SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Energy & Environment
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Transportation
Barbara Messina, Alhambra

REGULAR MEETING

TRANSPORTATION COMMITTEE

Thursday, September 1, 2016
10:00 a.m. – 12:00 p.m.

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

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov. Agendas & Minutes for the Transportation Committee are also available at: http://www.scag.ca.gov/committees/Pages/default.aspx

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Transportation Committee
Members – September 2016

		Members	Representing	
Chair*	1.	**Hon. Barbara Messina**	***Alhambra***	**District 34**
Vice-Chair*	2.	**Hon. Karen Spiegel**	***Corona***	**District 63**
*	3.	Hon. Michael D. Antonovich		Los Angeles County
*	4.	Hon. Sean Ashton	*Downey*	District 25
*	5.	Hon. Rusty Bailey	*Riverside*	District 68
*	6.	Hon. Glen Becerra	*Simi Valley*	District 46
	7.	Hon. Ben Benoit	*Wildomar*	WRCOG
	8.	Hon. Russell Betts	*Desert Hot Springs*	CVAG
*	9.	Hon. Art Brown	*Buena Park*	District 21
*	10.	Hon. Joe Buscaino	*Los Angeles*	District 62
	11.	Hon. Diana Lee Carey	*Westminster*	OCCOG
	12.	Hon. Jim B. Clarke	*Culver City*	WSCCOG
*	13.	Hon. Jonathan Curtis	*La Cañada Flintridge*	District 36
*	14.	Hon. Gene Daniels	*Paramount*	District 24
*	15.	Hon. Felipe Fuentes	*Los Angeles*	District 54
*	16.	Hon. James Gazeley	*Lomita*	District 39
*	17.	Hon. Jeffrey Giba	*Moreno Valley*	District 69
*	18.	Hon. Lena Gonzalez	*Long Beach*	District 30
	19.	Hon. Bert Hack	*Laguna Woods*	OCCOG
*	20.	Hon. Curt Hagman		San Bernardino County
*	21.	Hon. Jan Harnik	*Palm Desert*	RCTC
	22.	Hon. Dave Harrington	*Aliso Viejo*	OCCOG
*	23.	Hon. Carol Herrera	*Diamond Bar*	District 37
*	24.	Hon. Steve Hofbauer	*Palmdale*	District 43
*	25.	Hon. Jose Huizar	*Los Angeles*	District 61
*	26.	Hon. Jim Hyatt	*Calimesa*	District 3
*	27.	Hon. Jim Katapodis	*Huntington Beach*	OCTA
	28.	Hon. Linda Krupa	*Hemet*	WRCOG
*	29.	Hon. Randon Lane	*Murrieta*	District 5
	30.	Hon. Severo Lara	*Ojai*	VCOG
	31.	Hon. James C. Ledford	*Palmdale*	North L. A. County
*	32.	Hon. Antonio Lopez	*San Fernando*	District 67
*	33.	Hon. Clint Lorimore	*Eastvale*	District 4
*	34.	Hon. Ray Marquez	*Chino Hills*	District 10

Transportation Committee
Members – September 2016

Members		Representing	
* 35.	Hon. Michele Martinez	*Santa Ana*	District 16
* 36.	Hon. Ryan McEachron	*Victorville*	SANBAG
37.	Hon. Marsha McLean	*Santa Clarita*	North L. A. County
* 38.	Hon. Dan Medina	*Gardena*	District 28
* 39.	Hon. Keith Millhouse	*Moorpark*	VCTC
* 40.	Hon. Fred Minagar	*Laguna Niguel*	District 12
41.	Hon. Carol Moore	*Laguna Woods*	OCCOG
* 42.	Hon. Gene Murabito	*Glendora*	District 33
* 43.	Hon. Kris Murray	*Anaheim*	District 19
* 44.	Hon. Frank Navarro	*Colton*	District 6
* 45.	Hon. Pam O'Connor	*Santa Monica*	District 41
* 46.	Hon. Sam Pedroza	*Claremont*	District 38
47.	Hon. Teresa Real Sebastian	*Monterey Park*	SGVCOG
48.	Hon. Dwight Robinson	*Lake Forest*	OCCOG
* 49.	Hon. Ali Saleh	*Bell*	District 27
50.	Hon. Damon Sandoval		Morongo Band of Mission Indians
* 51.	Hon. Marty Simonoff	*Brea*	District 22
52.	Hon. Zareh Sinanyan	*Glendale*	SFVCOG
* 53.	Hon. Jose Luis Solache	*Lynwood*	District 26
54.	Hon. David Spence	*La Cañada Flintridge*	Arroyo Verdugo Cities
55.	Hon. Barb Stanton	*Town of Apple Valley*	SANBAG
* 56.	Hon. Michelle Steel		Orange County
57.	Hon. Cynthia Sternquist	*Temple City*	SGVCOG
58.	Hon. Brent Tercero	*Pico Rivera*	GCCOG
* 59.	Hon. Cheryl Viegas-Walker	*El Centro*	District 1
* 60.	Hon. Alan Wapner	*Ontario*	SANBAG
* 61.	Hon. Chuck Washington		Riverside County
* 62.	Hon. Michael Wilson	*Indio*	District 66
63.	Mr. Gary T. Slater	*Caltrans, District 7*	Ex-Officio Member

