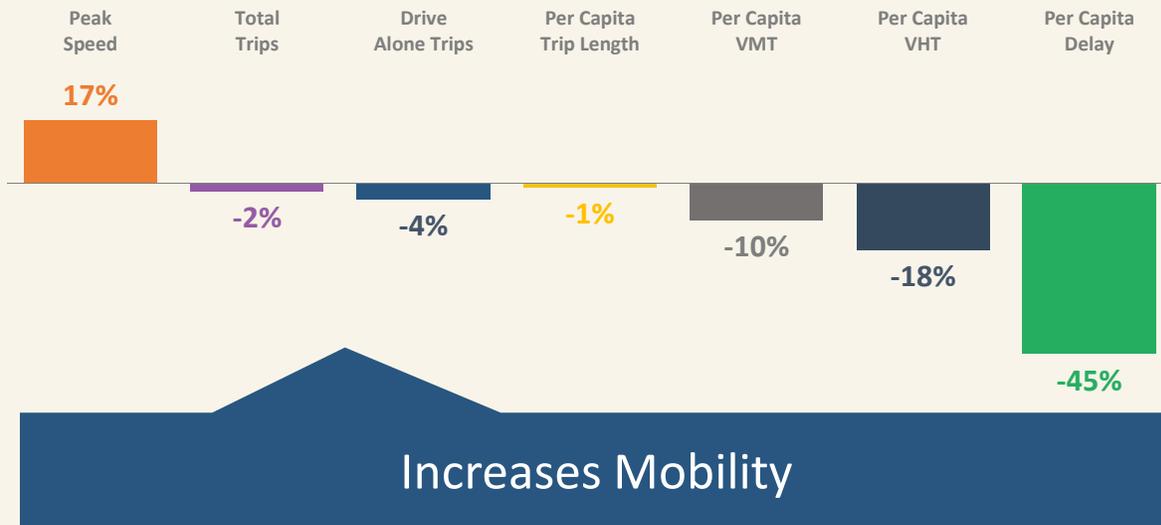
Note: These figures include additional improvements in walking and biking associated with the benefits of certain active transportation investments, which are analyzed as a supplement 9 to SCAG's Regional Trip Based Model

## Mode Choice – Total Trips Draft Plan vs. Trend Baseline (Draft)



Note: These figures include additional improvements in walking and biking associated with the benefits of certain active transportation investments, which are analyzed as a supplement 10 to SCAG's Regional Trip Based Model

## Roadway Results Draft Plan vs. Trend Baseline (Draft)



Note: Per Capita VMT takes into account improvements from new technologies and active transportation investments, which were analyzed in supplement to SCAG's Trip Based Model

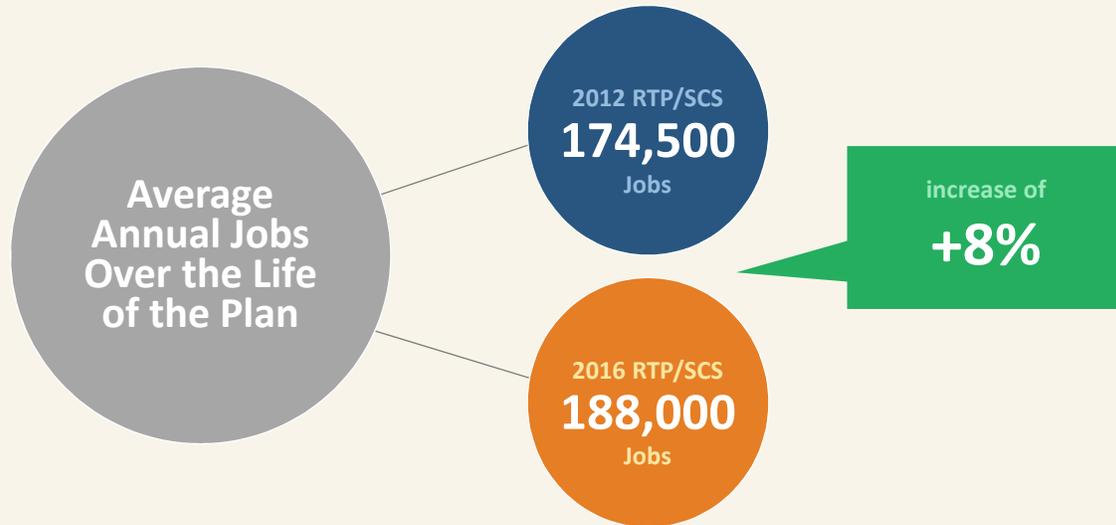
11

## Options for Our Future - RTP/SCS Scenario Overview SCS Co-Benefits – Reduction from Trend Baseline

SCS Co-Benefits	Trend Baseline	Scenario 2 2012 RTP/SCS Updated with Local Input	Draft 2016 RTP/SCS	Scenario 4 Exceeding Expectations
Land Consumption	N/A	-10 %	-23 %	-41 %
Respiratory Health Costs	N/A	-9 %	-13 %	-19 %
Local Infrastructure and Services Costs for New Residential Growth (O&M+ Capital)	N/A	-6 %	-8 %	-11 %
Building Energy Use, cumulative (2012-2040)	N/A	-2 %	-4 %	-5 %
Building Water Use, cumulative (2012-2040)	N/A	-0.4 %	-0.7 %	-1.0 %
Per Household Transportation Costs (fuel + auto)	N/A	-9 %	-13 %	-19 %
Per Household Utilities Costs (energy + water)	N/A	-4 %	-9 %	-11 %

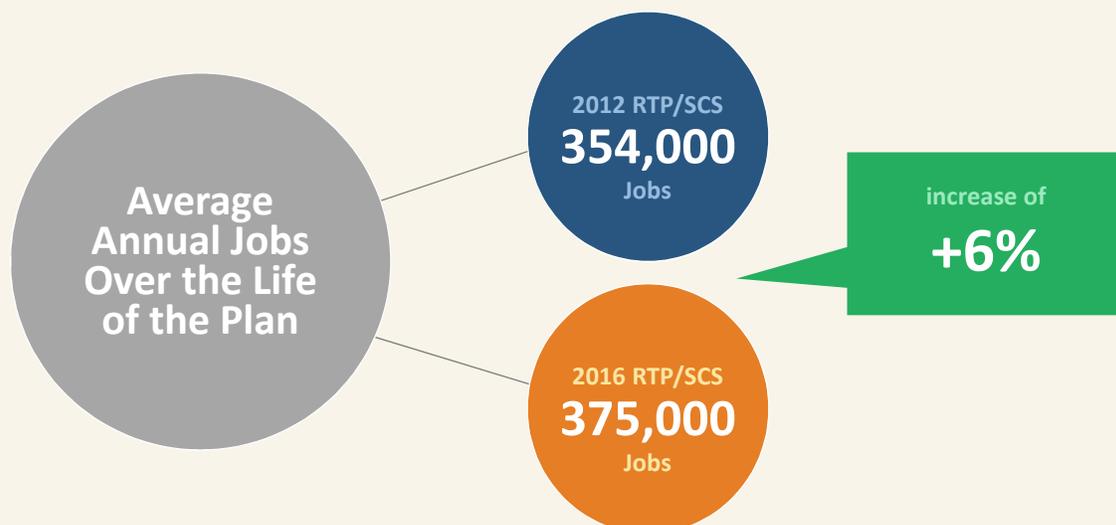
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## Economic Benefits through 2040 Construction, Operations and Maintenance (Draft)



13

## Economic Benefits through 2040 Network Benefits (Draft)



14

## Upcoming Schedule

**2016 RTP/SCS  
Public Comment Period** Minimum 55 Days

**2016 RTP/SCS  
PEIR Public Comment Period** Minimum 45 Days

**Elected Officials Briefings** January 2016

**Public Hearings** January 2016

**Final Adoption of  
2016 RTP/SCS & PEIR** April 7, 2016



15

### RECOMMENDED ACTION

Based upon the joint recommendation of SCAG's three (3) Policy Committees, release the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (hereinafter referred to either as the "2016 RTP/SCS" or the "Plan") for a 60-day public review and comment period, concurrent with the 60-day public review and comment period for the Draft 2016 RTP/SCS PEIR, beginning December 4, 2015 and ending February 1, 2016.

