

SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

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Transportation Commission

## MEETING OF THE

# TRANSPORTATION COMMITTEE

### **PLEASE NOTE TIME**

***Thursday, June 6, 2013***

***10:00 a.m. – 11:00 a.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 Lillian Harris-Neal at (213) 236-1858 or via email [harris-neal@scag.ca.gov](mailto:harris-neal@scag.ca.gov)

Agendas & Minutes for the Transportation Committee are also available at: [www.scag.ca.gov/committees/tc.htm](http://www.scag.ca.gov/committees/tc.htm)

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## Transportation Committee

*Members Roster – June 2013*

### Members

### Representing

<b>Chair*</b>	<b>1. Hon. Keith Millhouse</b>	<b>Moorpark</b>	<b>VCTC</b>
<b>Vice-Chair*</b>	<b>2. Hon. Alan Wapner</b>	<b>Ontario</b>	<b>SANBAG</b>
	<b>3. Hon. John Addleman</b>	Rolling Hills Estates	SBCCOG
	* 4. Hon. Michael D. Antonovich		Los Angeles County
	* 5. Hon. Bruce Barrows	Cerritos	District 23
	* 6. Hon. Glen Becerra	Simi Valley	District 46
	7. Hon. Russell Betts	Desert Hot Springs	CVAG
	* 8. Hon. Robert “Bob” Botts	Banning	RCTC
	9. Hon. Art Brown	Buena Park	District 21
	* 10. Hon. Gene Daniels	Paramount	District 24
	* 11. Hon. Jeff DeGrandpre	Eastvale	District 4
	* 12. Hon. Paul Eaton	Montclair	District 9
	13. Hon. Roy Francis	La Habra Heights	District 31
	* 14. Hon. Mario Guerra	Downey	GCCOG
	* 15. Hon. Frank Gurulé	Cudahy	District 27
	16. Hon. Bert Hack	Laguna Woods	OCCOG
	* 17. Hon. Matthew Harper	Huntington Beach	District 64
	* 18. Hon. Carol Herrera	Diamond Bar	District 37
	19. Hon. Bill Hodge	Calexico	ICTC
	* 20. Hon. Jose Huizar	Los Angeles	District 61
	* 21. Hon. Jim Hyatt	Calimesa	District 3
	22. Hon. Trish Kelley	Mission Viejo	OCCOG
	23. Hon. Randon Lane	Murrieta	WRCOG
	24. Hon. James C. Ledford	Palmdale	North L. A. County
	* 25. Hon. Michele Martinez	Santa Ana	District 16
	26. Hon. Brian McDonald		Chemehuevi Indian Tribe
	* 27. Hon. Ryan McEachron	Victorville	SANBAG
	28. Hon. Marsha McLean	Santa Clarita	North L. A. County
	* 29. Hon. Dan Medina	Gardena	District 28
	* 30. Hon. Barbara Messina	Alhambra	District 34
	* 31. Hon. Leroy Mills	Cypress	District 18
	* 32. Hon. Jim Morton	Lynwood	District 26
	* 33. Hon. Brett Murdock	Brea	District 22

## Transportation Committee

### *Members Roster – June 2013*

#### Members

#### Representing

* 34. Hon. Kris Murray	Anaheim	District 19
* 35. Hon. Steven Neal	Long Beach	District 29
* 36. Hon. Shawn Nelson		Orange County
* 37. Hon. Pam O'Connor	Santa Monica	District 41
38. Hon. Micheál O'Leary	Culver City	WSCCOG
* 39. Hon. Gary Ovitt		San Bernardino County
* 40. Hon. Bernard C. Parks	Los Angeles	District 55
* 41. Hon. Linda Parks		VCOG
* 42. Hon. Gregory Pettis	Cathedral City	District 2
43. Hon. Teresa Real Sebastian	Monterey Park	SGVCOG
* 44. Hon. Ronald Roberts	Temecula	District 5
* 45. Hon. Mark Rutherford	Westlake Village	District 44
46. Hon. Damon Sandoval		Morongo Band of Mission Indians
47. Hon. David Spence	La Cañada/Flintridge	Arroyo-Verdugo Cities
* 48. Hon. Karen Spiegel	Corona	District 63
49. Hon. Tim Spohn	City of Industry	SGVCOG
50. Hon. Barb Stanton	Town of Apple Valley	SANBAG
* 51. Hon. Jeff Stone	Riverside County	Riverside County
52. Hon. Jess Talamantes	Burbank	SFVCOG
53. Hon. Brent Tercero	Pico Rivera	GCCOG
* 54. Hon. Donald Voss	La Cañada/Flintridge	District 36

\* Regional Council Member

# TRANSPORTATION COMMITTEE

## AGENDA

### JUNE 6, 2013

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*The Transportation Committee 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. Alan Wapner, Vice Chair)*

**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 Committee, must fill out and present a speaker’s card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

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

**Time      Page No.**

#### **CONSENT CALENDAR**

##### **Approval Item**

- |  |                   |          |
|--|-------------------|----------|
| 1. <u>Minutes of the April 4, 2013 Meeting</u> | <b>Attachment</b> | <b>1</b> |
|--|-------------------|----------|

##### **Receive & File**

- |                                |                   |          |
|--------------------------------|-------------------|----------|
| 2. <u>Regional Rail Report</u> | <b>Attachment</b> | <b>9</b> |
|--------------------------------|-------------------|----------|

#### **ACTION ITEMS**

- |   |                   |                |           |
|---|-------------------|----------------|-----------|
| 3. <u>Amendment No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program (FTIP)</u><br><i>(Margaret Lin, SCAG Staff)</i> | <b>Attachment</b> | <b>5 mins.</b> | <b>13</b> |
|---|-------------------|----------------|-----------|

**Recommended Action:** Recommend that the Regional Council adopt Resolution No. 13-550-3 approving Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP.

- |   |                   |                 |           |
|---|-------------------|-----------------|-----------|
| 4. <u>Revised 2013 Amendment to the Joint Powers Agreement Concerning the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency</u><br><i>(Steve Fox, SCAG Staff)</i> | <b>Attachment</b> | <b>10 mins.</b> | <b>70</b> |
|---|-------------------|-----------------|-----------|

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

# TRANSPORTATION COMMITTEE

## AGENDA

### JUNE 6, 2013

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#### INFORMATION/DISCUSSION ITEMS

	<u>Time</u>	<u>Page No.</u>
5. <u>Regional Aviation Program Update</u> <i>(Ryan Hall, SCAG Staff)</i>	Attachment 15 mins.	100
6. <u>Bottom-up Local Input Process for 2016-2040 RTP/SCS and Growth Forecast Development</u> <i>(Kimberly Clark, SCAG Staff)</i>	Attachment 5 mins.	116

#### CHAIR'S REPORT

*(Hon. Alan Wapner, Vice Chair)*

#### STAFF REPORT

*(Ryan Kuo, SCAG Staff)*

#### FUTURE AGENDA ITEM(S)

Any Committee member or staff desiring to place items on a future agenda may make such a request.

#### ADJOURNMENT

*The Transportation Committee (TC) will be dark in July. The next Transportation Committee meeting is scheduled for Thursday, August 1, 2013, at the SCAG Los Angeles Office.*

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Transportation Committee  
of the  
Southern California Association of Governments  
April 4, 2013  
*Minutes*

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Transportation Committee (TC) held its meeting at SCAG's office in downtown Los Angeles. The meeting was called to order by Chair Hon. Keith Millhouse, Ventura County. A quorum was present.

**Members Present:**

Hon. Mike Antonovich	Los Angeles County
Hon. Bruce Barrows, Cerritos	District 23
Hon. Glen Becerra, Simi Valley	District 46
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Bob Botts	Banning
Hon. Gene Daniels, Paramount	District 24
Hon. Jeff DeGrandpre	Eastvale
Hon. Steve Diels, Redondo Beach	SBCCOG
Hon. Paul Eaton, Montclair	District 9
Hon. Roy Francis	District 31
Hon. Frank Gurulé, Cudahy	District 27
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Matthew Harper, Huntington Beach	District 64
Hon. Bill Hodge, Calexico	ICTC
Hon. Jim Hyatt, Calimesa	District 3
Hon. Randon Lane	Murrieta
Hon. Michele Martinez, Santa Ana	District 16
Hon. Ryan McEachron, Victorville	SANBAG
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28
Hon. Barbara Messina, Alhambra	District 34
Hon. Keith Millhouse, Moorpark ( <i>Chair</i> )	VCTC
Hon. Leroy Mills, Cypress	District 18
Hon. Jim Morton	Lynwood
Hon. Brett Murdock, Brea	District 22
Hon. Kris Murray	Anaheim
Hon. Steven Neal, Long Beach	District 29
Hon. Gary Ovitt	San Bernardino County
Hon. Greg Pettis, Cathedral City	District 2
Hon. Frank Quintero, Glendale	District 42
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Ron Roberts, Temecula	District 5
Hon. David Spence, La Cañada-Flintridge	Arroyo Verdugo Cities

Hon. Karen Spiegel, Corona	WRCOG
Hon. Tim Spohn, City of Industry	SGVCOG
Hon. Jeff Stone	Riverside County
Hon. Jess Talamantes, Burbank	SFVCOG
Hon. Don Voss, City of La Cañada-Flintridge	District 36
Mr. Aziz Elattar	Caltrans District 7

**Members Not Present:**

Hon. Art Brown	Buena Park
Hon. Mario Guerra, Downey	GCCOG
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Jose Huizar, Los Angeles	District 61
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. James C. Ledford	Palmdale
Hon. Brian McDonald	Chemehuevi Indian Tribe
Hon. Shawn Nelson	Orange County
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Micheál O'Leary, Culver City	WCCOG
Hon. Linda Parks	Ventura County
Hon. Bernard C. Parks, Los Angeles	District 55
Hon. Mark Rutherford, Westlake Village	LVMCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Alan Wapner, City of Ontario ( <i>Vice-Chair</i> )	SANBAG

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Keith Millhouse, Moorpark, called the meeting to order at 10:07 a.m. Hon. Bert Hack, Laguna Woods, led the Committee in the Pledge of Allegiance.

**PUBLIC COMMENT PERIOD**

Rye Baerg, Safe Routes to School National Partnership, thanked SCAG for the opportunity to be a member of the Active Transportation Subcommittee and expressed appreciation to staff for collaboration with stakeholders throughout the process.

Denny Zane, Move LA, stated support for proposed legislation AB 1002 which seeks to create a unique revenue stream for projects such as SB 375 planning grants and active transportation. Mr. Zane stated that a revenue stream is needed for SB 375-related projects and encouraged awareness of AB 1002.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There was no request to prioritize agenda items.

**CONSENT CALENDAR**

**Approval Item**

1. Minutes of the March 7, 2013 Meeting

A MOTION was made (Barrows) to approve the Consent Calendar. The MOTION was seconded (Morton) and UNANIMOUSLY APPROVED. Motion passed.

**ACTION ITEMS**

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

Margaret Lin, SCAG Staff, stated that several requests were received from county transportation commissions to amend critical projects. Ms. Lin noted that the amendments include revisions to 36 projects and the addition of 7 new projects. The revisions include minor modifications to the project costs, completion years, and scopes, and that the new projects include transit, highway, and arterial projects. Ms. Lin noted that the draft Amendments will undergo a 30-day public review period and that a proposed final amendment will be returned to the Committee at its June 6, 2013 meeting.