* Regional Council Member

TRANSPORTATION COMMITTEE
AGENDA
SEPTEMBER 1, 2016

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. Barbara Messina, 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

CONSENT CALENDAR		**Time**	**Page No.**
Approval Item			
1. Minutes of the July 7, 2016 Meeting	**Attachment**		**1**
Receive and File			
2. ARB SB 375 Regional Greenhouse Gas (GHG) Emissions Reduction Target Update Process	**Attachment**		**8**
3. Housing Summit – October 11, 2016	**Attachment**		**11**
4. 2016 Regional Council and Policy Committees Meeting Schedule	**Attachment**		**18**
5. Resolution No. 16-582-1 Regarding Acceptance of Office of Traffic Safety Grant Funds to Support the Active Transportation Safety and Encouragement Campaign	**Attachment**		**19**
ACTION/DISCUSSION ITEM			
6. Adoption of 2017 Federal Transportation Improvement Program (FTIP) ***(Naresh Amatya, Director, Transportation Planning)*** **Recommended Action:** Recommend that the Regional Council adopt Resolution No. 16-582-2 approving the 2017 FTIP.	**Attachment**	**10 mins.**	**23**

TRANSPORTATION COMMITTEE
AGENDA
SEPTEMBER 1, 2016

INFORMATION ITEMS		**Time**	**Page No.**
7. Criteria for Sustainability Program Call For Proposals ***(Sarah Jepson, SCAG Staff)***	**Attachment**	**15 mins.**	**68**
8. Anticipated Amendment No. 1 to the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) ***(Naresh Amatya, Director, Transportation Planning)***	**Attachment**	**10 mins.**	**90**
9. Industrial Warehousing in the SCAG Region Study Update ***(Akiko Yamagami, SCAG Staff)***	**Attachment**	**20 mins.**	**92**

CHAIR'S REPORT
(Hon. Barbara Messina, Chair)

STAFF REPORT
(Courtney Aguirre, SCAG Staff)

FUTURE AGENDA ITEM/S

ADJOURNMENT

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

Transportation Committee Meeting
of the
Southern California Association of Governments
July 7, 2016
Minutes

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) met at SCAG's office in downtown Los Angeles. The meeting was called to order by Chair Hon. Barbara Messina, Alhambra. A quorum was present.

Members Present:

Hon.	Mike Antonovich	Los Angeles County
Hon.	Sean Ashton, Downey	District 25
Hon.	Russell Betts, Desert Hot Springs	CVAG
Hon.	Art Brown, Buena Park	District 21
Hon.	Diana Lee Carey, Westminster	OCCOG
Hon.	Gene Daniels, Paramount	District 24
Hon.	James Gazeley, Lomita	District 39
Hon.	Jeffrey, Giba, Moreno Valley	District 69
Hon.	Jan Harnik, Palm Desert	RCTC
Hon.	Dave Harrington, Aliso Viejo	OCCOG
Hon.	Jim Hyatt, Calimesa	District 3
Hon.	Linda Krupa, Hemet	WRCOG
Hon.	Severo Lara, Ojai	VCOG
Hon.	Clint Lorimore, Eastvale	District 4
Hon.	Michele Martinez, Santa Ana	District 16
Hon.	Ryan McEachron, Victorville	District 65
Hon.	Marsha McLean, Santa Clarita	District 67
Hon.	Dan Medina, Gardena	District 28
Hon.	Barbara Messina, Alhambra **(Chair)**	District 34
Hon.	Fred Minagar, Laguna Niguel	District 12
Hon.	Carol Moore, Laguna Woods	OCCOG
Hon.	Gene Murabito, Glendora	District 33
Hon.	Kris Murray, Anaheim	District 19
Hon.	Frank Navarro, Colton	District 6
Hon.	Sam Pedroza, Claremont	District 38
Hon.	Teresa Real Sebastian, Monterey Park	SGVCOG
Hon.	Dwight Robinson, Lake Forest	OCCOG
Hon.	Marty Simonoff, Brea	District 22
Hon.	Karen Spiegel, Corona **(Vice Chair)**	District 63
Hon.	Michelle Steel	Orange County
Hon.	Cynthia Sternquist, Temple City	SGVCOG
Hon.	Jess Talamantes, Burbank	District 42
Hon.	Brent Tercero, Pico Rivera	GCCOG
Hon.	Alan Wapner, Ontario	SANBAG
Hon.	Michael Wilson, Indio	District 66
Mr.	Gary Slater	Caltrans District 7

Members Not Present:

Hon.	Rusty Bailey, Riverside	District 68
Hon.	Glen Becerra, Simi Valley	District 46
Hon.	Ben Benoit, Wildomar	WRCOG
Hon.	Joe Buscaino, Los Angeles	District 62
Hon.	Jonathan Curtis, La Cañada-Flintridge	District 36
Hon.	Paul Eaton, Montclair	District 9
Hon.	Felipe Fuentes, Los Angeles	District 54
Hon.	Gonzalez, Lena, Long Beach	District 30
Hon.	Bert Hack, Laguna Woods	OCCOG
Hon.	Curt Hagman	San Bernardino County
Hon.	Carol Herrera, Diamond Bar	District 37
Hon.	Steven Hofbauer, Palmdale	District 43
Hon.	Jose Huizar, Los Angeles	District 61
Hon.	Jim Katapodis, Huntington Beach	District 64
Hon.	Randon Lane, Murrieta	Murrieta
Hon.	James C. Ledford	Palmdale
Hon.	Antonio Lopez, San Fernando	District 67
Hon.	Ray Marquez, Chino Hills	District 10
Hon.	Keith Millhouse, Moorpark	VCTC
Hon.	Pam O'Connor, Santa Monica	District 41
Hon.	Ali Saleh, Bell	GCCOG
Hon.	Damon Sandoval	Morongo Band of Mission Indians
Hon.	Zareh Sinanyan	Glendale
Hon.	José Luis Solache, Lynwood	District 26
Hon.	David Spence, La Canada-Flintridge	Arroyo Verdugo Cities
Hon.	Barb Stanton, Apple Valley	SANBAG
Hon.	Cheryl Viegas-Walker, El Centro	District 1
Hon.	Chuck Washington, Temecula	Riverside County

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Barbara Messina, Alhambra, called the meeting to order at 10:01 a.m. Hon. Jim Hyatt, Calimesa, led the Pledge of Allegiance.

PUBLIC COMMENT

Mr. Will Ridder, Los Angeles County Metropolitan Transportation Authority, stated he appreciated staff's effort on the Draft 2017 Federal Transportation Improvement Program (FTIP) and their collaboration with the county transportation commissions.

CONSENT CALENDAR

1. Minutes of the June 2, 2016 Meeting

A MOTION was made (Brown) and SECONDED (Navarro) to approve Consent Calendar items 1-5. The Motion passed by the following votes:

AYES: Betts, Brown, Carey, Daniels, Harnik, Krupa, Lara, Lorimore, Martinez, McEachron, McLean, Messina, Moore, Murray, Navarro, Pedroza, Robinson, Spiegel, Steel, Talamantes, Wapner

NOES: None

ABSTAIN: Giba, Hyatt, Simonoff

Receive and File

2. Highlights from the 27th Annual SCAG/USC Demographic Workshop – June 13, 2016
3. 2016 Regional Council and Policy Committees Meeting Schedule
4. 2017 Active Transportation Program (ATP) Update
5. Housing Summit – October 11, 2016