16

**DATE:** December 3, 2015

**TO:** Regional Council (RC)

**FROM:** Community, Economic and Human Development (CEHD) Committee  
Energy and Environment Committee (EEC)  
Transportation Committee (TC)

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

**SUBJECT:** Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Release of the Draft Program Environmental Impact Report (PEIR)

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**RECOMMENDED ACTION:**

Based upon the joint recommendation of SCAG's three (3) Policy Committees, release the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Program Environmental Impact Report (PEIR) for a 60-day public review and comment period, concurrent with the 60-day public review and comment period for the Draft 2016 RTP/SCS, beginning December 4, 2015 and ending February 1, 2016.

**EXECUTIVE SUMMARY:**

*Over the last several months, SCAG's Energy & Environment Committee (EEC), Joint Policy Committees and Regional Council have been reviewing the summary of contents, framework, and approaches to major components of the Draft PEIR for the Draft 2016 RTP/SCS (Draft 2016 RTP/SCS PEIR). It culminated on November 5, 2015 with a joint recommendation from the CEHD, EEC and TC for the RC to approve the official release of the Draft 2016 RTP/SCS PEIR for a 60-day public review and comment period concurrent with the 60-day public review for the Draft 2016 RTP/SCS.*

*This staff report summarizes the major components of the Draft 2016 RTP/SCS PEIR, including Impacts Analysis, Health Risk Assessment, Greenhouse Gas Emissions and Climate Change, Alternatives Analysis, and performance standards-based Mitigation Measures. At the October 8, 2015 EEC meeting, the committee took action to support the Guiding Principles and performance standards-based approach for the development of mitigation measures for the Draft PEIR. The complete Draft 2016 RTP/SCS PEIR will be posted at SCAG's website, at <http://scagrtpscs.net/Pages/PEIR.aspx>. Staff is seeking Regional Council authorization to release the Draft 2016 RTP/SCS PEIR for a 60-day public review and comment period concurrent with the 60-day public review and comment for the Draft 2016 RTP/SCS.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

The Regional Transportation Plan (RTP) includes a Sustainable Communities Strategy (SCS) component within the long-range regional transportation plan (RTP/SCS) that provides a vision for regional transportation investments and land use over a 20-year period. In accordance with applicable federal and state laws, SCAG updates the RTP/SCS every four (4) years primarily to reflect changes to the transportation network; most recent planning assumptions; land use patterns; economic trends; and population, household, and employment growth forecasts.

**FRAMEWORK AND BASIS FOR A PEIR:**

The California Environmental Quality Act (CEQA, Pub. Res. Code § 21000 et seq.) and its implementing regulations (CEQA Guidelines, codified at 14 C.C.R. § 15000 et seq.) require SCAG as the Lead Agency to prepare an Environmental Impact Report (EIR) for the 2016 RTP/SCS. The 2016 RTP/SCS ("Project" or "Plan") necessitates preparation of a Program EIR (PEIR), which is a "first-tier" CEQA document designed to consider "broad policy alternatives and program-wide mitigation measures" (CEQA Guidelines §15168). As such, SCAG has prepared the Draft 2016 RTP/SCS PEIR in accordance with provisions of CEQA and other applicable federal and state environmental laws and regulations.

The Draft 2016 RTP/SCS PEIR serves as a programmatic document that conducts a region-wide assessment of potential significant environmental effects of the 2016 RTP/SCS. The PEIR provides an opportunity to inform decision-makers and the public about these effects. The PEIR must evaluate region-wide, potential significant environmental effects, including direct and indirect effects, growth-inducing impacts, and cumulative impacts of the 2016 RTP/SCS at a programmatic level. The PEIR considers a range of reasonable alternatives to the 2016 RTP/SCS, including the no-project alternative and alternatives capable of achieving most of the basic objectives of the 2016 RTP/SCS and that may be capable of avoiding or substantially lessening any of the significant environmental effects the 2016 RTP/SCS. The PEIR also evaluates proposed feasible mitigation measures capable of avoiding or reducing the significant effects of the 2016 RTP/SCS.

In March 2015, SCAG staff completed the Notice of Preparation (NOP) of a PEIR for the 2016 RTP/SCS pursuant to Public Resources Code Section 21080.4 and CEQA Guidelines Section 15082 and 15375. The NOP contained a project description (known at the time) and location of the Draft 2016 RTP/SCS, and probable environmental effects of the Draft 2016 RTP/SCS, in order to enable local, state and federal agencies, and other interested parties to review and provide responses to the proposed scope and content of environmental information to be evaluated in the Draft 2016 RTP/SCS PEIR. At the March 5, 2015, meeting, EEC authorized the release of the NOP for a 30-day public review and comment period beginning March 9, 2015. Subsequently, SCAG released the NOP from March 9 through April 7, 2015.



## MAJOR COMPONENTS OF THE DRAFT PEIR:

At the July 2, 2015, September 3, 2015, and October 8, 2015, EEC meetings and the August 6, 2015 and November 5, 2015 Joint meeting of the RC and Policy Committees (PC), committee members were provided a summary of contents and approaches to major components of the Draft 2016 RTP/SCS PEIR. Consistent with the direction from the PC at the November 5, 2015 meeting, staff has prepared the Draft 2016 RTP/SCS PEIR, including an Executive Summary and related appendices that will be posted on November 25, 2015 on SCAG's website, at: <http://scagrtpscs.net/Pages/PEIR.aspx>. The following discussion summarizes five major components of the Draft PEIR: (A) Impact Analysis; (A1) Health Risk Assessment; (A2) Greenhouse Gas Emissions and Climate Change; (B) Alternatives Analysis; and (C) performance standards-based Mitigation Measures.

### A. Impacts Analysis

As required by Section 15126 of the State CEQA Guidelines, the determination of impacts in the Draft 2016 RTP/SCS PEIR is based on a comparison of the 2040 planning horizon for the proposed Project (the Draft 2016 RTP/SCS) to environmental baseline conditions. Section 15125(a) of the State CEQA Guidelines specifies that the environmental baseline conditions are the existing condition as they exist at the time of publication of the NOP for the PEIR (March 2015). The Draft PEIR uses eighteen (18) resource categories included in Appendix F (Energy) and Appendix G of the CEQA Guidelines to assess Plan's potential significant environmental effects. The 18 resource categories are: Aesthetics; Agriculture and Forestry Resources; Air Quality; Biological Resources; Cultural Resources; Energy; Geology and Soils; Greenhouse Gas Emissions and Climate Change; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Noise; Population, Housing, and Employment; Public Services; Recreation; Transportation, Traffic, and Safety; and Utilities and Service Systems.