Hon. Randon Lane, Murrieta, stated that some revised project scopes do not appear to be associated with a corresponding budget change and asked for clarification. Ryan Kuo, SCAG Staff, responded that in order for a project to be programmed by the CTCs, it is necessary to enter a preliminary cost estimate. A preliminary estimated cost that is assigned early is often likely to change as detailed engineering is performed through a project's implementation process. In many cases, a cost estimate change in an Amendment may not be a result of a scope change that is occurring in the same Amendment, but may be due in greater part to the general cost refinement process.

A MOTION was made (Barrows) to release the amendment for a 30-day public review. The MOTION was seconded (Morton) and UNANIMOUSLY APPROVED. Motion passed.

3. Goods Movement Subcommittee Recommendations

Hon. Barbara Messina, Alhambra, reviewed key topics discussed by the Goods Movement Subcommittee and presented an overview of the Subcommittee recommendations. Hon. Messina stated that the recommendations include: facilitating implementation of MAP-21 freight provisions including participation in the national freight network designation and the development of national and state freight plans; facilitating implementation of freight initiatives identified in the 2012-2035 RTP/SCS, including monitoring emerging supply chain trends and adapting key infrastructure strategies as needed; and continuing to promote and seek on-going partnerships with regional partners to further deployment of near-zero and zero emission goods movement strategies.

Hon. Bruce Barrows, Cerritos, stated that the Gateway Cities Council of Governments (COG) has requested that each subcommittee recommendation be modified to utilize the following wording: *“Review and recommend Regional Council approval of the subcommittee recommendation as preliminary, recognizing these are starting points subject to further input through an open process during the development of the RTP/SCS*

*over the next three years which will culminate in adoption of the final plan in spring 2016.”* Hon. Steve Diels, Redondo Beach, stated that the South Bay Cities COG believes that it was not represented on the subcommittees and also supports the revised wording.

Hon. Karen Spiegel, Corona, stated that the subcommittee recommendations are preliminary and will likely evolve over the next 3 years and it is imprudent to have those who did not participate in the subcommittee process to step forward and curtail the efforts of members who were engaged in the subcommittees’ work.

Hon. Bert Hack, Laguna Woods, stated that the recommendations are already intended as placeholders to invite further exploration. Hon. Hack noted that there was transparency and openness throughout the process and that all interested parties were welcome to participate.

Hon. Barbara Messina, Alhambra, asked if the additional wording was necessary and whether it changes anything since the process was open and recommendations are preliminary. Hon. Keith Millhouse, Moorpark, indicated that the amended wording would not substantially change the recommendations.

A SUBSTITUTE MOTION was made (Diels) to approve the staff recommendation with the amended wording. The SUBSTITUTE MOTION was seconded (Medina). The substitute motion passed with 29 votes and 7 in opposition (Betts, DeGrandpre, Hyatt, Hack, Spohn, Spiegel, Martinez).

#### 4. High-Speed Rail and Transit Subcommittee Recommendations

Hon. Karen Spiegel, Corona, provided an update on the High-Speed Rail and Transit Subcommittee recommendations. Hon. Spiegel stated that the subcommittee did not take a position in favor or against high-speed rail. She stated that the recommendations include the development of a regional rail vision for the 2016 RTP/SCS and the identification and evaluation of transit best practices, including supporting ongoing efforts to facilitate seamless travel on the region’s rail and transit system. Hon. Spiegel identified a modification to the recommendations in the staff report; specifically, the second bullet on page 73 of the agenda was revised to include improving ground access to the regional airport system.

A MOTION was made (Betts) to recommend Regional Council approval of the subcommittee’s recommendations as submitted. The MOTION was seconded (McEachron).

A SUBSTITUTE MOTION was made (Barrows) to approve the staff recommendation subject to the inclusion of the following wording, *“Review and recommend Regional Council approval of the subcommittee recommendation as preliminary, recognizing these are starting points subject to further input through an open process during the development of the RTP/SCS over the next three years which will culminate in adoption of the final plan in spring 2016.”* The SUBSTITUTE MOTION was seconded (Mills).

Hon. Jess Talamantes, Burbank, stated that the recommendations are by their nature a work in progress and that additional wording proposed in the substitute motions is not beneficial.

The substitute motion passed with 18 votes and 9 in opposition (Betts, Botts, DeGrandpre, Hack, Hodge, McLean, Messina, Murray, Spiegel).

5. Active Transportation Subcommittee Recommendations

Hon. Michele Martinez, Santa Ana, provided an update on the Active Transportation Subcommittee recommendations. Hon. Martinez stated that the subcommittee recommends a definition of “Active Transportation” and proposed that active transportation refer to human-powered transportation, and low electronic assist devices for the elderly and disabled. She also recommended to consider and refine the availability of data and information to evaluate the RTP/SCS and its alternatives relative to active transportation policy. Also, to develop with partner agencies a methodology for selecting and prioritizing regionally supported active transportation projects and to seek opportunities to promote and support transportation investments with an active transportation component.

Hon. Teresa Real Sebastian, Monterey Park, asked that a comma be inserted between “human-powered transportation” and “and low-speed electronic assist devices for elderly and disabled” for clarification purposes.

Hon. Randon Lane, Murrieta, stated that the recommendations specifically state they are not final and will be taken to Policy Committees and the Regional Council for deliberation and potentially for final approval. Hon. Lane stated that the wording being forwarded through the substitute motions is already present within the Subcommittee’s recommendation and raised the issue of the redundant nature of the proposed substitute motions.

A SUBSTITUTE MOTION was made (Diels) to approve the staff recommendation subject to the inclusion of the following wording, “*Review and recommend Regional Council approval of the subcommittee recommendation as preliminary, recognizing these are starting points subject to further input through an open process during the development of the RTP/SCS over the next three years which will culminate in adoption of the final plan in spring 2016.*” The SUBSTITUTE MOTION was seconded (Barrows).

The substitute motion did not pass with 12 votes and 19 in opposition (Antonovich, Botts, DeGrandpre, Eaton, Hack, Harper, Hodge, Hyatt, Lane, Martinez, Millhouse, Messina, Murdock, Murray, Ovitt, Pettis, Roberts, Spohn, Stone).

A MOTION was made (Murray) to recommend Regional Council approval of the subcommittee’s recommendations as submitted. The MOTION was seconded (Hyatt) and UNANIMOUSLY APPROVED. Motion passed.

6. Transportation Finance Subcommittee Recommendations

Hon. Gary Ovitt, San Bernardino County, provided an update on the Transportation Finance Subcommittee Recommendations. Hon. Ovitt stated that the Subcommittee recommended to: 1) continue to investigate cost-efficiency measures for transportation investments; 2) continue to monitor and analyze emerging transportation funding options for multimodal investments; 3) promote and seek on-going partnerships with regional

partners, business leaders, and stakeholders to further the 2012-2035 RTP/SCS financial plan strategies; and 4) continue to investigate and recommend strategies to mitigate cost to taxpayers over the course of subsequent RTP cycles.

A MOTION was made (Martinez) to recommend Regional Council approval of the subcommittee's recommendations as submitted. The MOTION was seconded (Murdock) and UNANIMOUSLY APPROVED. Motion passed.

### **ELECTION OF CHAIR AND VICE-CHAIR**

Joann Africa, Chief Counsel, indicated that both Hon. Keith Millhouse and Hon. Alan Wapner are eligible to serve as Committee Chair and Vice-Chair for a second consecutive year, respectively, and that both have expressed a willingness to continue their service.

The floor was opened for the Committee's nomination for Chair. A MOTION was made (Barrows) to elect Hon. Keith Millhouse, Moorpark, as Committee Chair. The MOTION was seconded (Spiegel). The election of Hon. Keith Millhouse as Chair, Transportation Committee was UNANIMOUSLY APPROVED. Motion passed.

The floor was opened for the Committee's nomination for Vice-Chair. A MOTION was made (Spiegel) to elect Hon. Alan Wapner, Ontario, as Committee Vice-Chair. The MOTION was seconded (Lane). The election of Hon. Alan Wapner as Vice-Chair, Transportation Committee was UNANIMOUSLY APPROVED. Motion passed.

### **CHAIR'S REPORT**

The committee was invited to attend SCAG's upcoming General Assembly, May 2 and 3, 2013 at the JW Marriott in Palm Desert and announced that Lieutenant Governor Gavin Newsom will be the keynote speaker.

### **STAFF REPORT**

No staff report was provided.

### **ADJOURNMENT**

The meeting adjourned at 11:32 a.m. The next meeting of the Transportation Committee will be held on Thursday, June 6, 2013 at the SCAG Los Angeles office.



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Ryan Kuo, Senior Regional Planner  
Transportation Planning

**Transportation Committee Attendance Report  
2013**

X = County Represented      X = Attended      = No Meeting      NM = New Member

Member (including Ex-Officio) Last Name, First Name	Representing	X = County Represented						X = Attended				= No Meeting	NM = New Member						
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	April	GA May	June	No Mtg. July	Aug	Sept	Oct	Nov	Dec
1 Antonovich, Michael*	Los Angeles County		X					X		X	X	X							
2 Barrows, Bruce*	Cerritos		X					X		X	X	X							
3 Becerra, Glen*	Simi Valley		X						X	X	X	x							
4 Betts, Russell	CVAG				X			X	X	X	X	X							
5 Botts, Bob	Banning, RCTC							NM	X	X	X	X							
6 Brown, Art	Buena park							NM	X	X		X							
7 Daniels, Gene*	Paramount		X					X	X	X	X	X							
8 DeGrandpre, Jeff	Eastvale							NM	X	X	X	X							
9 Diels, Steve	Redondo Beach		X					X			X								
10 Eaton, Paul*	Montclair		X								X								
11 Elattar, Aziz	Caltrans - District 7									X	X								
12 Francis, Roy	La Habra Heights										NM	X							
13 Guerra, Mario	Downey		X							X									
14 Gurulé, Frank*	Cudahy		X						X	X	X	X							
15 Hack, Bert	Laguna Woods			X				X	X	X	X								
16 Harper, Matthew*	Huntington Beach			X				X		X	X								
17 Herrera, Carol*	Diamond Bar		X					X	X	X		X							
18 Hodge, Bill	Clexico, ICTC	X							X	X	X								
19 Huizar, Jose*	Los Angeles		X																
20 Hyatt, Jim	Calimesa				X			X	X	X	X	X							
21 Kelley, Trish	Mission Viejo			X				X	X			X							
22 Lane, Randon	Murrieta							NM	X	X	X								
23 Ledford, James C.	Palmdale/No. LA County		X							X									
24 Martinez, Michele*	Santa Ana			X				X	X	X	X	X							
25 McDonald, Brian	Chemehuevi Indian Tribe					X													
26 McEachron, Ryan	Victorville					X		X	X	X	X	X							
27 McLean, Marsha*	Santa Clarita		X					X	X	X	X	X							
28 Medina, Dan*	Gardena		X								X								
29 Messina, Barbara*	Alhambra		X					X	X	X	X	X							
30 Millhouse, Keith* (Chair)	Moorpark						X	X	X	X	X								
31 Mills, Leroy*	Cypress			X				X	X	X	X								
32 Morton, Jim	Lynwood								X	X	X	X							