ACTION ITEM

6. Release of the Draft 2017 Federal Transportation Improvement Program (FTIP)

John Asuncion, SCAG staff, reported on the release of the Draft 2017 Federal Transportation Improvement Program (FTIP). Mr. Asuncion stated the FTIP was a federally mandated list of transportation investment priorities in the SCAG region. He explained that federal regulations required the FTIP to be updated at least every four years, however, SCAG along with other statewide MPOs update it every two years to be consistent with the State Transportation Improvement Program (STIP). Further, he stated that the FTIP was prepared in coordination and consultation with the county transportation commissions through a bottom-up approach, and that it was a multimodal list of approximately 2,000 capital improvement projects from 2016 to 2022 totaling $27 billion that were programmed with various federal, state and local funds.

Mr. Asuncion noted 61% of the 2017 FTIP was funded through local sources, 21% at the federal and 18% at the state levels. Additionally, he stated that the FTIP was a dynamic document that was amended frequently to reflect updates to funding, schedules and program priorities. Mr. Asuncion stated approval was requested to release the 2017 FTIP for a 30-day public review and comment period from July 8, 2016 to August 8, 2016.

A MOTION was made (McEachron) and SECONDED (Lorimore) to approve release of the Draft 2017 Federal Transportation Improvement Program for a 30-day public review and comment period. The Motion passed by the following votes:

AYES: Betts, Brown, Carey, Daniels, Gazeley, Giba, Harnik, Harrington, Hyatt, Krupa, Lara, Lorimore, Martinez, McEachron, McLean, Messina, Minagar, Moore, Murabito, Murray, Navarro, Pedroza, Robinson, Simonoff, Spiegel, Steel, Talamantes, Wapner, Wilson

NOES: None

ABSTAIN: Tercero

INFORMATION ITEMS

7. Metrolink Strategic Plan

Roderick Diaz, Metrolink Director of Planning and Development, reported on Metrolink's recently adopted 10-Year Strategic Plan. Mr. Diaz noted Metrolink was a Joint Powers Authority supported by SCAG's member counties with the exception of Imperial County. Further, he explained that the Metrolink system remained largely unchanged since 1995, with 7 lines. He shared that the recent opening of the Perris extension was the first new line since that time. He explained that the Strategic Plan defined a vision for the next 10 years and provided a foundation for budget planning and capital programming, and strengthened grant pursuits.

Mr. Diaz reviewed key findings and noted system safety remained an important focus. He noted that as the 20-year-old network and infrastructure are aging, an additional goal is to maintain the system in a state of good repair. He noted that the system had physical constraints as more than half the network used single track which hindered the ability to increase service frequency. He stated that an added constraint is that some lines shared track with other railroads. He noted that ridership has increased only mildly since the great recession which has not kept pace with costs, and that rider demographic shifts have been seen with growing student and lower income travelers. He stated that another trend observed was growing mid-day and evening travel in addition to increasing travel not associated with downtown Los Angeles.

Mr. Diaz noted that future efforts involved strengthening the core of Metrolink including a focus on safety, fiscal sustainability, growing ridership, and investing in people and assets. He stated that safety enhancements included grade crossing improvements and grade separations, and that growing the system and increasing service frequency would require significant capital investments and modification of agreements with other rail providers using the tracks.

Hon. Marsha McLean, Santa Clarita, suggested that a recommendation be sent to the Regional Council that a subcommittee be formed to further discuss Metrolink.

Hon. Karen Spiegel, Corona, stated that each member county had representatives on Metrolink's Board of Directors and those from Los Angeles County who had suggestions ought to channel them firstly to their county's Board representative.

Hon. Russell Betts, Desert Hot Springs, stated he had observed riders having difficulty purchasing tickets from the vending machines at stations. Mr. Diaz responded that Metrolink had launched a mobile ticketing platform, and was one of the first agencies in the nation to offer it. He noted 17% of all tickets were now sold on that platform and on non-Union Station routes, 41% of tickets were sold on the mobile ticketing platform. He stated that relieved demand on ticket vending machines. He shared that there was an internal initiative to look at updating ticket vending machines.

Hon. Sam Pedroza, Claremont, stated train horns on the San Bernardino line were an ongoing problem for residents in the area and needed to be resolved.