For each of the 18 resource categories that are evaluated in the Draft PEIR, one of three determinations is considered: No Impact, Less than Significant Impact, or Significant Impact. The Draft PEIR finds that the Draft 2016 RTP/SCS would result in significant impact in all of the resource categories. It is important to note that the significant impact finding for Greenhouse Gas Emission and Climate Change is only on cumulative impacts. A table summarizing the finding of the Impact Analysis comparing the Draft 2016 RTP/SCS to the environmental baseline conditions is included as an **Attachment 2** to this staff report. For each significant impact found in the Draft PEIR, feasible mitigation measures are identified consistent with the provisions for Section 15126.4 of the State CEQA Guidelines and with the performance standards-based mitigation approach that EEC supported at the October 8, 2015 meeting.

### A1. Health Risk Assessment

The Draft 2016 RTP/SCS PEIR includes a Health Risk Assessment (HRA) as part of the Air Quality analysis. The HRA Technical Report is attached to the Draft PEIR document as an appendix. The HRA evaluates potential cancer risk associated with diesel emissions from sixteen (16) freeway segments in the SCAG region, including the eight (8) freeway segments evaluated in the 2012-2035 RTP/SCS PEIR

and eight (8) additional freeway segments selected for this Draft 2016 RTP/SCS PEIR. Selection of the eight (8) additional freeway segments includes consideration of vehicle miles travelled (VMT) and location of sensitive receptors (e.g., day care centers, schools, and senior centers) nearby freeway segments such that the evaluation would represent worst-case conditions.

The HRA uses the latest emissions model (EMFAC 2014) developed by California Air Resources Board (ARB), and follows the 2015 Air Toxics Hot Spots Program Guidance Manual (“Guidance”) for the Preparation of Risk Assessments by the Office of Environmental Health Hazard Assessment (OEHHA). Cancer risk associated with diesel emissions is evaluated for a 9-year exposure, a 30-year exposure and a 70-year exposure, and is limited at 10 out of one million people having a chance of contracting cancer, or “10 chances per million” over 9 years, 30 years and 70 years (OEHHA Guidance, 2015). It is not a measure of how many people will contract cancer. Additionally, because the evaluation of cancer risk from exposure over a 30-year period most coincides with the 25-year planning horizon for Draft 2016 RTP/SCS, the Draft PEIR uses the 30-year exposure to determine potential cancer risk at each of the transportation segments. The 30-year exposure assumes that people would stay in the same place for 30 years, 365 days a year, 7 days a week, and 24 hours a day.

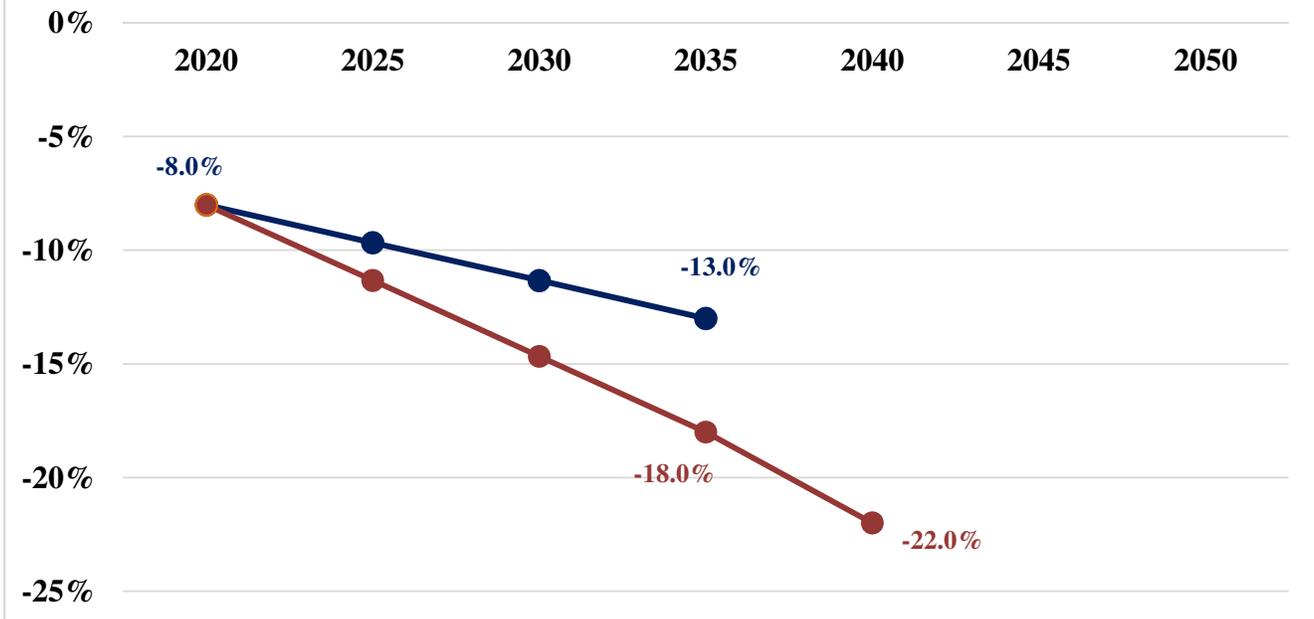
The Draft PEIR finds that the Draft 2016 RTP/SCS would exceed the cancer risk threshold (10 chances per million) and result in minor exposure for sensitive receptors to cancer risk. However, when compared to existing conditions, cancer risk for all sixteen (16) transportation segments under the Draft 2016 RTP/SCS is significantly lower with more than 80% reduction of cancer risks in all 16 transportation segments. This may be contributed to expected reduction in emissions from implementation of federal and state regulations that require reduced emissions from on-road heavy-duty diesel trucks (HDDT). A table summarizing the finding of the HRA is included as an **Attachment 3** to this staff report.

## A2. Greenhouse Gas Emissions and Climate Change

The Draft PEIR includes an analysis of Greenhouse Gas Emissions and Climate Change. The analysis includes a discussion on the consistency of the Draft 2016 RTP/SCS with the greenhouse gas emissions reduction goals as set forth in the Executive Order S-3-05 (80 percent reduction below 1990 levels by 2050), Executive Order B-16-12 (80 percent less than 1990 levels for 2050 from the transportation sector), and Executive Order B-30-15 (40 percent below 1990 levels by 2030). Moreover, the analysis includes a discussion on the Draft 2016 RTP/SCS per capita greenhouse gas emissions targets for automobiles and light trucks required by the state law, under Senate Bill (SB) 375. Other important considerations discussed in the analysis include climate adaptation, the First Update to the Climate Change Scoping Plan, and the California Cap and Trade Program.

As reported at the Joint Meeting of Policy Committees on November 5, 2015, the Draft 2016 RTP/SCS meets the greenhouse gas emissions reduction targets set by ARB (i.e., 8% reduction by 2020 and 13% by 2035, both on per capita basis relative to 2005 levels). The Draft 2016 RTP/SCS will have 8% decrease in per capita greenhouse gas emissions by 2020, 18% by 2035, and 22% by 2040. As such, the Draft 2016 RTP/SCS exceeds the current target of 13% by 2035 (Figure 1, *SB 375 Greenhouse Gas Emissions Reduction (per capita) Trajectory*).