33	Murdock, Brett	Brea			X				X	X	X	X	X						
34	Murray, Kris	Anaheim								NM		X							
35	Neal, Steven*	Long Beach		X					X		X	X	X						
36	Nelson, Shawn*	Orange County			X														
37	O'Connor, Pam*	Santa Monica		X					X	X	X		X						
38	O'Leary, Micheál	Culver City/WCCOG		X					X	X	X								
39	Ovitt, Gary*	San Bernardino County					X		X	X		X	X						
40	Parks, Bernard*	Los Angeles		X															
41	Parks, Linda	Ventura County								NM	X	X							
42	Pettis, Gregory*	Cathedral City				X			X	X	X	X	X						
43	Quintero, Frank*	Glendale		X							X	X	X						
44	Real Sebastian, Teresa	Monterey Park/SGVCOG							X		X	X	X						
45	Roberts, Ron*	Temecula				X			X	X	X	X	X						
46	Rutherford, Mark	Westlake Village		X					X										
47	Sandoval, Damon	Morongo Band of Mission Indians				X													
48	Spence, David	La Cañada Flintridge/Arroyo Verdugo Cities		X					X	X	X	X							
49	Spiegel, Karen	Corona/WRCOG				X			X	X	X	X							
50	Spohn, Tim	Industry/SGVCOG		X					X	X	X	X	X						
51	Stone, Jeff*	Riverside				X			X	X		X	X						
52	Talamantes, Jess	Burbank/SFVCOG		X						X		X	X						
53	Voss, Don*	La Cañada Flintridge		X					X	X	X	X	X						
54	Wapner, Alan* (Vice-Chair)	Ontario					X		X	X	X		X						
<b>Totals</b>			<b>1</b>	<b>24</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>1</b>											

\* Regional Council Member

# REPORT

**DATE:** June 6, 2013

**TO:** Transportation Committee (TC)

**FROM:** Steve Fox, Senior Regional Planner, 213-236-1855, fox@scag.ca.gov

**SUBJECT:** Regional Rail Report 

## EXECUTIVE DIRECTOR'S APPROVAL:

### RECOMMENDED ACTION:

For Information Only – No Action Required.

### EXECUTIVE SUMMARY:

*This report updates TC members on recent passenger rail developments, including the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) locally-controlled Joint Powers Authority (JPA) effort, Metrolink, the California High-Speed Train project, and other developments.*

### 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:

#### LOSSAN Locally-Controlled JPA

Since the Regional Council approved the 2013 Amendment to the LOSSAN JPA to establish local control at its January 3, 2013 meeting, additional minor amendments were put forth by the San Diego County LOSSAN agencies to resolve some of the outstanding issues with the 2013 Amendment. These amendments include contingencies for any reduction in operational funding from the state, and supermajority and LOSSAN region voting requirements. The California High-Speed Rail Authority (CHSRA) also requested some minor language revisions regarding selecting the LOSSAN Board representative. These additional amendments were unanimously agreed to by the LOSSAN Board at its April 17, 2013 meeting, and have been distributed to member agencies for approval (please see TC Agenda Item 6).

On April 29, 2013, a RFP was released for the first LOSSAN managing agency under local control. The first managing agency will serve for the start-up period beginning in December 2013 and the initial three-year term beginning with the effective start date of the Interagency Transfer Agreement (ITA) with Caltrans, to be no earlier than June 2014. LOSSAN voting, ex-officio, and Technical Advisory Committee (TAC) member agencies are eligible to submit proposals and award is expected in August 2013.

#### Amtrak Pacific Surfliner

There are several developments with the Pacific Surfliner worth noting. First, the Express train was discontinued after a two-year pilot project. This was a northbound morning service with stops in Solano Beach, Oceanside, Irvine and Fullerton. Ridership never showed any growth on the Express, and it was reverted back to normal service with the April 2013 schedule change. Issues cited for a lack of success

include not having a companion southbound express in the afternoon and unsatisfactory on-time performance (OTP). (The 2012 LOSSAN Strategic Implementation Plan recommended express and limited-stop service so this will be revisited at a future date.) For the Pacific Surfliner as a whole, ridership and especially revenue continue to grow at a healthy rate over the last couple of years, and the last three months' OTP has been very good, averaging about 90%.

The Pacific Surfliner will provide new service in the coming months. As part of a new rail-to-rail pass agreement with the North County Transit District (NCTD), certain Pacific Surfliner trains that currently have available capacity will start serving COASTER stops in San Diego County. These stops are the Carlsbad Village, Carlsbad Poinsettia, Encinitas, and Sorrento Valley stops. In addition, the NCTD has been studying service to Camp Pendleton.

### California High-Speed Train

In April 2013, CHSRA selected the winning bidder to construct the first section of the 130-mile long Initial Construction Segment (ICS) from Madera to Bakersfield. For purposes of environmental clearance, this section is divided in to two sections: Madera to Fresno, and Fresno to Bakersfield. The northern section is divided in to three construction packages, and this first one awarded is to build a 29-mile section of track through Fresno. Earlier this spring a consultant team was selected for the necessary real estate work for the project.

In March 2013 the U.S. Government Accounting Office (GAO) issued a performance audit of the CHSRA's project planning; cost estimating; ridership and revenue forecasting; and risk and economic assessments. The GAO's assessment is summarized as follows:

Reliability of the Authority's Cost Estimates. The GAO concluded that the CHSRA met some, but not all, of the best practices in the GAO's *Cost Estimating and Assessment Guide*. The CHSRA substantially met the criterion for "accurate" cost estimates, but only partially met the criteria for "comprehensive, well documented, and credible" cost characteristics. The GAO found that the CHSRA did not provide comprehensive operating cost estimates, which are a key consideration for attracting private-sector investment. Additionally, the CHSRA did not provide sufficient documentation on assumptions for station and vehicle costs, or operating costs. Lastly, the CHSRA did not conduct a risk and uncertainty analysis on the cost estimates for any construction segment, or on the operating cost estimates.

Reasonableness of the Ridership and Revenue Forecasts. The GAO found the CHSRA's ridership estimates to be reasonable and found that the agency generally followed accepted travel demand modeling practices. However, the GAO identified additional updates necessary to refine the ridership and revenue model, including the development of a new travel survey. (The CHSRA has indicated they are doing such a travel survey for the 2014 Business Plan.)

Funding Assumptions. The GAO identified uncertainty with respect to CHSRA's assumptions about federal funding and private-sector financing. At the federal level, high-speed rail funding came from the High Speed Intercity Passenger Rail (HSIPR) program and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). The HSIPR has extinguished funding, and PRIIA is about to end, leading the GAO to conclude that CHSRA's largest source of expected funding—federal—uncertain. The CHSRA would also face challenges in securing private sector financing if its operating cost estimates and ridership forecasts prove to be optimistic once the Initial Operating

# REPORT

Segment to Palmdale is in operation. Lastly, the GAO cautioned against relying on California cap-and-trade revenues as an alternative funding source.

<http://www.gao.gov/products/GAO-13-304>

## Metrolink

Metrolink ridership is up 1% for the first nine months of FY 2013. Despite a strengthening economy in our region, the downtown L.A. employment market has been stagnant as the public sector continues to shed jobs; and 63% of Metrolink riders travel to Los Angeles. Metrolink traditionally has had very good OTP, and so far for the fiscal year it is approximately 95%. The popular Angels Express service is back again this year with trains from L.A. Union Station and Laguna Niguel/Mission Viejo station arriving at Angels Stadium about 30 minutes before game time and leaving 30 minutes after the last out (45 minutes on Fridays due to the fireworks). The fare is just \$7.00 round trip and even less for seniors and children. Also last month, Metrolink implemented seamless LAX FlyAway ticketing though L.A. Union Station. Metrolink ticket vending machines now include LAX as a destination for the regular FlyAway price of \$7.00.

In February of this year, Metrolink was awarded AQMD funding for the acquisition of 20 new Tier IV locomotives. These will be the first Tier IV's in operation, and are immensely cleaner than the Tier 0 locomotives that they will be replacing. The first three locomotives will arrive in the third quarter of 2015. Also, Metrolink will be the first commuter railroad in the U.S. to implement positive train control (PTC) throughout its entire system, and ahead of the federal mandate of 2015. The first section of their network to be implemented will be the San Gabriel Subdivision (the San Bernardino Line) in September of this year. Implementation will continue one subdivision at a time until fully complete in early 2014.

## Coachella Valley Daily Service

In April 2013, the Coachella Valley Association of Governments (CVAG) approved entering in to a MOU with the Riverside County Transportation Commission (RCTC) to establish an initial Coachella Valley Rail Fund to be administered by RCTC pursuant to policy direction from CVAG. This initial funding is \$4.2 million from Prop 1B in seed funding for Coachella Valley Rail Service between downtown L.A. and the Coachella Valley. This funding is to be used for station and service development studies, and initial capital funding for approved stations. This new passenger rail line would serve five counties in a greatly needed rail market, with stations in Los Angeles, Fullerton, Riverside, Redlands/Loma Linda, Banning/Beaumont, Cabazon, Palm Springs, Rancho Mirage and Indio.

## Rail / Airport Ground Access

Burbank Bob Hope Airport's (BUR) Regional Intermodal Transportation Center (RITC) is currently under construction with an estimated completion date in the summer of 2014. The RITC will be adjacent to the current Metrolink and Amtrak rail station on the north side of Empire Ave. Phase 1 consists of a consolidated rental car facility, long-term parking, a bus transit center, and a grade-separated moving walkway between the terminal and the RITC. Phase 2 of the project would extend the moving walkway over Empire Ave. to link directly with the rail station. BUR's second rail station will be along its eastern flank and will be served by Metrolink's Antelope Valley Line and anticipated CA HST service. Metro issued a RFP for environmental clearance and preliminary engineering this spring.

## Additional Projects

Southern California Regional Interconnector Project (SCRIP). This project was formerly referred to as the L.A. Union Station Run-Through Tracks project. SCRIP will extend at least four tracks from the south end

# REPORT

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of Union Station across the 101 Freeway to connect with the tracks along the Los Angeles River. This will complete a loop that will allow trains to enter and exit the station at either end. SCRIP will increase the capacity of Union station by 40% - 50%, benefiting the entire Southern California rail network. SCRIP is in the top tier of the Southern California HSR MOU project list and is L.A. County's top ranked project. The RFP to update the project's environmental clearance will be released in June 2013.

San Bernardino Line Strategic Study. This is a strategic study of Metrolink's San Bernardino Line similar to the Metrolink Antelope Valley Line study completed in 2012, with the goal of identifying projects that will increase capacity and enhance service and safety on the line. This study is being conducted jointly between Metro and the San Bernardino Associated Governments (SANBAG). This study began in April 2013.

Raymer to Bernson Double Track and Van Nuys Station Second Platform. A contract was recently awarded for a second mainline track between Control Point (CP) Raymer to CP Bernson in the San Fernando Valley. This is a six-mile section of single track in the LOSSAN corridor between Chatsworth and Van Nuys. This capacity constraint leads to bottlenecks and congestion and makes it difficult to add more, faster and more reliable intercity and commuter rail service between Los Angeles and Chatsworth. Improving this section also calls for adding a second platform at the Van Nuys station, which is included as part of this project.

**NEXT STEPS:**

Staff will continue to provide support for regional rail planning efforts, and frequently brief the Transportation Committee on passenger rail developments in the region.

**FISCAL IMPACT:**

Staff work related to this project is included in the current OWP under Work Element No. 13-140.SCG00121-02 Regional High Speed Rail Transport Program.