Hon. Alan Wapner, Ontario, stated that he did not support forming a subcommittee to direct Metrolink on their operations as they have an independent Board for that purpose. He also cautioned the committee that it would be operating outside SCAG's role as a planning agency.

Hon. Michele Martinez, Santa Ana, stated Art Brown was SCAG's representative on the Metrolink Board and was available to represent committee members' concerns.

A MOTION was made (McLean) and SECONDED (Medina) to recommend to the Regional Council the formation of a subcommittee to further discuss Metrolink improvements.

A SUBSTITUTE MOTION was made (Harrington) and SECONDED (Murabito) to place the matter for further discussion of Metrolink improvements on the next Transportation Committee meeting agenda; and forward comments resulting from the discussion to the

Metrolink Board through SCAG's Metrolink representative Art Brown. The Substitute Motion passed by the following votes:

AYES: Ashton, Betts, Carey, Daniels, Gazeley, Harnik, Harrington, Hyatt, Krupa, Lara, Martinez, McLean, Medina, Messina, Minagar, Moore, Murabito, Pedroza, Real Sebastian, Robinson, Simonoff, Steel, Talamantes, Tercero

NOES: Brown, Giba, McEachron, Murray, Navarro, Spiegel, Wapner, Wilson

ABSTAIN: None

8. Draft California Sustainable Freight Action Plan Update

Chris Schmidt, Caltrans, provided an update on the Draft California Sustainable Freight Action Plan. Mr. Schmidt stated California's freight transport system included seaports, airports, distribution facilities, roads, and rail lines. He noted that goods movement contributed to approximately one-third of the State's economy, with two-thirds of goods transported within the California. He noted that the State's freight volume was anticipated to grow 25% by 2025, and that the industry faced challenges posed by cost pressures, the continued evolution of e-commerce as well as safety and security concerns. He explained that the goal of the Freight Action Plan was to improve freight efficiency, transition to zero emission technologies, and increase competitiveness.

Mr. Schmidt stated that the plan's vision was to partner with federal, state, regional, and local industry stakeholders to move freight in modern, safe, and resilient systems that continue to support California's economy while transitioning to zero emission technologies. He noted that statewide targets for 2030 included improving system efficiency by 25%, deploying over 100,000 zero emission vehicles/equipment, and fostering future economic growth within the goods movement industry. He stated that specific actions included working with the legislature on a freight transport funding package, investing in infrastructure to modernize freight corridors, accelerating the use of advanced technologies and renewable fuels, and identifying process improvements to expedite delivery of infrastructure projects.

Hon. Dwight Robinson, Lake Forest, encouraged that system efficiency be examined as currently many trucks moved empty containers as part of the delivery process. Additionally, it was recommended that a funding mechanism be developed to support the State's goods movement goals.

9. Briefing on 2016 Mobile Source Strategy

Jon Taylor, Assistant Chief, Air Quality Planning and Science Division, California Air Resources Board, provided a briefing on the 2016 Mobile Source Strategy. Mr. Taylor stated the Mobile Source Strategy was a blueprint that would allow the state to meet air quality, climate, renewable energy, and petroleum reduction goals. He stated that the strategy was released on May 16, 2016 and addressed multiple goals over the next 15 years. He stated that those goals included attaining federal air quality standards for ozone in the South Coast and San Joaquin Valley, achieving fine particulate matter standards, reducing greenhouse gas emissions 40% below 1990 levels, minimizing health risks from exposure to toxic air contaminates, reducing petroleum use by up to 50%, and deriving 50% of electricity from renewable sources. He noted that these goals were sought by 2030.

Mr. Taylor stated that mobile sources and the fossil fuels that power them were the largest contributors to the formation of ozone, greenhouse gas emissions, fine particulate matter, and toxic diesel particulate matter. He stated that statewide they were responsible for approximately 80% of smog forming nitrogen oxide emissions (NOx), 50% of greenhouse gas emissions, and 90% of toxic diesel particulate matter emissions. He stated that consequently, significant cuts in pollution from mobile sources would be needed.

He stated that key strategic actions to achieve these goals included establishing cleaner engine performance standards, increasing penetration of zero emission vehicles, expanding the use of cleaner renewable fuels, conducting pilot studies to demonstrate new technologies, and incentivizing the deployment of the cleanest technologies. Mr. Taylor stated the estimated benefits of the strategy included an 80% reduction in smog forming NOx emissions, 45% reduction of greenhouse gas emission from mobile sources, 50% reduction in consumption of petroleum based fuels as well as reducing regional health risks through a 45% reduction in diesel particulate matter.