**Figure 1: SB 375 Greenhouse Gas Emissions Reduction (per capita) Trajectory**



- ARB Greenhouse Gas Emissions Reduction Target Trajectory for SCAG Region
- Draft 2016 RTP/SCS Greenhouse Gas Emissions Reduction Trajectory

As shown in Figure 1, first, the Draft 2016 RTP/SCS has met and exceeded the ARB’s targets for 2020 and 2035, respectively. Second, the GHG reduction trajectory of the Draft 2016 RTP/SCS is more aggressive than ARB’s targets between 2020 and 2035. Third, the GHG reduction trajectory of the Draft 2016 RTP/SCS beyond 2030 is consistent, if not more aggressive, with the accelerated pace established in the recent Executive Order B-30-15. Further, it should be noted that the goals set forth by AB 32 and the Executive Orders are intended to be achieved by all the responsible sectors. Yet, the Draft 2016 RTP/SCS is demonstrated to contribute our share, if not more, comparing to the accelerated pace.

## B. Alternatives Analysis

The Draft 2016 RTP/SCS PEIR considers a range of reasonable alternatives to the Draft 2016 RTP/SCS. A range of reasonable alternatives includes those alternatives that would feasibly attain most of the basic objectives of the Draft 2016 RTP/SCS but would avoid or substantially lessen any of the significant environmental effects of the Draft 2016 RTP/SCS. The Draft 2016 RTP/SCS PEIR briefly describes the rationale for selecting the alternatives.



Three (3) alternatives to the 2016 RTP/SCS are identified and evaluated in the Draft 2016 RTP/SCS PEIR. The three alternatives, each consisting of a transportation network element and a land use/growth forecast element, are substantively aligned with the Plan (2016 RTP/SCS) scenarios. They are: (1) No Project Alternative (based on Draft 2016 RTP/SCS scenario 1); (2) 2012 RTP/SCS Updated with Local Input Alternative (based on Draft 2016 RTP/SCS scenario 2); and (3) Intensified Land Use Alternative (based on a combination of a transportation network of Draft 2016 RTP/SCS scenario 3 and land use/growth forecast of Draft 2016 RTP/SCS scenario 4).

Section 15126.6 of the CEQA Guidelines requires that an “environmentally superior” alternative be selected among the alternatives that are evaluated in the PEIR. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project Alternative is identified as environmentally superior, then another environmentally superior alternative shall be identified among the other alternatives.

The Alternatives Analysis of the Draft PEIR evaluates if the Draft 2016 RTP/SCS and each of the alternatives would achieve the basic objectives in relation to the goals of the Plan. The Draft PEIR finds that the Draft 2016 RTP/SCS would meet all of the goals of the Plan. The No Project Alternative is not capable of meeting any of the goals of the Plan. The 2012 RTP/SCS Updated with Local Input Alternative would meet some but not all of the goals of the Plan. The Intensified Land Use Alternative would also meet some but not all of the goals of the Plan. A summary comparing the Draft 2016 RTP/SCS and alternatives in relation to meeting the goals of the Plan is included as an **Attachment 4** to this staff report. The Draft PEIR also finds that the Intensified Land Use Alternative would be the environmentally superior alternative because of the three alternatives it has the lowest number of adverse impacts by Draft PEIR resource category. A summary of the alternatives’ impacts relative to the Draft 2016 RTP/SCS by Draft PEIR resource categories is included as an **Attachment 5** to this staff report. It should be noted that the environmentally superior finding is not a feasibility finding. The feasibility finding will be prepared for the proposed Final PEIR (as one of the exhibits), which is subject to the determination by SCAG’s Regional Council at the time of considering the certification of the Final PEIR and the adoption of the 2016 RTP/SCS.

### C. Performance Standards-Based Mitigation Approach

Also noted above, the Draft 2016 RTP/SCS PEIR, among other considerations, is designed to consider “[...] program-wide mitigation measures.” For the Draft 2016 RTP/SCS PEIR, an enhanced approach for the mitigation measures component is developed, due to recent CEQA litigation which reiterates that program-level documents are required to include mitigation measures and that deferral of the formulation of mitigation measures to a later date should not occur unless performance standards are identified. Such recent litigation as well as the CEQA Guidelines provide for the use of performance standards-based rather than prescriptive mitigation measures, thus allowing flexibility in the consideration and adoption of second-tier subsequent projects.

At its October 8, 2015, meeting, the EEC took action to support the following Guiding Principles and performance standards-based approach for development of the mitigation measures component of the Draft 2016 RTP/SCS PEIR:

- It must identify mitigation for significant impacts.
- It must recognize SCAG's confines of limited authority.
- It must fulfill SCAG's responsibilities as a lead agency under CEQA in light of recent legal and regulatory landscape.
- It must maintain flexibility for lead agency at project-level implementation.
- It must not defer mitigation measures until some future time. However, measures may specify performance standards (rather than prescriptive measures) that would mitigate the significant impacts and that may be accomplished in more than one specified way.
- It should distinguish SCAG commitments and project-level lead agency responsibilities.
- It should allow efficient and effective implementation of RTP/SCS projects and facilitate CEQA streamlining and tiering, where appropriate.

The performance standards-based approach to the mitigation measures component of the Draft 2016 RTP/SCS PEIR based on performance standards includes the following three components: 1) SCAG mitigation measures; 2) a "catch-all" mitigation measure for each of the CEQA resource categories, stating that lead agencies "can and should" (rather than "shall") comply with the generally applicable performance standards that are linked to existing statutes, regulations, standards and adopted general plans for the CEQA resource category that the PEIR analyzes; and 3) project-level mitigation measures which may be potentially utilized by implementing agencies to meet the specified performance standards. For more information on the Guiding Principles and performance standards-based mitigation approach supported by the EEC at its October 8, 2015, EEC, please visit: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/eec100815fullagn.pdf>.

## **SCHEDULE:**

Based on comments received from the EEC at its September 2015 meeting and feedback from stakeholders, the schedule was revised to reflect that the Draft 2016 RTP/SCS PEIR will have a 60-day public review and comment period (instead of the minimum 45-day comment period under CEQA). This 60-day public review and comment period will be concurrent with the 60-day public review and comment period for the Draft 2016 RTP/SCS that will start on December 4, 2015 and close on February 1, 2016 as reflected below:

# REPORT

Milestones	Scheduled Dates
Review by the EEC on the status of the Notice of Preparation (NOP) for the Draft 2016 RTP/SCS PEIR and preliminary draft outline of the document	July 2, 2015
Review of the RC and PC on the contents and key approaches to the Draft 2016 RTP/SCS PEIR	August 6, 2015
Review by the EEC on the highlights of key approaches to the Draft 2016 RTP/SCS PEIR	September 3, 2015
Action by the EEC to support for purposes of preparing the Draft 2016 RTP/SCS PEIR, the Guiding Principles and performance standards-based approach to the development of the mitigation measures	October 8, 2015
Recommendation by the Joint Policy Committees directing staff to prepare and finalize the Draft 2016 RTP/SCS PEIR based upon the framework, approaches to major components of the Draft PEIR, and summary of contents presented to the Joint Policy Committees; and recommend that the RC at its December 3 meeting authorize release of the Draft 2016 RTP/SCS PEIR for a public review and comment period concurrent with the public review and comment period for the Draft 2016 RTP/SCS	November 5, 2015
Presentation on the Draft 2016 RTP/SCS PEIR. The RC will consider approving the recommendation made jointly by SCAG's three (3) Policy Committees to release the Draft 2016 RTP/SCS PEIR for a 60-day public review and comment period concurrent with the 60-day public review and comment for the Draft 2016 RTP/SCS, beginning December 4, 2015 and ending February 1, 2016.	December 3, 2015
Initiate the 60-day public review and comment period of the Draft 2016 RTP/SCS PEIR	December 4, 2015
Two (2) workshops during the 60-day public review and comment period of the Draft 2016 RTP/SCS PEIR	January 2016
Close the 60-day public review and comment period of the Draft 2016 RTP/SCS PEIR	February 1, 2016
Stakeholders outreach during preparation of the proposed Final 2016 RTP/SCS PEIR	January to March, 2016
Review by the EEC or Joint Policy Committee of the summary of comments/proposed responses to comments in the proposed Final 2016 RTP/SCS PEIR and recommendation by the EEC or Joint Policy Committee to the RC for consideration of the certification of proposed Final 2016 RTP/SCS PEIR for the 2016 RTP/SCS	March 2016
Presentation of the proposed Final 2016 RTP/SCS PEIR. RC certification of Final 2016 RTP/SCS PEIR for the 2016 RTP/SCS	April 2016



**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 15/16 Overall Work Program (16-020.SCG00161.04: Regulatory Compliance).

**ATTACHMENTS:**

1. PowerPoint Presentation: Draft 2016 RTP/SCS Program Environmental Impact Report (PEIR)
2. Summary of the Findings of the Impact Analysis for the Draft 2016 RTP/SCS by Draft PEIR Resource Categories
3. Health Risk Assessment: Summary of the 30-Year Exposure Cancer Risk
4. Comparative Summary Comparing Alternatives to the Goals of the Draft 2016 RTP/SCS
5. Summary of Better, Worse, or Similar Impacts Comparing Alternatives to the Draft 2016 RTP/SCS by Draft PEIR Resource Category

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# 2016 2040 RTPSCS

## PROGRAM ENVIRONMENTAL IMPACT REPORT

### Regional Council Meeting

A Presentation by the Southern California Association of Governments  
December 3, 2015

## Draft Program Environmental Impact Report

### Framework and Basis for a Program Environmental Impact Report (PEIR)

#### California Environmental Quality Act (CEQA)

- SCAG is the lead agency to prepare a PEIR
- A programmatic, region-wide assessment of potential significant environmental effects
- Assesses direct and indirect, growth-inducing and cumulative effects
- Considers a range of reasonable alternatives
- Identifies feasible mitigation measures

#### Energy & Environment Committee

- Authorized the release of the Notice of Preparation of the Draft PEIR on March 5, 2015
- Reviewed framework, summary of contents and approaches to major components of the Draft PEIR between July and November, 2015
- Approved Guiding Principles and performance standards-based approach to mitigation measures

## Draft Program Environmental Impact Report

### Scope of Impact Analysis: 18 Resource Categories

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality (including Health Risk Assessment)
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change (including cumulative impacts)
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Mineral Resources
- Population, Housing, and Employment
- Recreation
- Transportation, Traffic, and Safety
- Public Services
- Utilities and Services Systems

3

## Draft Program Environmental Impact Report

### Summary of Findings of Impact Analysis: 18 Resource Categories

Draft PEIR Resource Category	Significant	Less than Significant
Aesthetics	✓	
Agriculture and Forestry Resources	✓	
Air Quality (Including Health Risk Assessment)	✓	
Biological Resources	✓	
Cultural Resources	✓	
Energy	✓	
Geology and Soils	✓	
Greenhouse Gas Emissions and Climate Changes (cumulative impacts only)	✓	
Hazards and Hazardous Materials	✓	
Hydrology and Water Quality	✓	
Land Use and Planning	✓	
Mineral Resources	✓	
Noise	✓	
Population and Housing	✓	
Public Services	✓	
Recreation	✓	
Transportation, Traffic and Safety	✓	
Utilities and Service Systems	✓	

4

## Draft Program Environmental Impact Report

### Health Risk Assessment (HRA): Methodology

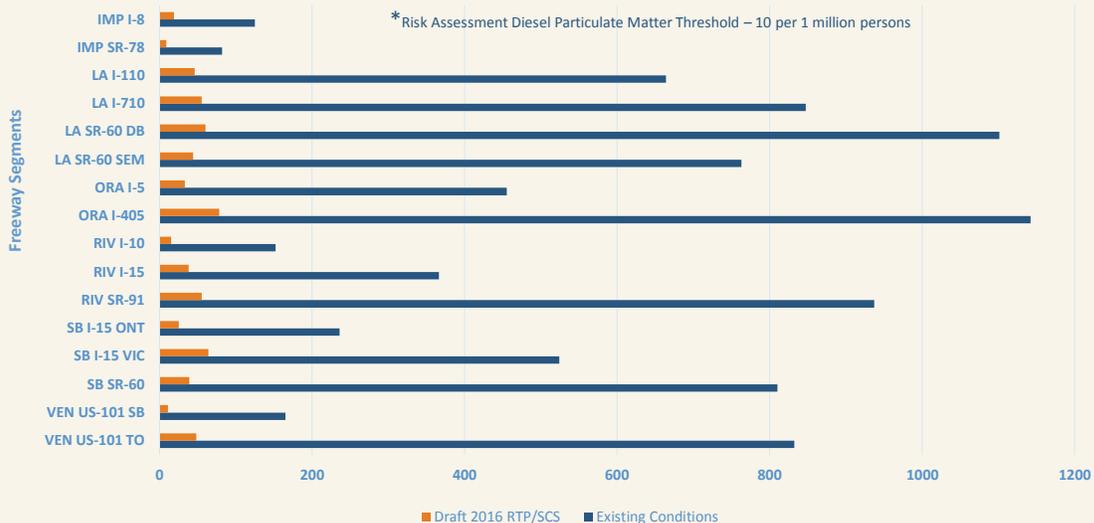
- Evaluates potential cancer risk associated with diesel emissions from freeway segments
- Uses the latest ARB-developed emissions model (EMFAC 2014<sup>1</sup>)
- Follows 2015 Air Toxics Hot Spots Program Guidance Manual (“Guidance”<sup>2</sup>) for the Preparation of Risk Assessments by the Office of Environmental Health Hazard Assessment (OEHHA)
- Doubles the number of freeway segments evaluated in 2012 RTP/SCS PEIR from 8 to 16
- Considers VMT and location of sensitive receptors (e.g., daycare centers, schools and senior centers) nearby freeway segments
- Uses “10 chances per million” (e.g., 10 people having a chance of contracting cancer) with a 30-year exposure as a threshold (OEHHA Guidance, 2015) to determine significance
- Compared to existing conditions to provide perspectives on the cancer risk under the Plan

\*Source: 1. ARB, EMFAC Web Database, <http://www.arb.ca.gov/emfac/>  
 2. OEHHA, Adoption of Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments [03/06/15], [http://oehha.ca.gov/air/hot\\_spots/hotspots2015.html](http://oehha.ca.gov/air/hot_spots/hotspots2015.html)