**ATTACHMENT:**

None.

**REPORT**

**DATE:** June 6, 2013

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

**FROM:** Rich Macias, Director of Transportation Planning, 213-236-1805, [macias@scag.ca.gov](mailto:macias@scag.ca.gov)

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

**EXECUTIVE DIRECTOR'S APPROVAL:**


**RECOMMENDED ACTION FOR TC:**

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

**RECOMMENDED ACTION FOR RC:**

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

**EXECUTIVE SUMMARY:**

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

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

**BACKGROUND:**

On April 4, 2012, the Regional Council (RC) adopted the 2012-2035 RTP/SCS as developed and recommended by the Transportation Committee (TC). On June 4, 2012, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approved the transportation conformity

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determination, required under the federal Clean Air Act, for the 2012-2035 RTP/SCS. On the same date, the California Air Resources Board (ARB) accepted SCAG's quantification of greenhouse gas (GHG) emission reductions from the SCS and SCAG's determination that the SCS would, if implemented, achieve the regional GHG emission reduction targets established by ARB in compliance with Senate Bill (SB) 375. At its September 19, 2012 meeting, the EAC, on behalf of the RC, adopted the 2013 FTIP. On December 14, 2012, the FHWA and FTA approved the transportation conformity determination for the 2013 FTIP.

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

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

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

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

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

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

## ATTACHMENTS:

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



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Keith Millhouse, Ventura County  
Transportation Commission

**RESOLUTION NO. 13-550-3**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1. The Regional Council approves Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP for the purpose of complying with metropolitan planning requirements and all other applicable laws and regulations as referenced in the above recitals. In adopting these Amendments, the Regional Council finds as follows:
  - a. Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP comply with all applicable federal and state requirements; and
  - b. Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP comply with the emission reduction targets established by the California Air Resources Board and meets the requirements of SB 375 as codified in Government Code §65080(b) et seq. by achieving per capita GHG emission reductions relative to 2005 of 9% by 2020 and 16% by 2035; and

2. The Regional Council hereby makes a positive transportation conformity determination of Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP. In making this determination, the Regional Council finds as follows:
  - a. Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP passes the four tests and analyses required for conformity, namely: regional emissions analysis; timely implementation of Transportation Control Measures; financial constraint analysis; and interagency consultation and public involvement.
3. SCAG's Executive Director or his designee is authorized to transmit Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP and associated conformity findings, to the FTA and the FHWA to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.
4. SCAG's Executive Director or his designee is authorized to transmit Amendment No. 13-04 to the 2013 FTIP, to Caltrans for approval and inclusion of such FTIP into California's 2013 FSTIP.

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

---

Gregory S. Pettis  
President  
Councilmember, Cathedral City

Attest:

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Hasan Ikhata  
Executive Director

Approved as to Form:

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Joanna Africa  
Chief Counsel



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



*Southern California Association of Governments*  
 PROPOSED FINAL—MAY 2013

# Amendment No. 1

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

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## Introduction

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

A major component of the 2012-2035 RTP/SCS is a Project List containing thousands of individual transportation projects that aim to improve the region's mobility and air quality, and revitalize our economy. Since its adoption, some of these projects have experienced technical changes that are time-sensitive and require

amendments to the RTP/SCS and the Federal Transportation Improvement Program (FTIP) in order to allow these projects to move forward in a timely manner.

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

## Project Modifications

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

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

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

## Modifications to FTIP Projects

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Modifications to RTP Projects

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

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

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

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

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

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

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

## Fiscal Impact

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

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

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

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

## Fiscal Impact Summary

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

## Senate Bill 375 and the Sustainable Communities Strategy

Upon the adoption of the RTP/SCS in April 2012, SCAG determined that the plan met and exceeded all of the requirements for a Sustainable Communities Strategy (SCS) as set forth in SB 375. A description of the SCS and how the requirements are addressed is included in the adopted Plan as Chapter 4. At the time of adoption, SCAG concluded that State-established greenhouse gas emission reduction targets had been met and exceeded, and the California Air Resources Board reviewed and approved this conclusion in July

2012. This Amendment No. 1 to the 2012-2035 RTP/SCS makes certain changes to transportation projects. Staff has reviewed such changes relative to the adopted plan and the requirements of SB 375, and has determined that the RTP/SCS, as amended by Amendment No. 1 remains compliant with SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets established for the SCAG region.

## Transportation Conformity

Transportation conformity is required under the Federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards. Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), carbon monoxide (CO), and nitrogen dioxide (NO<sub>2</sub>).

Under the U.S. DOT metropolitan planning regulations and EPA's transportation conformity regulations, Amendment No. 1 to the 2012-

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

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

## Conformity Findings

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

- Consistency with 2012-2035 RTP/SCS Test
  - Inclusion of the amended projects in the 2012-2035 RTP/SCS and 2013 FTIP would not change any other policies, programs or projects in the federally approved 2012-2035 RTP/SCS.
  - Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP are consistent with the federally approved 2012-2035 RTP/SCS and meet all federal and state requirements and regulations.
- Regional Emissions Tests
  - Finding: The regional emissions analyses for Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP update the regional emissions analyses for the federally approved 2012-2035 RTP/SCS and 2013 FTIP.
  - Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions analysis for PM<sub>2.5</sub> and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).
  - Finding: For the 1997 ozone national ambient air quality standards, Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).
  - Finding: For the 2008 ozone national ambient air quality standards, Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and

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

- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for NO<sub>2</sub> meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.
- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for PM<sub>10</sub> and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).
- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for PM<sub>10</sub> meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).

## Regional Emissions Analysis

The following tables summarize the required regional emission analyses for each of the non-attainment and maintenance areas within SCAG's jurisdiction. For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by California Air Resources Board to set the budgets (i.e., any fraction

- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions analysis for PM<sub>2.5</sub> and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).
- Timely Implementation of TCMs Test
  - Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP does not revise or otherwise alter the scope, schedule, funding priority, or implementation of any TCM.
- Financial Constraint Test
  - Finding: All projects listed in Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact chapter of this report.
- Interagency Consultation and Public Involvement Test
  - Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP comply with all federal requirements for interagency consultation and public involvement. The amendments were discussed at the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on six occasions (September 25, October 23, November 27, 2012; January 22, February 26, and March 26, 2013). The draft conformity analysis was released for a 30-day public review concluding May 9, 2013, and a public hearing was held on April 17, 2013. No conformity-specific comment was received.

rounded up to the nearest ton), and are the basis of the conformity findings for these areas. For paved road dust (PM<sub>2.5</sub> and PM<sub>10</sub>), SCAG uses the approved South Coast AQMD methodology, which uses EPA's AP-42 for the updated Base Year and a combination of additional growth in center-line miles and VMT for future years.

## South Central Coast Air Basin – Ventura County Portion

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

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

## South Coast Air Basin

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

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

<sup>a</sup>2017 interpolated between 2014 and 2018

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

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

<sup>a</sup>2017 interpolated between 2014 and 2018

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

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

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

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

a Including baseline adjustments provided by ARB.

b Excluding AQMD Backstop Measure.

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

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

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

a Including baseline adjustments provided by ARB.

b Excluding AQMD Backstop Measure.

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

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

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

Pollutant		2014	2020	2030	2035
NO2	Budget	680	680	680	680
	Plan	311	194	136	125
	<b>Budget – Plan</b>	<b>369</b>	<b>486</b>	<b>544</b>	<b>555</b>

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

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

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

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

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

Pollutant		2014	2020	2030	2035
PM10	No Build	9.8	10.1	11.8	12.8
	Build	9.1	9.6	11.3	12.1
	<b>No Build – Build</b>	<b>0.7</b>	<b>0.5</b>	<b>0.5</b>	<b>0.7</b>

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

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

Pollutant		2014	2020	2030	2035
PM10	No Build	0.1	0.1	0.1	0.1
	Build	0.1	0.1	0.1	0.1
	<b>No Build – Build</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

## Salton Sea Air Basin – Riverside County Coachella Valley Portion

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

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

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

Pollutant		2014	2020	2030	2035
PM10	Budget <sup>a</sup>	10.9	10.9	10.9	10.9
	Plan	8.0	7.6	7.8	8.0
	<b>Budget – Plan</b>	<b>2.9</b>	<b>3.3</b>	<b>3.1</b>	<b>2.9</b>

<sup>a</sup> Budget set to one decimal place by 2003 Coachella SIP.

**Salton Sea Air Basin – Imperial County Portion**

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

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

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

Pollutant		2014	2020	2030	2035
PM2.5	No Build	0.7	0.7	0.8	0.8
	Build	0.7	0.6	0.7	0.8
	<b>No Build – Build</b>	<b>0.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>

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

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

## Public Review and Comment

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

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

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

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

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

## Comments and Responses

DATE	NAME	AFFILIATION	FORMAT	COMMENT SUMMARY	RESPONSE TO COMMENT
4/15/13	JAMES MEJIA	SAN BERNARDINO ASSOCIATED GOVERNMENTS	E-MAIL	<p>SANBAG comment to 2013 FTIP Consistency Amendment #13-04:</p> <ol style="list-style-type: none"> <li>1. SANBAG requests to change the lead agency of project 200048 from Rancho Cucamonga to SANBAG in our Amendment 4 submittal. Due to the anticipated approval of Amendment 4, SANBAG would like to submit as the project Lead Agency as we will be taking that role for the project's construction phase.</li> <li>2. We also would like to correct the description on project 20061201. There is a typo near the end of the description that states I-12/I-215 IC instead of the I-15.</li> </ol>	<p>Thank you for your comment. The requested changes have been made, and appear in this final Amendment document.</p>

## Conclusion

This Amendment maintains the integrity of the transportation conformity findings of the adopted 2012-2035 RTP/SCS. This Amendment also remains compliant under SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets. Furthermore, the PEIR Addendum associated with this Amendment concludes that the proposed project changes would not result in either new significant environmental effects or a substantial

increase in the severity of previously identified significant effects. Appropriate and adequate procedures have been followed in ensuring coordination of this Amendment, allowing all concerned parties, stakeholders, and the public ample opportunities to voice concern and provide input. In conclusion, this Amendment No. 1 to the 2012-2035 RTP/SCS complies with all applicable federal and state requirements, including the Transportation Conformity Rule.

## Attachments: Public Comments

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

Hello Rosemary,

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

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

Thank you

*James Mejia*

Transportation Programming Specialist  
San Bernardino Associated Governments  
1170 West 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
(909) 884-8276 x163

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**DATE:** June 6, 2013

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

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

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

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# REPORT

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

## **FISCAL IMPACT:**

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

## **ATTACHMENTS:**

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

## **LEGAL REVIEW:**

The Legal Counsel has reviewed this report and attachments.