Hon. Karen Spiegel, Corona, asked about the initiative to petition the U.S. Environmental Protection Agency for a Tier 5 locomotive engine standard. Mr. Taylor responded that the goal was to have mostly Tier 4 and introduce Tier 5 locomotives by 2031.

10. Industrial Warehousing in the SCAG Region Study Update

Item rescheduled to a future meeting.

STAFF REPORT

Courtney Aguirre, SCAG staff, noted that public meetings would be held to receive comments for the Los Angeles/San Bernardino Inter-County Transit and Rail study. She shared that the meetings would be held on July 12, 2016 in Upland and July 13, 2016 in Pomona. She stated that there would be no Transportation Committee meeting in August and that the next meeting of the Transportation Committee would be on September 1, 2016.

ADJOURNMENT

Hon. Barbara Messina, Alhambra, adjourned the meeting at 11:58 a.m. The next meeting of the Transportation Committee will be September 1, 2016.

Courtney Aguirre, Senior Regional Planner
Transportation Planning

Transportation Committee Attendance Report

2016

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

	Member (including Ex-Officio) Last Name, First Name	Representing	IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	April	GA May	June	July	Aug	Sep 1	Sep 29	Nov	Dec
1	Antonovich, Michael*	Los Angeles County		X						X				X	X					
2	Ashton, Sean*	Downey								X		X		X	X					
3	Bailey, Rusty*	Riverside, WRCOG				X				X		X								
4	Becerra, Glen*	Simi Valley		X																
5	Benoit, Ben	Wildomar, WRCOG				X														
6	Betts, Russell	Desert Hot Springs, CVAG				X				X		X		X	X					
7	Brown, Art*	Buena Park			X					X		X		X	X					
8	Buscaino, Joe*	Los Angeles		X						X		X		X						
9	Carey, Diana Lee	Westminster, OCCOG			X					X		X		X	X					
10	Curtis, Jonathan*	La Cañada Flintridge		X						X		X								
11	Daniels, Gene*	Paramount		X						X		X		X	X					
12	Eaton, Paul*	Montclair					X			X		X								
13	Fuentes, Felipe*	Los Angeles		X								X								
14	Gazeley, James*	Lomita		X						NM		X		X	X					
15	Giba, Jeffrey*	Moreno Valley				X				X					X					
16	Gonzalez, Lena	Long Beach		X																
17	Hack, Bert	Laguna Woods			X					X		X		X						
18	Hagman, Curt*	San Bernardino County					X			X		X								
19	Harnik, Jan*	Palm Desert, RCTC				X				X				X	X					
20	Harrington, Dave	Aliso Viejo, OCCOG			X					X					X					
21	Herrera, Carol	Diamond Bar		X						X		X		X						
22	Hofbauer, Steven*	Palmdale/No. LA County		X						X				X						
23	Huizar, Jose*	Los Angeles		X																
24	Hyatt, Jim*	Calimesa				X				X		X			X					
25	Katapodis, Jim*	Huntington Beach			X															
26	Krupa, Linda	Hemet, WRCOG				X									X					
27	Lane, Randon*	Murrieta				X				X										
28	Lara, Severo	Ojai, VCTC						X		X					X					
29	Ledford, James C.	Palmdale/No. LA County		X																
30	Lopez, Antonio*	San Fernando		X						X		X								
31	Lorimore, Clint*	Eastvale				X				X		X		X	X					
32	Marquez, Ray*	Chino Hills					X			X		X		X						
33	Martinez, Michele*	Santa Ana			X					X		X		X	X					
34	McEachron, Ryan*	Victorville					X			X				X	X					
35	McLean, Marsha	Santa Clarita		X						X				X	X					
36	Medina, Dan*	Gardena		X						X		X		X	X					
37	Messina, Barbara* **(Vice-Chair)**	Alhambra		X						X		X		X	X					
38	Millhouse, Keith*	Moorpark						X		X		X		X						
39	Minagar, Fred	Laguna Niguel			X									X	X					
40	Moore, Carol	Laguna Woods, OCCOG			X					X		X			X					
41	Murabito, Gene*	Glendora		X						X		X			X					
42	Murray, Kris*	Anaheim			X					X		X		X	X					
43	Navarro, Frank*	Colton					X			X		X		X	X					
44	O'Connor, Pam*	Santa Monica		X								X		X						
45	Pedroza, Sam*	Claremont		X						X				X	X					
46	Real Sebastian, Teresa	Monterey Park/SGVCOG		X						X		X			X					
47	Robinson, Dwight	Lake Forest, OCCOG			X									X	X					
48	Saleh, Ali*	City of Bell, GCCOG		X								X		X						
49	Sandoval, Damon	Morongo Band of Mission Indians																		
50	Simonoff, Marty*	Brea			X					X					X					
51	Sinanyan, Zareh	Glendale		X						X										
52	Slater, Gary	Caltrans District 7								X		X		X	X					
53	Solache, José Luis*	Lynwood		X																
54	Spence, David	Flintridge/Arroyo Verdugo Cities		X						X		X		X						
55	Spiegel, Karen*	Corona/WRCOG				X				X		X		X	X					
56	Stanton, Barb	Apple Valley					X													
57	Steel, Michelle*	Orange County			X					X				X	X					
58	Sternquist, Cynthia	Temple City		X						X		X		X	X					
59	Talamantes, Jess*	Burbank/SFVCOG		X						X		X			X					
60	Tercero, Brent	Pico Rivera		X								X		X	X					
61	Viegas-Walker, Cheryl*	El Centro	X							X		X		X						
62	Wapner, Alan* **(Chair)**	Ontario, SANBAG					X			X		X		X	X					
63	Washington, Chuck*	Riverside County				X				X		X		X						
64	Wilson, Michael*	Indio, CVAG				X				X					X					
		Totals	1	27	12	12	7	2												