5

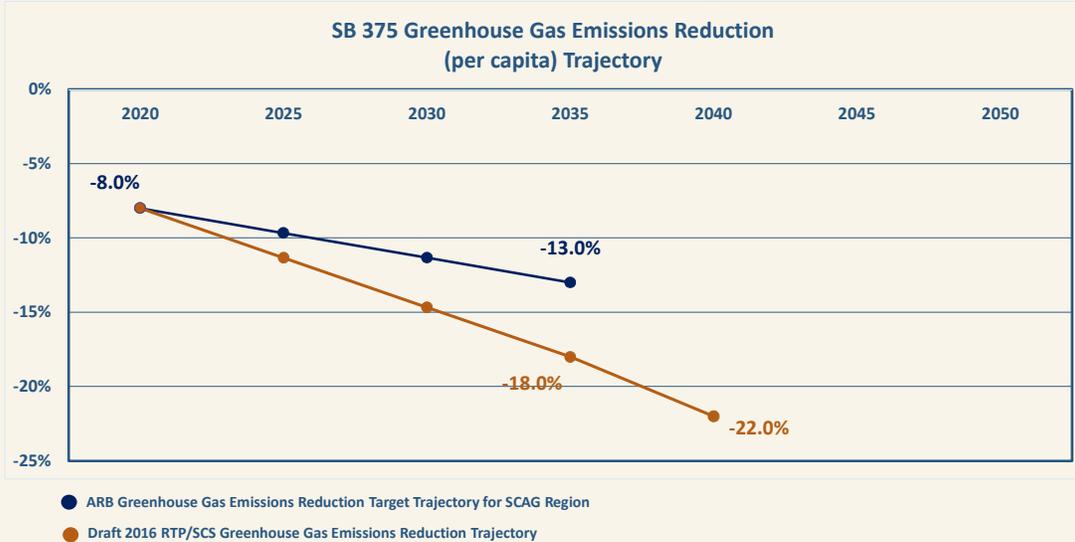
## Draft Program Environmental Impact Report

### HRA Results: Comparing Draft 2016 RTP/SCS to Existing Conditions



6

## Draft Program Environmental Impact Report Greenhouse Gas Emissions and Climate Change



7

## Draft Program Environmental Impact Report Alternatives Analysis

### Framework

- A range of reasonable alternatives to the Draft 2016 RTP/SCS is considered
- CEQA (Section 15162.6(e)) requires a “No Project” Alternative must be evaluated
- The Draft PEIR identifies an “environmentally superior alternative”
- The environmentally superior finding is not a feasibility finding
- The feasibility finding will be prepared for the proposed Final PEIR as one of the exhibits
- The feasibility finding is subject to the determination of SCAG’s Regional Council at the time of considering the certification of the Final PEIR and adoption of the 2016 RTP/SCS

### Analysis

- Alternatives to the Draft 2016 RTP/SCS are substantively aligned with the scenarios.
- They includes:
  - No Project Alternative (based on Scenario 1)
  - 2012 RTP/SCS Updated with Local Input Alternative (based on Scenario 2)
  - Intensified Land Use Alternative (based on a transportation network of Scenario 3 and land use pattern of Scenario 4)
- They are evaluated to assess ability to:
  - Meet the goals of the Draft Plan (2016 RTP/SCS)
  - Avoid or reduce the significant impacts of the Draft 2016 RTP/SCS

8

## Draft Program Environmental Impact Report

### Alternatives Analysis Results: Comparing Alternatives to the Goals of the Draft 2016 RTP/SCS

Goals	Draft 2016 RTP/SCS	Alternative 1: No Project Alternative	Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative	Alternative 3: Intensified Land Use Alternative
Align the Plan investments and policies with improving regional economic development and competitiveness.	Yes	No	Yes	Yes
Maximize mobility and accessibility for all people and goods in the region	Yes	No	Yes	No
Ensure travel safety and reliability for all people and goods in the region	Yes	No	Yes	No
Preserve and ensure a sustainable regional transportation system	Yes	No	Yes	Yes
Maximize the productivity of our transportation system	Yes	No	Yes	Yes
Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)	Yes	No	No	Yes
Actively encourage and create incentives for energy efficiency, where possible	Yes	No	No	Yes
Encourage land use and growth patterns that facilitate transit and non-motorized transportation	Yes	No	No	Yes
Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Yes	No	Yes	Yes

9

## Draft Program Environmental Impact Report

### Alternatives Analysis Results: Comparing Alternatives to Draft 2016 RTP/SCS

Draft PEIR Resource Category	Alternative 1: No Project Alternative	Alternative 2: 2012 RTP/SCS Updated With Local Input Alternative	Alternative 3: Intensified Land Use Alternative
Aesthetics	Similar	Similar	Similar
Agriculture and Forestry Resources	Worse	Worse	Similar
Air Quality (Including Health Risk Assessment)	Worse	Similar	Similar
Biological Resources	Worse	Worse	Better
Cultural Resources	Worse	Similar	Better
Energy	Worse	Worse	Better
Geology and Soils	Worse	Similar	Similar
Greenhouse Gas Emissions and Climate Changes (including cumulative impacts)	Worse	Worse	Better
Hazards and Hazardous Materials	Worse	Worse	Better
Hydrology and Water Quality	Worse	Worse	Better
Land Use and Planning	Better	Better	Worse
Mineral Resources	Better	Similar	Similar
Noise	Better	Better	Worse
Population and Housing	Similar	Similar	Similar
Public Services	Similar	Similar	Similar
Recreation	Similar	Better	Worse
Transportation, Traffic and Safety	Worse	Worse	Worse
Utilities and Service Systems	Worse	Worse	Better
TOTAL NUMBER OF RESOURCE CATEGORIES WITH "WORSE IMPACTS" COMPARED TO THE DRAFT 2016 RTP/SCS	11	8	4

10

## Draft Program Environmental Impact Report Performance Standards-Based Mitigation Measures

### Rationale

- Recent CEQA litigation warrants evaluation of the mitigation approach for the 2016 RTP/SCS PEIR
- Program EIRs must identify mitigation for significant impacts

### Guiding Principles

- Maintain flexibility at project-level while fulfills SCAG’s responsibilities as the lead agency under CEQA in light of recent CEQA case law
- Recognize SCAG’s limited authorities and distinguish SCAG commitments and project-level lead agency responsibilities
- Facilitate CEQA streamlining and tiering at project level, where appropriate