Joann Africa, Chief Counsel

2013 AMENDMENT TO THE  
**JOINT POWERS AGREEMENT**  
CONCERNING THE LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO  
CORRIDOR RAIL AGENCY

**INTRODUCTION**

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

Los Angeles County Metropolitan Transportation Authority;

Orange County Transportation Authority;

Riverside County Transportation Commission;

North County Transit District;

San Diego Metropolitan Transit System;

California Department of Transportation;

Southern California Association of Governments;

San Diego Association of Governments;

Ventura County Transportation Commission;

Santa Barbara County Association of Governments;

San Luis Obispo Council of Governments;

National Railroad Passenger Corporation;

California High-Speed Rail Authority;

**RECITALS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## 1.0 DEFINITIONS

- 1.1 **Agency** means the Los Angeles-San Diego-San Luis Obispo Corridor Rail Agency.
- 1.2 **Governing Board** or **Board** means the Board of Directors of the Agency.
- 1.3 **LOSSAN** is the acronym for Los Angeles-San Diego-San Luis Obispo.
- 1.4 **Voting member agencies (Member Agency)** mean Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Diego

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

- 1.5 **Ex-officio non-voting associate agencies (Associate Agency)** mean the Southern California Association of Governments, the National Railroad Passenger Corporation (Amtrak), California High-Speed Rail Authority and the California Department of Transportation.
- 1.6 **LOSSAN Corridor Rail Service** means Pacific Surfliner intercity passenger rail service that operates on the LOSSAN Corridor, which is a 351 mile long intercity and commuter rail corridor, stretching from San Diego in the south, up the coast to Orange County, Los Angeles County, Ventura County, and Santa Barbara County to San Luis Obispo County.
- 1.7 **Regional Transportation Planning Agency** means an entity authorized to prepare a regional transportation plan pursuant to Government Code Section 65080.
- 1.8 **Corridor City** means a city adjacent to the LOSSAN Corridor right-of-way.
- 1.9 **LOSSAN Regions** are defined as North Region: Ventura County, Santa Barbara County and San Luis Obispo County; Central Region: Los Angeles County; South Region: San Diego County; South Central Region: Orange County and Riverside County.
- 1.10 **Fiscal Year** means from July 1 to and including the following June 30.
- 1.11 **California State Rail Plan** is prepared every two years by the California Department of Transportation as an examination of passenger and freight rail transportation in California, in accordance with Section 14036 of the Government Code.
- 1.12 **Member Agency** shall mean each of those voting governmental entities set forth in paragraph 1.4 to this Agreement that have executed this Agreement and that have not withdrawn from the Agency.
- 1.13 **Business Plan** shall mean the business plan to be submitted by the Agency to the Secretary of the Business, Transportation and Housing Agency covering the initial three year term of the Agreement as mandated by Section 14070.4(b) and updated and submitted annually thereafter.
- 1.14 **Interagency Transfer Agreement** shall mean the agreement provided for in Section 14070.2(a) whereby the State of California will transfer all responsibility for administering the LOSSAN Corridor Rail Service to the Agency.

- 1.15 **Interim Workplan** shall mean the workplan proposed for the period commencing with the execution of the Managing Agency contract called for in Section 12.0 and ending with the then current fiscal year.
- 1.16 **Initial Term** shall mean the period that begins with the transfer of responsibilities from the California Department of Transportation to the Agency and continues for a three-year period.
- 1.17 **Managing Agency** means the Member Agency or Associate Agency or any commuter rail agency which uses the same facilities to provide commuter rail services as are used by the intercity passenger rail corridor service that has been selected by the Agency and has contracted with the Agency to provide all necessary administrative support to the Agency in order to prepare and assist in negotiating the Interagency Transfer Agreement, and to perform the Agency's duties and responsibilities during the Initial Term of the Interagency Transfer Agreement and any subsequent terms.
- 1.18 **Managing Director** means the director of LOSSAN Agency who is an employee of the Managing Agency. The Managing Director reports to and serves at the pleasure of the Governing Board.
- 1.19 **Transition Period** means the time period beginning with the effective date of the 2013 amendment to this Agreement in or around April 2013 and continuing until the effective date of a contract between the Agency and the Managing Agency to provide Managing Agency services to the Agency as called for in Section 12.0 below.

## 2.0 CREATION OF AGENCY

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

## 3.0 PURPOSES

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

- 3.1 Administer and manage the operations of the LOSSAN Corridor Rail Service as part of the California Passenger Rail System.
- 3.2 Plan, program, and fund improvements for intercity rail passenger services and facilities in the LOSSAN Corridor, including the acquisition or leasing of right-of-way, stations and station sites; the leasing or acquisition of equipment; and related activities.

- 3.3 Negotiate for and accept funds to be expended for the purpose of providing and improving intercity rail passenger services and activities.
- 3.4 Review and comment on facility, service, and operational plans and programs of the agency or agencies operating commuter rail service in the LOSSAN Corridor.
- 3.5 Coordinate facility, service, and operational plans and programs with other organizations, providing rail passenger service in the Southern California Region or with whom the Agency may share common facilities, including the agency or agencies operating commuter rail service in the LOSSAN Corridor, the BNSF Railway and Union Pacific or their successor corporations, the National Railroad Passenger Corporation (Amtrak), California Department of Transportation and the California High Speed Rail Authority.
- 3.6 Advocate before local, regional, state, and federal officials and agencies for improvements to services and facilities for the corridor.

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

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

- 4.1 To exercise in the manner provided by this Agreement the powers common to each of the voting members and necessary to the accomplishment of the purposes of this Agreement.
- 4.2 To make and enter into contracts.
- 4.3 To negotiate and approve an Interagency Transfer Agreement whereby the State of California will transfer all responsibility for administering the LOSSAN Corridor Rail Service, including associated feeder bus service, to the Agency. Should the Agency determine that the State has failed to appropriate funds sufficient to maintain a minimum level of LOSSAN Corridor Rail Service as defined in the Interagency Transfer Agreement, then the Agency shall terminate the interagency transfer agreement within 90 days unless the Agency, by a super majority vote, elects to continue the Interagency Transfer Agreement. At such time that the Interagency Transfer Agreement is terminated, the administration of the LOSSAN Corridor Rail Service shall revert to the State, all in accordance with the terms of the Interagency Transfer Agreement. Furthermore, should the Agency choose to not approve an Interagency Transfer Agreement, the Agency will then take action to revert back to the 2011 amendment to the JPA.
- 4.4 To employ agents and employees.
- 4.5 To contract for the services deemed necessary to meet the purposes of the Agency.

- 4.6 To acquire, by lease, purchase, or lease-purchase, and to hold and dispose of real and personal property necessary to carry out the purposes of this Agreement.
- 4.7 To construct, manage, and maintain facilities and services.
- 4.8 To sue and be sued in its own name.
- 4.9 To incur debts, liabilities, or obligations. However, the debts, liabilities, and obligations of the Agency shall not constitute any debt, liability, or obligation of any of the Member Agencies that are parties to this Agreement.
- 4.10 To apply for and accept grants for financial aid pursuant to any applicable state or federal statutes.
- 4.11 To exercise any of the powers set forth in Section 6508 of the Government Code. In exercising these powers, the Agency is subject to the restrictions upon the manner of exercising the powers of the Los Angeles County Metropolitan Transportation Authority or its successor agency.
- 4.12 To develop procedures for selecting a Managing Agency and to select such a Managing Agency.
- 4.13 To exercise such other powers and to engage in such other activities as are authorized by law and approved by the Governing Board.
- 4.14 All powers of the Agency shall be exercised by the Governing Board.

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

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

5.1 Voting Members of the Governing Board (Member Agencies)

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

- 5.1.1. Two members appointed by the Los Angeles County Metropolitan Transportation Authority; one from its own membership or former membership, and one from its own membership, former membership or selected by the Authority from a LOSSAN Corridor city.
- 5.1.2. Two members appointed by the Orange County Transportation Authority selected from its own membership or former membership.
- 5.1.3. A member appointed by the Riverside County Transportation Commission selected from its own membership or former membership.

- 5.1.4. A member appointed by the San Diego Metropolitan Transit System selected from its own membership or former membership.
  - 5.1.5. A member appointed by the North County Transit District selected from its own membership.
  - 5.1.6. A member appointed by the San Diego Association of Governments selected from its own membership or former membership.
  - 5.1.7. While three members of the Governing Board shall represent San Diego County (San Diego Metropolitan Transit System, North County Transit District, and San Diego Association of Governments), these three members shall have a total of two votes. This voting procedure shall be specified by separate agreement among the three San Diego County member agencies.
  - 5.1.8. A member appointed by the Ventura County Transportation Commission selected from its own membership or former membership.
  - 5.1.9. A member appointed by the Santa Barbara County Association of Governments selected from its own membership or former membership.
  - 5.1.10. A member appointed by the San Luis Obispo Council of Governments selected from its own membership or former membership.
  - 5.1.11. Each voting member agency may appoint alternates to serve in the absence of the regular appointee.
- 5.2 Ex-Officio Members of the Governing Board (Associate Agencies)
- 5.2.1. The Southern California Association of Governments shall be a non-voting, ex-officio member of the Governing Board and shall designate a representative to the Governing Board.
  - 5.2.2. The National Railroad Passenger Corporation (Amtrak) shall be a non-voting, ex-officio member of the Governing Board and shall designate a representative to the board, preferably from its Board of Directors.
  - 5.2.3. California High-Speed Rail Authority shall be a non-voting, ex-officio member of the Governing Board and shall designate a representative to the board.
  - 5.2.4. The California Department of Transportation (Caltrans) shall be a non-voting, ex-officio member of the Governing Board and shall designate a representative to the board.
  - 5.2.5. Each ex-officio member may appoint alternates to serve in the absence of the regular appointee.

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

- 6.1 The Agency will endeavor to ensure that there is coordination between itself and any commuter rail agency which uses the same facilities to provide commuter rail services as are used by the intercity passenger rail corridor service.
- 6.2 The parties to this agreement acknowledge and confirm that nothing contained in this Joint Powers Agreement shall abrogate or diminish any then current ownership rights, access and use agreements, funding sources and allocation, operating rights and agreements of any party. The Agency acknowledges and shall respect at all times the precedence established based on the aforementioned and shall not seek or support regulatory or legislative changes or remedies that would materially reduce any then current agreement or right, unless otherwise agreed to by the affected Member Agencies.
- 6.3 The parties further agree that the scope of this Joint Powers Agreement is limited to intercity rail service as defined in Department of Transportation regulations. Accordingly, the Agency shall recognize at all times the governing authority of parties that operate services other than intercity rail service and shall not seek or support any regulatory or legislative changes or remedies that would abrogate, diminish, and or materially change the roles and responsibilities of such parties with respect to such services, unless otherwise agreed to by the affected Member Agencies.
- 6.4 No party shall be obligated to incur new costs or liabilities relating to commuter and intercity operations other than from its own operations. Enhanced coordination of service shall consider impacts to existing passenger rail service.

## **7.0 AGENCY MANAGEMENT DURING THE TRANSITION PERIOD**

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

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

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

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

## **8.0 MANAGING AGENCY**

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

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

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

- 8.1 Negotiate and recommend the award of all necessary agreements for the Agency, including but not limited to an Interagency Transfer Agreement, agreements for the provision of passenger rail services, and use of tracks and other facilities, subject to approval by the Governing Board;
- 8.2 Manage all agreements entered into by the Agency;
- 8.3 Implement projects contained in the approved capital budget unless the administration of particular capital projects is more appropriately managed in another manner, such as by an individual agency or a local government, as determined by the Governing Board;
- 8.4 Provide for the maintenance and management of such property as may be owned or controlled by the Agency unless the administration of that property is more appropriately managed in another manner, such as by an individual agency or a local government, as determined by the Governing Board;

- 8.5 Provide a risk management program to cover the Governing Board and each of the agencies in the performance of their duties pursuant to this Agreement, and seek appropriate insurance coverage to implement such risk management program;
- 8.6 Seek, obtain and administer grants, subject to the provisions of Section 9.0 below;
- 8.7 Develop and implement marketing programs;
- 8.8 Prepare and submit financial reports;
- 8.9 Prepare for approval by the Governing Board the Business Plan;
- 8.10 Report regularly to the Governing Board regarding LOSSAN Corridor issues;
- 8.11 Recommend changes in LOSSAN Corridor Rail Service fares and the collection of fares to the Agency;
- 8.12 Recommend changes in scheduling and levels of service to the Agency;
- 8.13 Prepare and implement changes in scheduling and fares, subject to required public involvement;
- 8.14 Prepare capital and operating budgets for presentation to the Agency;
- 8.15 Facilitate interaction with other entities involved in operation, construction and renovation of the LOSSAN Corridor Rail Service; and
- 8.16 Negotiate with any other public or private transportation providers as necessary to ensure coordinated service with the LOSSAN Corridor Rail Service.