### Components

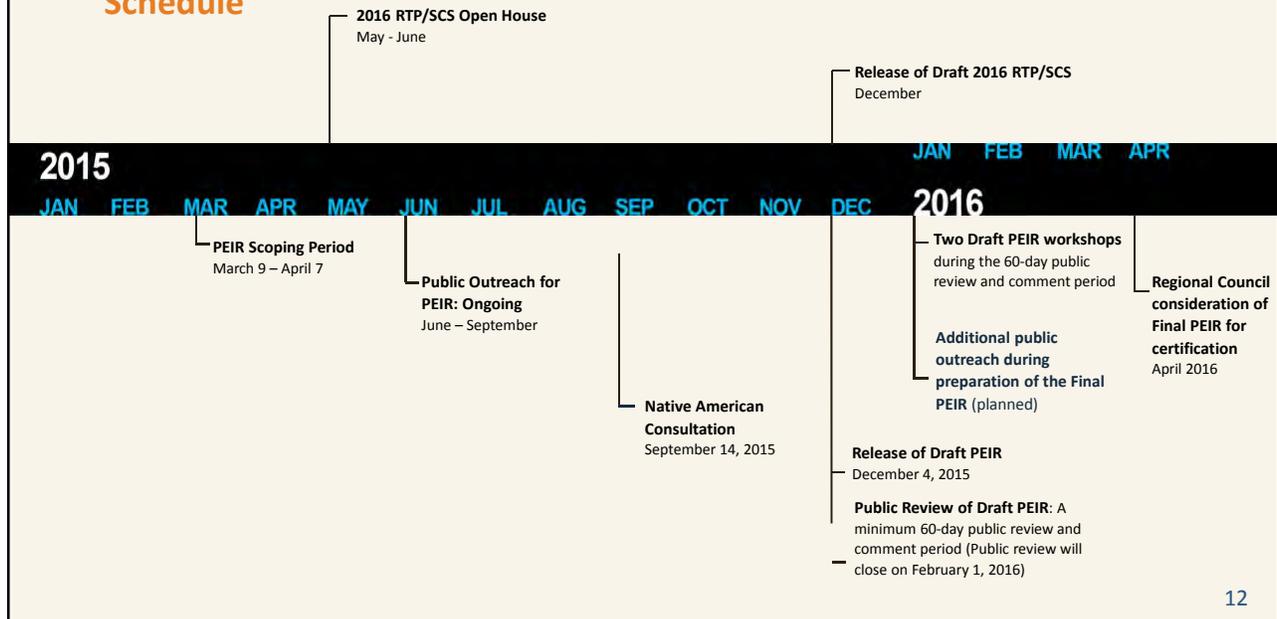
- Based on the Guiding Principles, SCAG staff evaluated a wide range of mitigation approaches and recommended the use of performance standards-based mitigation measures for the 2016 RTP/SCS PEIR
- Three components:
  - SCAG mitigation measures
  - A “catch-all” mitigation measure
  - Project-level mitigation measures

### EEC Review and Approval

- EEC took action at its October 8<sup>th</sup> meeting to support use of a performance standards-based approach for the mitigation measures

## 2016 RTP/SCS and PEIR

### Schedule





Recommended  
Action

Based upon the joint recommendation of SCAG's three (3) Policy Committees, release the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Program Environmental Impact Report (PEIR) for a 60-day public review and comment period, concurrent with the 60-day public review and comment period for the Draft 2016 RTP/SCS, beginning December 4, 2015 and ending February 1, 2016.

13

2016  
2040 RTPSCS

Thank you!

Learn more by visiting [www.scag.ca.gov](http://www.scag.ca.gov). Contact SCAG at: [2016PEIR@scag.ca.gov](mailto:2016PEIR@scag.ca.gov)



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**Summary of the Findings of the Impact Analysis for the Draft 2016 RTP/SCS by Draft PEIR  
Resource Categories**

<b>No.</b>	<b>Draft PEIR Resource Category</b>	<b>Significant</b>	<b>Less Than Significant</b>
1	Aesthetics	✓	
2	Agriculture and Forestry Resources	✓	
3	Air Quality (including Health Risk Assessment)	✓	
4	Biological Resources	✓	
5	Cultural Resources	✓	
6	Energy	✓	
7	Geology and Soils	✓	
8	Greenhouse Gas Emissions and Climate Change (cumulative impacts only)	✓	
9	Hazards and Hazardous Materials	✓	
10	Hydrology and Water Quality	✓	
11	Land Use and Planning	✓	
12	Mineral Resources	✓	
13	Noise	✓	
14	Population, Housing, and Employment	✓	
15	Public Services	✓	
16	Recreation	✓	
17	Transportation, Traffic, and Safety	✓	
18	Utilities and Service Systems	✓	

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**Health Risk Assessment: Summary of the 30-Year Exposure Cancer Risk**

<b>No.</b>	<b>Transportation Segment</b>	<b>County / Region</b>	<b>Existing Conditions ("Chances per Million")</b>	<b>Draft 2016 RTP/SCS "Chances per Million")</b>
1	IMP I-8	Imperial / El Centro	125	19
2	IMP SR-78	Imperial / Westmoreland	82	9
3	LA I-110	Los Angeles / Carson	664	46
4	LA I-710	Los Angeles / Compton	847	55
5	LA SR-60 DB	Los Angeles / Diamond Bar	1,101	60
6	LA SR-60 SEM	Los Angeles / South El Monte	763	44
7	ORA I-5	Orange / Orange	455	33
8	ORA I-405	Orange / Seal Beach	1,142	78
9	RIV I-10	Riverside / Banning	152	15
10	RIV I-15	Riverside / Temecula	366	38
11	RIV SR-91	Riverside / Corona	937	55
12	SB I-15 ONT	San Bernardino / Ontario	236	25
13	SB I-15 VIC	San Bernardino / Victorville	524	64
14	SB SR-60	San Bernardino / Ontario	810	39
15	VEN US-101 SB	Ventura / San Buenaventura	165	11
16	VEN US-101 TO	Ventura / Thousand Oaks	832	48

**Notes:** IMP=Imperial. LA=Los Angeles. ORA=Orange. RIV=Riverside. SB=San Bernardino. VEN=Ventura.

**Source:** Draft 2016 RTP/SCS PEIR Health Risk Assessment Technical Report. 2015

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**Comparative Summary Comparing Alternatives to the Goals of the Draft 2016 RTP/SCS**

<b>Goals</b>	<b>Draft 2016 RTP/SCS</b>	<b>Alternative 1: No Project Alternative</b>	<b>Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative</b>	<b>Alternative 3: Intensified Land Use Alternative</b>
Align the Plan investments and policies with improving regional economic development and competitiveness	Yes	No	Yes	Yes
Maximize mobility and accessibility for all people and goods in the region	Yes	No	Yes	No
Ensure travel safety and reliability for all people and goods in the region	Yes	No	Yes	No
Preserve and ensure a sustainable regional transportation system	Yes	No	Yes	Yes
Maximize the productivity of our transportation system	Yes	No	Yes	Yes
Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)	Yes	No	No	Yes
Actively encourage and create incentives for energy efficiency, where possible	Yes	No	No	Yes
Encourage land use and growth patterns that facilitate transit and non-motorized transportation	Yes	No	No	Yes
Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies	Yes	No	Yes	Yes

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**Summary of Better, Worse, or Similar Impacts Comparing Alternatives to the Draft 2016 RTP/SCS  
by Draft PEIR Resource Category**

<b>No.</b>	<b>Draft PEIR Resource Category</b>	<b>Alternative 1: No Project Alternative</b>	<b>Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative</b>	<b>Alternative 3: Intensified Land Use Alternative</b>
1	Aesthetics	Similar	Similar	Similar
2	Agriculture and Forestry Resources	Worse	Worse	Similar
3	Air Quality (including Health Risk Assessment)	Worse	Similar	Similar
4	Biological Resources	Worse	Worse	Better
5	Cultural Resources	Worse	Similar	Better
6	Energy	Worse	Worse	Better
7	Geology and Soils	Worse	Similar	Similar
8	Greenhouse Gas Emissions and Climate Change (including cumulative impacts)	Worse	Worse	Better
9	Hazards and Hazardous Materials	Worse	Worse	Better
10	Hydrology and Water Quality	Worse	Worse	Better
11	Land Use and Planning	Better	Better	Worse
12	Mineral Resources	Better	Similar	Similar
13	Noise	Better	Better	Worse
14	Population, Housing, and Employment	Better	Similar	Similar
15	Public Services	Similar	Similar	Similar
16	Recreation	Similar	Better	Worse
17	Transportation, Traffic, and Safety	Worse	Worse	Worse
18	Utilities and Service Systems	Worse	Worse	Better
<b>Total Number of Draft PEIR Resource Category with Worse Impact Compared to the Draft 2016 RTP/SCS</b>		<b>11</b>	<b>8</b>	<b>4</b>

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**DATE:** December 3, 2015

**TO:** Regional Council

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

**SUBJECT:** Draft 2016 South Coast Air Quality Management Plan -- Appendix IV-C: Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Approve transmittal of the Draft Appendix IV-C to South Coast Air Quality Management District (SCAQMD) for inclusion in the Draft 2016 South Coast Air Quality Management Plan (AQMP) for public review.

**EXECUTIVE SUMMARY:**

*SCAG is responsible for the development of a portion of the 2016 South Coast AQMP relating to the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and transportation control measures (TCMs), which is, commonly known as "Appendix IV-C" of the AQMP. The Draft Appendix IV-C contains the key policies and strategies of the Draft 2016-2040 RTP/SCS as well as a review of reasonably available TCMs. SCAG staff seeks RC's approval to transmit the Draft Appendix IV-C to the SCAQMD for inclusion in the Draft 2016 South Coast AQMP, which is scheduled to be released by the SCAQMD for public review and comment in December 2015.*

**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 State Implementation Plans (SIPs) demonstrating attainment with the 2008 8-hour ozone, 2006 24-hour (due to bump-up reclassification) and 2012 annual PM2.5 standard are being prepared respectively as part of the 2016 South Coast AQMP. Scheduled to be submitted to the U.S. Environmental Protection Agency (EPA) by July 2016, the 2016 South Coast AQMP is being prepared by three (3) responsible agencies: the South Coast Air Quality Management District (SCAQMD), the lead agency; the California Air Resources Board (ARB); and SCAG. The SIPs are comprised of components developed by SCAQMD and SCAG as set forth in the 2016 AQMP in combination with the State Control Strategy developed by ARB.

SCAG's role in the 2016 AQMP process includes providing the socio-economic growth forecast and regional transportation demand model output data to the SCAQMD for use in estimating and forecasting emission inventories and airshed modeling; and vehicle activity data to the ARB for use in developing on-road emissions. SCAG has provided these data to the respective agencies. In addition to the technical data, SCAG is also responsible for writing a section of the 2016 AQMP on the region's

# REPORT

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RTP/SCS and TCMs as they relate to air quality. The document, commonly referred to as “Appendix IV-C,” includes an overview of the Draft 2016-2040 RTP/SCS; a list of committed TCMs; and, pursuant to Clean Air Act requirements, an analysis of reasonably available (transportation) control measures (“RACM Analysis”).

The 2016 South Coast AQMP will include important components relative to regional transportation planning and federal transportation conformity requirements, the ozone and PM2.5 motor vehicle emissions budgets, which set the upper ozone and PM2.5 limits respectively which on-road transportation activities are permitted to emit. The emission budgets established as part of the 2016 AQMP process and adopted in the final SIPs will become the functioning emission budgets for transportation conformity for future RTP/FTIPs and their amendments post the effective date of the new emission budgets.

It should be noted that the Final 2016 AQMP is scheduled to be approved and submitted to the U.S. Environmental Protection Agency in July 2016. To the extent that the Draft Appendix IV-C must be revised based upon SCAG’s Final 2016 RTP/SCS, SCAG shall provide these changes to SCAQMD for inclusion in the Final 2016 AQMP.

**FISCAL IMPACT:**

Work associated with this item is included in the current FY2015-16 Overall Work Program (16-025.SCG00164.01: Air Quality Planning and Conformity).

**ATTACHMENT:**

Executive Summary of Draft 2016 South Coast Air Quality Management Plan, Appendix IV-C: Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures

## **Executive Summary**

This Appendix IV-C describes the Southern California Association of Government's (SCAG) regional transportation strategy and transportation control measures (TCMs) to be included as part of the Draft 2016 South Coast Air Quality Management Plan (AQMP) which includes new ozone and PM<sub>2.5</sub> State Implementation Plans (SIPs) for the South Coast Air Basin. The regional transportation strategy and TCMs are based on SCAG's Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and 2015 Federal Transportation Improvement Program (FTIP) as amended. The RTP/SCS and FTIP 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.

This Appendix consists of the following three Sections.

### **Section I. Introduction**

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 applicable AQMPs/SIPs. SCAG is also required to develop demographic projections and regional transportation strategy and control measures for the South Coast AQMP/SIP.

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 for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG region. The RTP/SCS also outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and maximize transportation investments to achieve regional greenhouse gas (GHG) reduction targets set by the California Air Resources Board (ARB) pursuant to SB 375.

In addition, SCAG develops the biennial FTIP. The FTIP is a list of multimodal 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 many critical challenges including demographics, transportation system preservation, transportation funding, goods movement, housing, air quality, climate change, and public health. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, the Draft 2016 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 Draft 2016 RTP/SCS represents the culmination of more than two years of work involving dozens of public agencies, 197 local jurisdictions in the SCAG region, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations. The Draft 2016-2040 RTP/SCS is scheduled to be released for public review by the SCAG Regional Council on December 3, 2015.

The Draft 2016 RTP/SCS makes a concerted effort to integrate the region's transportation network with land uses in order to achieve an even more sustainable region over the coming decades. Accordingly, the Draft 2016 RTP/SCS includes a host of regional strategies for addressing growth, land use and improving the region's transportation system.

### *Land Use Strategies*

- High Quality Transit Areas (HQTAs)
- Livable Corridors
- Neighborhood Mobility Areas
- Zero Emission Vehicles & Electric Vehicle Charging Stations
- Preserving Natural Lands
- Balancing Growth Distribution between 500-Foot Buffer Areas and HQTAs
- Affordable Housing

### *Transportation Strategies*

- Preserving Existing System
- Highway (mixed-flow, HOV, HOT lanes, etc.) and Arterials
- Transportation Demand Management (TDM) and Transportation System Management (TSM)
- Transit
- Passenger Rail and High Speed Rail
- Goods Movement
- Active Transportation
- Aviation and airport ground access

Included within these strategies are SIP-committed transportation programs and projects that reduce vehicle use or changing traffic flow or congestion conditions, better known as transportation control measures or "TCMs". In the South Coast Air Basin, TCMs include the

following three main categories of transportation improvement projects and programs that have funding programmed for right-of-way and/or construction in the first two years of the 2015 FTIP:

- Transit, intermodal transfer, and active transportation measures;
- High occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, and their pricing alternatives; and
- Information-based transportation strategies.

### 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. This Appendix IV-C contains the TCM RACM component for the South Coast ozone and PM<sub>2.5</sub> control strategy. In accordance with the U.S. Environmental Protection Agency (EPA) procedures, this analysis considers TCMs in the Draft 2016-2040 RTP/SCS, measures identified by the CAA, and relevant measures adopted in other ozone and PM<sub>2.5</sub> nonattainment 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.