## **9.0 SOLICITATION OF GRANTS**

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

## **10.0 BUDGET AND FUNDING**

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

- 10.2 The Managing Agency shall prepare and submit to the Governing Board for approval a preliminary operating and capital budget for the succeeding fiscal year by April 1 of each year which is consistent with the prior Business Plan submitted. Upon receipt of an annual allocation from the State, the Agency shall by resolution adopt a final budget at the next regularly scheduled meeting of the Governing Board. The fiscal year shall be July 1 of each year to and including the following June 30. The budget shall include separate components for Managing Agency administration costs, operations, and capital costs anticipated to be incurred by the Agency during the fiscal year. The annual budget resolution shall set forth the authority of the Managing Agency to make capital and operating expenditures during the fiscal year, subject to such policy guidelines as the Governing Board may establish.
- 10.3 It is the intent of the Agency to fully fund the annual budget from State and other non-Agency funding sources, such as fares and other operating revenues. The Agency shall not operate at a deficit.
- 10.4 No funding, debt, or financial obligation is created against any agency solely as a consequence of executing this Agreement and no funding, debt, or financial obligation approved by the Governing Board and/or incurred by the Agency shall be binding against a Member Agency unless and until ratified by that Member Agency's governing body.

## **11.0 LIABILITY OF AGENCY, OFFICERS AND EMPLOYEES**

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

## **12.0 SERVICES BY MANAGING AGENCY**

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

## **13.0 EFFECTIVE DATE OF AGREEMENT**

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

## **14.0 OFFICERS AND APPOINTEES OF THE GOVERNING BOARD AND THE AGENCY**

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

14.2 The officers of the Agency shall be:

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

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

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

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

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

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

## **15.0 FUNDING FOR THE AGENCY**

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

## **16.0 QUORUM**

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

## **17.0 VOTING**

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

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

17.2.1. Recommending changes to the LOSSAN Agency legislation;

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

- 17.2.3. Recommending amendments to the Joint Powers Agreement regarding voting structure of the LOSSAN Agency Governing Board;
  - 17.2.4. Approval and changes to the LOSSAN Agency Bylaws;
  - 17.2.5. Approval of the Interagency Transfer Agreement;
  - 17.2.6. Continuance of the Interagency Transfer Agreement should the Agency determine that the State has failed to appropriate funds sufficient to maintain a minimum level of LOSSAN Corridor Rail Service as defined in the Interagency Transfer Agreement;
  - 17.2.7. Reduction of LOSSAN Corridor Rail service; and
  - 17.2.8. Establishment of or changes to cost sharing formulas.
- 17.3 All other topics require a majority vote of a quorum of the Governing Board at any regular, adjourned or special meeting where a quorum has been constituted for the transaction of business.

## **18.0 RALPH M. BROWN ACT**

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

## **19.0 FILING WITH SECRETARY OF STATE**

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

## **20.0 BYLAWS**

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

## **21.0 COMMITTEES**

The Governing Board shall create the following committees:

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

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

## **22.0 COOPERATION WITH OTHER AGENCIES**

- 22.1 In order to conserve fiscal resources, the Governing Board shall take actions to ensure that the technical expertise, results of previous analysis related to passenger rail service in the LOSSAN Corridor, information bases, and other data available from member and other relevant agencies shall, to the extent feasible, be fully utilized.
- 22.2 In order to ensure that improvements to intercity rail passenger services and facilities are consistent with the California State Rail Plan, the Agency shall submit an annual plan or program for expenditures in the Corridor prior to the beginning of each fiscal year to the California Department of Transportation. In order to coordinate improvements with the LOSSAN Corridor's Regional Transportation Planning Agencies (RTPAs), this annual plan or program for expenditures shall be submitted to the Southern California Association of Governments, San Diego Association of Governments, Santa Barbara County Association of Governments and San Luis Obispo Council of Governments. Each RTPA shall determine whether or not the annual plan or program is consistent with the Regional Transportation Plan for its area of jurisdiction. The Agency shall submit an annual plan or program for expenditures in the Corridor to Amtrak, for its review when developing its Strategic Guidance and Three-Year Financial Plan.

## **23.0 WITHDRAWAL BY MEMBER OR ASSOCIATE AGENCY**

- 23.1 Notwithstanding any other provision of this Agreement, any Member Agency or Associate Agency may withdraw from the Agency by giving ninety (90) days advance written notice to the Governing Board. Any withdrawal from the Authority will also constitute withdrawal from the Governing Board.
- 23.2 The rights and obligations of any agency so withdrawing from the Agency and the Governing Board shall be determined by negotiation between the Governing Board and the withdrawing member agency. In the event that the Governing Board and the withdrawing Member Agency or Associate Agency cannot agree upon the rights and obligations of the withdrawing Member Agency, such rights and obligations shall be determined by arbitration pursuant to Section 28.0, below.

## **24.0 DURATION OF AGREEMENT AND TERMINATION**

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

## **25.0 NOTICE**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **26.0 AUDIT**

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

## **27.0 AMENDMENTS TO THE AGREEMENT**

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

## **28.0 ARBITRATION**

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

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

## **29.0 CONFLICT OF INTEREST CODE**

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

## **30.0 SUCCESSOR STATUTES**

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

## **31.0 AGREEMENT, COMPLETE**

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

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

## **32.0 COUNTERPARTS**

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

[AGENCY NAME HERE]

---

Chair

---

Date

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

---

Clerk of the Board

---

Date

**Main Office**

818 West Seventh Street  
12th Floor  
Los Angeles, California  
90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

**Officers**

President  
Greg Pettis, Cathedral City  
First Vice President  
Carl Morehouse, San Buenaventura

Second Vice President  
Cheryl Viegas-Walker, El Centro

Immediate Past President  
Glen Becerra, Simi Valley

**Executive/Administration  
Committee Chair**

Greg Pettis, Cathedral City

**Policy Committee Chairs**

Community, Economic and  
Human Development  
Margaret Finlay, Duarte

Energy & Environment  
James Johnson, Long Beach

Transportation  
Keith Millhouse, Ventura County  
Transportation Commission

**RESOLUTION NO. 13-550-2**

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

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

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

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

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

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

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

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

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

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

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

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

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

1. That the Regional Council hereby authorizes SCAG to approve the revised version of the 2013 Amendment to the LOSSAN JPA in substantial form as it is presented in the June 6, 2013 staff report.
2. That SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute the 2013 Amendment to the LOSSAN JPA and submit to the LOSSAN Board of Directors.

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

---

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

Attested by:

---

Hasan Ikhata  
Executive Director

Approved as to Form:

---

Joann Africa  
Chief Counsel

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

SUMMARY OF ADDITIONAL AMENDMENTS TO THE 2013 AMENDED JOINT POWERS AGREEMENT  
LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO (LOSSAN) RAIL CORRIDOR AGENCY

<i>Page/ Section</i>	<i>Summary</i>	<i>Specific Language</i>	<i>LOSSAN Board Approval for Distribution</i>
Requested by CHSRA:			
3/ Recitals	Add reference to specific language in SB 1225 regarding the Agency business plan and linkages to the State Rail Plan and California High-Speed Rail Authority Business Plan.	WHEREAS, the initial Business Plan shall be consistent with the immediately previous California State Rail Plan developed by the Department of Transportation pursuant to Government Code Section 14036, and the January 2014 business plan developed by the California High-Speed Rail Authority pursuant to Section 185033 of the Public Utilities Code and subsequent Business Plans shall be consistent with the immediately previous plans developed by the Department and the Authority;	April 17
8/5.2.3	Allow CHSRA flexibility in appointing their Board member.	California High-Speed Rail Authority shall be a non-voting, ex-officio member of the Governing Board and shall designate a representative to the board <del>preferably from its Board of Directors.</del>	April 17
Additional Request by NCTD:			
8/5.15	Changes board member eligibility for NCTD.	A member appointed by the North County Transit District selected from its own membership <del>or former membership.</del>	April 17
Other minor revisions			April 17

# REPORT

**DATE:** June 6, 2013

**TO:** Transportation Committee (TC)

**FROM:** Rich Macias, Director of Transportation Planning, 213-236-1805, [macias@scag.ca.gov](mailto:macias@scag.ca.gov)

**SUBJECT:** Regional Aviation Program Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

## RECOMMENDED ACTION:

For discussion.

## EXECUTIVE SUMMARY:

*The SCAG Aviation Program is intending to initiate work for developing new 2040 regional aviation demand forecasts and an updated Airport Ground Access Element for the 2016 RTP/SCS. Development of the updated forecasts should be guided by policy discussion. The work will be accomplished by leveraging both SCAG staff and the release of an Aviation Planning consultant RFP.*

## 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; Goal 4: Develop, Maintain and Promote the Utilization of State-of-the-Art Models, Information System and Communications Technologies; Objective a) Develop and maintain planning models that support regional planning; and Objective b) Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

## BACKGROUND:

The SCAG Region is the busiest aviation system in the country with eight commercial service airports that combined serve nearly 160 destinations, over 1,100 daily departures and 150,000 daily seats. Most regions in the country are served by only one (1) commercial airport, but this region is served by eight (8)—six air carrier airports including Los Angeles International (LAX), Bob Hope, Long Beach, John Wayne, Ontario International and Palm Springs airports, and two (2) commuter airports—Oxnard and Imperial airports. In addition, the region has four (4) new/emerging airports that desire commercial air service: San Bernardino International; March Inland Port; Palmdale Regional; and Southern California Logistics airports. Although the region enjoys a relatively large number of established commercial airports, they are highly constrained.

Residents and visitors alike enjoy the benefits of a robust aviation system by having a significant amount of choices in regards to airlines, air fares, airports, amenities and how they access the airport. However, these choices also make ground access modeling and predicting the future a challenge. Passenger behavior and systemic industry changes continually evolve- and so must the planning.

Looking back, the adopted 2012- 2035 Regional Transportation Plan (RTP) took into account the 2008-2012 recession, changing airline business models and legally enforceable capacity constraints.

To summarize the 2035 adopted results:

- Projected demand for the SCAG Region airports in 2035 is approximately 146 million annual passengers (MAP).
- Approximately 5.61 million tons of air cargo will be handled by the SCAG Region airports in 2035.
- A decline of general aviation traffic by approximately 32% through the year 2035.
- Implement market based ground transportation disincentives to change passenger behavior.
- Support legislation that allows for more flexible use of airport revenues.
- Promote increased coordination between airport planning and land use planning on both regional and local levels.

## **CURRENT POLICY RELATED CHALLENGES AND OPPORTUNITIES:**

As the federally designated metropolitan planning organization (MPO) for the SCAG region, one of SCAG's key mandates is to develop a long-term multi-modal transportation investment plan called the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS must address all modes of transportation, including adequate means of ground transportation to access our regional airports. As part of this regional planning work, SCAG develops a regional aviation demand at each of the current and future regional airports for both passenger and air cargo. This forms the basis for ensuring adequate provisions for airport ground transportation at each of the regional airports as required under the federal regulations. There is no other agency that takes a more comprehensive and regional approach to developing airports in our region. While SCAG continues to fulfill its role as an MPO in ensuring regional aviation planning is integrated into the overall regional transportation planning process, there are new and emerging challenges and opportunities that may require SCAG to be more active and engaged in this process. As a regional planning agency, SCAG can be a facilitator of a sustained and sustainable development of our regional airports to maximize their benefits and at the same time minimize impacts in a way that is fair, equitable and efficient to most of our residents. The following describes some of the key challenges and opportunities where SCAG may play a role to maximize the potential of our regional airports.

**Airport Capacity Constraints:** Our region's airports, particularly those that are located in highly urbanized settings, are very much constrained. Although the region enjoys a relatively large number of established air carrier airports, the collective acreage of the six (6) established air carrier airports is very small, totaling only 7,900 acres. This is barely more than the acreage of Chicago O'Hare, less than half that of Dallas-Ft. Worth, and less than one-quarter that of Denver International. At 3,500 acres, LAX is a very small international airport, despite being the 3rd busiest in the country and 5th busiest in the world, in terms of passengers served. San Diego International, the busiest one-runway airport in the world, is also facing capacity limits that will eventually impact the SCAG region if San Diego cannot find substantial additional airport capacity to serve its needs. Like San Diego International, the urban air carrier airports in the SCAG Region, including LAX, Bob Hope, Long Beach, and John Wayne have been encroached by incompatible development for decades and have little room to expand. Further, Long Beach and John Wayne Airports are the only two (2) commercial airports in the country that have legally-enforceable capacity constraints that can be continued in perpetuity, and LAX has a 78.9 million air passenger (MAP) settlement agreement constraint that expires in 2020. An important issue to consider in the future demand forecast would be whether to continue assuming the 78.9 MAP capacity constraint even beyond 2020. Lifting the cap at LAX could have a profound impact on the ability of the regional airports, particularly ONT, to fulfill its full potential in the foreseeable future. The forecast will also need to reflect how air passengers choose airports when they have a variety of airports to choose from in a multi-airport system.

**Airport Ground Transportation (Access to Airports):** A crucial component of meeting the region’s air travel and air cargo demand is an effective regional airport ground access system that allows passengers to travel from where they live and work, to access airports with available capacity in other counties. Our regional airport ground access system is a multimodal system comprised of our roadways, local and express buses, railways, circulator systems, airport shuttles, and taxi cabs. The 2012-2035 RTP/SCS highlights the potential of rail linkages and new express bus service to help decentralize aviation demand from urban areas with capacity-constrained airports to suburban airports in the Inland Empire and North Los Angeles County. The 2016 RTP/SCS Airport Ground Access Element will refine this work, and also examine the potential of the California High-Speed Rail (CHSR) Project to increase airport ground access connectivity, as well as substitute for short-haul air travel service in the California Corridor. In 2012, the Los Angeles County Metropolitan Transportation Authority (Metro) completed the Regional Airport Connectivity Plan (RACP) which identifies opportunities for improvement for rail access to the five commercial airports located in Los Angeles County. The data, findings, analysis and recommendations from this report will be used as a starting point for the Airport Ground Access Element. A challenge for many potential users of public transportation to access LAX is the fact that Green Line, while it has a stop within a striking distance of the airport, does not provide direct access to the airport. Furthermore, Crenshaw Line, which is currently under construction, will also have stops in the vicinity of LAX, but still will not provide direct access to the airport. Metro and LAWA are still evaluating alternatives for transporting passengers to the terminal complex.

**Critical Link with the Proposed California High-Speed Rail:** The proposed CHSR system presents unique challenges and opportunities to our regional airport system. The system could impact and benefit our regional airport system in a few ways. First, it could provide a viable alternative to air travel in the short haul market, particularly between LAX and San Francisco, potentially freeing up much-needed capacity at LAX to serve longer-haul flights and the international travel market. Second, it has the potential to enhance airport connectivity and airport ground access, particularly to Bob Hope Airport and LA/Ontario International Airport, given that these airports could be potential beneficiaries of CHSR stations in the vicinity of their airport locations. CHSR is not planned to serve LAX directly, this could become the impetus to improve direct rail connection between LAX and Union Station, potentially leading to a more viable and faster connection between LAX and LA/Ontario International Airport. Coordination between the California High-Speed Rail Authority and the airport authorities will be crucial to create the necessary synergy between our regional airport system and the proposed CHSR system.

**Economic Value of Airports (Sustaining Economic Competitiveness):** Southern California’s airports play a crucial role in international trade, particularly with Pacific Rim Countries, and for the regional economy. Improving our airport ground access system is crucial to our ability to take full advantage of the economic potential of our regional airport system. According to a recent study by the Los Angeles Economic Development Corporation (LAEDC), LAX alone is directly and indirectly responsible for 294,400 jobs and almost \$40 billion in economic output in the region. Protecting and further expanding these vital economic engines is crucial to maintaining the prosperity of our region.

**Toward a Sustainable Regional Airport System:** The demand for air travel in our region is expected to grow from approximately 80 MAP today to about 145 MAP by 2035. Air travel demand is generated by the denser communities located closer to our coastal region, while the majority of our available future airport capacity lies in the outlying airports. Given physical and legal capacity limitations of our urban airports, particularly LAX, one way we can meet this future demand is by decentralizing demand to our underutilized

outlying airports such as LA/Ontario International Airport. As a region, policy discussion is recommended to devise appropriate institutional arrangements and policy incentives, and provide improved airport connectivity and airport access in order to successfully decentralize our regional airport demand.

**Institutional Challenges/Governance:** As the designated MPO for the six-county region, SCAG is the regional planning agency responsible for the long-term planning of all modes of ground transportation, including ground access to our regional airports. In coordination with the airports, SCAG also develops the demand forecast for our regional airports. As such, SCAG is limited in its authority and scope to address interregional airport operation issues. There is a clear need for a regional agency that can look out for and act on behalf of the region to ensure that regional airport policies and airport activities are coordinated in such a manner that benefits the entire region in an equitable manner. The Southern California Regional Airport Authority (SCRAA) was created to fulfill such a role. However, the recession and the softening of aviation demand have caused the regional planning efforts of SCRAA to nearly cease.

**New Airline Business Models/Strategic Planning/Airline Volatility:** Airline economics continue to evolve and change over time. Since deregulation in the late 1970's we have seen numerous airline trends that impact how airports are planned, operated and financed. These include development of the hub and spoke route networks, the emergence and maturation of domestic low cost carriers, emergence of international low cost carriers, niche characteristics relating to passenger amenities and fees, airline mergers and the development of both ultra-large aircraft (the A380 and B748) as well as long range medium size aircraft (B787). Assumptions will need to be made regarding how airlines will serve the airports in the SCAG region in the future. New aviation demand forecast that will be developed as a part of the 2016 RTP/SCS will also reflect updated business models emerging in the airline industry, including the willingness and ability of airlines to provide flights at suburban airports with available capacity and room to expand, and the marketing, pricing, and service incentives that can influence airline investment behavior.

**Airport Land Use Compatibility:** At both general aviation and commercial service airports in the SCAG region there is the potential for drastic operational changes due to incompatible local land use development. For example, at LAX there is significant community opposition to safety enhancements to the north airfield. Most of the settlement agreements region-wide are a product of incompatible land uses that have encroached around airports. There is currently an opportunity to protect emerging airports to ensure that they can be good neighbors to surrounding communities and grow to their full potential. While recommendations on this issue were included in the 2012 RTP additional policy considerations could be developed for the 2016 RTP update.

### **2016 RTP/SCS WORK PLAN:**

The focus of the 2016 RTP/SCS Work Plan is in developing new 2040 regional aviation demand forecasts and an updated Airport Ground Access Element. Adequate time is needed to complete this work, given the complexity of the regional aviation system, the need to develop new aviation forecasting tools, and the challenges of forecasting an extremely volatile regional aviation demand market that has experienced sharp fluctuations over the last 12 years. Given the complexity and technical nature of this work, staff anticipates procuring specialized consultant services for this work. Staff anticipates issuing a request for proposal (RFP) for this work in the near future.

The new 2040 regional aviation demand forecasts for the 2016 RTP/SCS should not only reflect these capacity constraints, but should also reflect how air passengers choose airports when they have a variety of airports to choose from in a multi-airport system. It must also reflect improvements to the regional airport

# REPORT

ground access system that allow passengers to travel from where they live and work, in this region primarily in Los Angeles and Orange counties, to access airports with available capacity in other counties. The 2012 RTP/SCS highlighted the potential of rail linkages and new express bus service to help decentralize aviation demand from urban areas with capacity-constrained airports to suburban airports in the Inland Empire and North Los Angeles County. The 2016 RTP/SCS Airport Ground Access Element will refine this work, as well as examine the potential of the California High-Speed Rail Project to increase airport ground access connectivity, and substitute for short-haul air travel service in the California Corridor. Finally, the new 2040 regional aviation demand forecasts should reflect new business models emerging in the airline industry, including the willingness and ability of airlines to provide flights at suburban airports with available capacity and room to expand, and the marketing, pricing and service incentives that can influence airline investment behavior.

The challenges of completing and implementing this complex work will require review and coordination by SCAG technical and policy committees. Technical guidance will be provided by the SCAG Aviation Technical Advisory Committee (ATAC) that has been meeting continuously for over 35 years and is comprised of representatives from commercial and general aviation airports and various airport-related organizations throughout the region, as well as State and Federal aviation-related agencies including the Caltrans Division of Aeronautics, the Federal Aviation Administration (FAA) and the Transportation Security Agency (TSA). Policy guidance could be provided directly by the Transportation Committee or a new subcommittee focusing on aviation issues.

## **FISCAL IMPACT:**

Aviation program work is budgeted under 13-230.SCG00174 Aviation System Planning in the current Overall Work Program (OWP) for FY 2012-2013. FY 2013-2014 budget for Aviation System Planning work is identified in 14-230.SCG00174.

## **ATTACHMENTS:**

Regional Aviation Program Update Presentation

# Regional Aviation Program Update

## SCAG Transportation Committee

June 6, 2013





# SCAG Region Airports Matter

Combined, the SCAG Region Airports:

- Served **83** million annual passengers (MAP) in 2011
- Serve **160** nonstop destinations daily in 31 countries
- Have **1,100** daily departures
- Have over **150,000** daily departing seats

# Current Passenger Access Enhancement Projects (LAX)



## Airport Metro Connector Overview

- Crenshaw/LAX Project:
  - Extends Metro Rail to Aviation and Century Boulevards
  - Provides foundation for connection to LAX
- Airport Metro Connector Project:
  - Goal – connect regional transit network to LAX
  - Long Range Transportation Plan
    - Metro funding: \$200 M (2008\$)
    - Opening Year: 2028, or earlier, dependent upon airport contribution

# Current Passenger Access Enhancement Projects (BUR)



View of RITC, Customer Service Building looking southeast

# Aviation Element Highlights from the 2012-2035 RTP/SCS

- **146** Million Annual Passengers (MAP)
- **5.61** Million tons of air cargo
- Decline of general aviation traffic by **32%**
- Policy considerations for ground access, airport finance and airport land use compatibility

# Development of the 2016-2040 RTP/SCS Aviation Element

- New aviation demand forecasts for:
  - Passengers
  - Air Cargo
  - Operations
- Updated airport ground access element

# Policy Considerations of the 2016- 2040 RTP/SCS Aviation Element

- Development of Aviation Element will require policy considerations in at least the following areas:
  - Airport Capacity Constraints
  - Airport Governance
  - Airport Ground Transportation
  - California High Speed Rail (CHSR)
  - Airline Volatility
  - Airport Land Use Compatibility

# Aviation Technical Advisory Committee (ATAC)

- The Aviation Technical Advisory Committee (ATAC) consists of airport and aviation industry representatives.
- ATAC membership also includes:
  - Federal Aviation Administration (FAA)
  - Transportation Security Administration (TSA)
  - Caltrans Division of Aeronautics
- ATAC provides valuable technical input in the development of aviation work products.

# 2016 RTP/SCS Aviation Work Plan

- An RFP for Aviation Program Support will be issued in the near future.
- The key deliverables will be the aviation demand forecast
  - Passengers
  - Air Cargo
  - Operations
- Aviation Ground Access Elements
- Technical oversight will be provided ATAC
- Policy oversight to be provided by the TC or a new subcommittee

Thank you!

For questions or additional information  
please contact:

Ryan N. Hall, Regional Aviation Planning Specialist  
213-236-1935 or [hall@scag.ca.gov](mailto:hall@scag.ca.gov)



**DATE:** June 6, 2013

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

**FROM:** Huasha Liu, Director, Land Use and Environmental Planning, 213-236-1838,  
liu@scag.ca.gov

**SUBJECT:** Bottom-up Local Input Process for 2016-2040 RTP/SCS and Growth Forecast Development

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION FOR EEC and TC:**

For Information Only – No Action Required.

**RECOMMENDED ACTIONS FOR CEHD:**

1. Recommend Regional Council's approval that jurisdictions' City Manager, County Administrator, Subregional Executive Director (in the case where a subregional organization is submitting the input on behalf of its member jurisdictions), or their respective designee provide approval on growth forecast and land use data utilizing the Data Verification and Approval Form (Attachment 1).
2. Recommend Regional Council's approval that local jurisdictions are strongly encouraged to adopt a formal resolution designating a staff position, or their designee, to approve and submit to SCAG the local jurisdiction's input on the growth forecast and land use data for the 2016-2040 RTP/SCS. It is preferred that the designated position be a City Manager, County Administrator, or a Subregional Executive Director. This resolution will be submitted to SCAG along with the Data Verification and Approval Form. A sample resolution is provided (Attachment 2).

**EXECUTIVE SUMMARY:**

*SCAG staff recommends a bottom up local input process again for the successful completion of the 2016-2040 RTP/SCS. Based upon lessons learned from the 2012 RTP/SCS input process, it is necessary to clarify who speaks for the jurisdiction when submitting growth forecasting information. As a follow-up to the discussion by the CEHD Committee at its February 7, 2013 meeting, staff seeks direction and approval from the CEHD Committee as to a preferred protocol for communicating, approving, and submitting input from local jurisdictions to SCAG as it relates to land use and socioeconomic data for the 2016-2040 RTP/SCS. The deadline for submitting the data is September 30<sup>th</sup>, 2014.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

SCAG staff previously presented an overview of the 2016-2040 RTP/SCS preliminary draft schedule (Attachment 3) including key milestones at the February 7, 2013 CEHD Committee meeting. At this

meeting, the CEHD Committee inquired about the anticipated input and review period; data and information to be reviewed by local jurisdictions; and expected approval process for local input.

The CEHD Committee directed staff to establish a formal protocol for communications between SCAG staff and local jurisdictions regarding the input and review process. Upon Regional Council approval of the local input approval protocol, SCAG staff will send a comprehensive letter to each jurisdiction outlining in detail the 2016-2040 RTP/SCS development process.

In order to ensure that this effort facilitates local jurisdictions' participation in the process, SCAG had extensive communication with our partners and stakeholders on this subject, including the Technical Working Group, subregional coordinators/executive directors, and subregional planning directors' technical advisory committees throughout the region. Also, a number of local jurisdictions were surveyed to gauge the amount of time and resources required to participate in the local input process. A key advisory point was that the process for providing verification and approval of SCAG's data be flexible enough to encourage a high level of participation. Requiring that local jurisdictions pass a resolution on their anticipated growth in population, household, and employment, for example, would prevent many jurisdictions from providing input to SCAG.

Staff's recommendation for the use of the Data Verification and Approval form facilitates flexibility in providing input to SCAG, and also makes clear that the information submitted is the official input from a given jurisdiction. The additional recommendation that cities and counties submit a resolution designating a staff position to provide input to SCAG gives an option that allows for increased accountability, as needed.

These two (2) options were developed to address lessons learned from the 2012-2035 RTP/SCS and RHNA processes. It was observed previously that communication between a given local jurisdiction and SCAG could be interrupted due to local staffing changes, which sometimes resulted in confusion whether previously provided growth input was still valid. Also, local opinions about growth forecasts can sometimes be inconsistent across departments in a given jurisdiction. Designating a single staff position to have the role of providing input to SCAG can add clarity to the process, and ensures that information submitted to SCAG represents a local jurisdiction's official input.

#### **FISCAL IMPACT:**

Activities related to the 2016 RTP/SCS development are included in the SCAG budget under 13-010.SCG0170.01, 13-020.SCG1635.01, 13-055.SCG0133.025, and 13-070.SCG0130.10.

#### **ATTACHMENTS:**

1. Data Verification and Approval Form
2. Sample Resolution
3. 2016-2040 RTP/SCS Preliminary Draft Schedule

### Data Verification and Approval Form

Local Input and Review Process

2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

Date: \_\_\_\_\_

A - Contact & Background Information

<b>This Represents Communication:</b>		From the Jurisdiction of _____ to SCAG	
Jurisdiction Contact Person: _____ Position: _____ Email: _____ Phone: _____	<b>Background Information:</b> <input type="checkbox"/> My Jurisdiction has enacted a resolution giving me the authority to verify and/or approve SCAG's data <input type="checkbox"/> I am my Jurisdiction's City Manager, County Chief Operating Officer, or Subregional Executive Director or their designee <input type="checkbox"/> None of the Above ( I acknowledge that any verification and/or approval of SCAG's data will be considered official input from my Jurisdiction)		
<b>Background Information, if any, based upon Previous Communication:</b>			
_____			

B - Action Items

<b>We are seeking to (please check the appropriate boxes):</b>
<b>Submit to SCAG:</b> <input type="checkbox"/> Verification of Accuracy of SCAG's Land Use Data <input type="checkbox"/> Official Approval of SCAG's Demographic Data <input type="checkbox"/> Other (Please Specify): _____

C - Data Type

<b>With Relation to SCAG's:</b>	
<b>Land Use Data:</b> <input type="checkbox"/> General Plan Land Use <input type="checkbox"/> Existing Land Use (2012) <input type="checkbox"/> Zoning <input type="checkbox"/> Jurisdictional Boundary <input type="checkbox"/> Sphere of Influence <input type="checkbox"/> Farmland <input type="checkbox"/> Flood Areas <input type="checkbox"/> Endangered Species <input type="checkbox"/> Transit Priority Areas <input type="checkbox"/> Open Space Conservation Plans <input type="checkbox"/> Other (Please Specify): _____	<b>Demographic Data:</b> <input type="checkbox"/> Population <input type="checkbox"/> Households <input type="checkbox"/> Employment Year: <input type="checkbox"/> 2012 <input type="checkbox"/> 2020 <input type="checkbox"/> 2035 <input type="checkbox"/> 2040 Geographic Level: <input type="checkbox"/> Jurisdictional Level <input type="checkbox"/> Other Geographic Level (Please Specify): _____

D - Description of Action Items

<b>Comments (if applicable):</b>																					
_____																					
_____																					
_____																					
<b>Verification of SCAG's Land Use Data (if applicable):</b>																					
<input type="checkbox"/> We have reviewed SCAG's Land Use Data and verify its accuracy <input type="checkbox"/> We cannot verify the accuracy of the data at this time and would like to suggest the revisions described above																					
X _____ Signature (to be executed by City Manager, County Chief Administrator or Authorized Representative)																					
<b>Official Approval of SCAG's Jurisdictional Level Demographic Data (if applicable):</b>																					
<input type="checkbox"/> We have reviewed SCAG's Jurisdictional Level Demographic Data and can provide official approval <input type="checkbox"/> We cannot provide official approval at this time, and would like to suggest the jurisdictional-level figures listed below																					
	X _____ Signature (to be executed by City Manager, County Chief Administrator or Authorized Representative)																				
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">2012</td> <td style="text-align: center;">2020</td> <td style="text-align: center;">2035</td> <td style="text-align: center;">2040</td> </tr> <tr> <td><b>Population</b></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Households</b></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Employment</b></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		2012	2020	2035	2040	<b>Population</b>					<b>Households</b>					<b>Employment</b>					Page 118
	2012	2020	2035	2040																	
<b>Population</b>																					
<b>Households</b>																					
<b>Employment</b>																					



RESOLUTION NO. \_\_\_\_

**A RESOLUTION OF THE (NAME OF LOCAL JURISDICTION OR SUBREGIONAL ORGANIZATION) DESIGNATING (TITLE OF STAFF POSITION) TO SUBMIT LOCAL GROWTH FORECASTS TO THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

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**Policy Committee Chairs**

Community, Economic and Human Development  
Margaret Finlay, Duarte

Energy & Environment  
James Johnson, Long Beach

Transportation  
Keith Millhouse, Ventura County  
Transportation Commission

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

**WHEREAS**, as the MPO, SCAG is engaged in the Local Input process for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); and

**WHEREAS**, local jurisdictions or subregional organization within the SCAG region are requested to review, comment and verify the maps, data, growth forecast information and land use information transmitted by SCAG by September 30, 2014; and

**WHEREAS**, (Name of Local Jurisdiction or Subregional Organization) has reviewed the maps, data, growth forecast information and land use information transmitted by SCAG, and is prepared to submit its input to SCAG.

**NOW, THEREFORE, BE IT RESOLVED** by the (Name of Governing Body) of the (Name of Local Jurisdiction or Subregional Organization) that it hereby designates (Name of designated staff position) or its designee to approve and submit to SCAG the 2016-2040 RTP/SCS local land use and growth forecasts of jurisdictional level population, household and employment for 2012, 2020, 2035, and 2040. [If resolution is from a Subregional Organization, please list the name(s) of the jurisdiction(s) to which the Subregional Organization is submitting the local input information.]

**APPROVED AND ADOPTED** by or before September 30, 2014.

\_\_\_\_\_  
Authorized Representative  
of Local Jurisdiction or  
Subregional Organization

# SCAG's DRAFT Preliminary Schedule for Development of the 2016-2040 RTP/SCS as of January 2013

This schedule provides a preliminary summary of development and phasing for the 2016-2040 RTP/SCS. Both the technical framework and timeline for collaboration with regional stakeholders are presented in detail. It is important to note that as development of the 2016-2040 RTP/SCS solidifies, changes may be made to account for input from our governing bodies and our partner agencies.