* Regional Council Member

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REPORT

AGENDA ITEM NO. 2

DATE: September 1, 2016

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

FROM: Jason Greenspan, Manager, greenspan@scag.ca.gov, 213-236-1859

SUBJECT: ARB SB 375 Regional Greenhouse Gas (GHG) Emissions Reduction Target Update Process

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
SB 375, which took effect in 2009, requires that each metropolitan planning organization (MPO) adopt, as part of its regional transportation plan, a "sustainable communities strategy" that sets forth plans to meet regional GHG reduction targets for the automobile and light truck sector for the years 2020 and 2035 as set by the California Air Resources Board (ARB). SB 375 also authorizes ARB to update the regional GHG reduction targets every eight years. ARB established the first set of targets in 2010 and is in the process of updating these targets. SCAG staff has compiled a timeline for the SB 375 Target Update Process that also includes concurrent activities that will inform the target update process.

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

BACKGROUND:
SB 375 requires that each metropolitan planning organization (MPO) adopt, as part of its regional transportation plan, a "sustainable communities strategy" that sets forth plans to meet regional GHG reduction targets set by ARB. SB 375 also requires that ARB update the targets at least every eight years. In 2010, ARB established the requisite GHG reduction targets for the SCAG region. Since then, SCAG has prepared two RTP/SCS plans (2012 and 2016) that meet the required ARB targets for 2020 and 2035. ARB is preparing to update the regional GHG reduction targets for each MPO. These new ARB targets will be required to be met by each MPO in the next round of RTP/SCS plans, which for SCAG will be the 2020 RTP/SCS.

The ARB SB 375 Target Setting Process consists of a suite of concurrent planning activities and technical exercises. Included in this suite are the following: ARB Mobile Source Strategy; ARB MPO Stress Test; and ARB AB 32 Scoping Plan Update.

ARB Mobile Source Strategy: ARB released the Mobile Source Strategy in late May, 2016. The updated Strategy outlines a comprehensive and integrated approach to reducing emissions from mobile sources over the next 15 years. Elements of the Mobile Source Strategy will also be expanded in several related State planning efforts, including the AB 32 Scoping Plan Update.

ARB MPO Stress Test: ARB is working with the four major MPOs in California to conduct a technical "Stress Test", to test GHG reduction strategies and modeling assumptions. The purpose of the test is to quantify potential GHG emission reductions that would result from deployment of various land use and transportation strategies, such as rapid deployment of zero emission vehicles. SCAG staff anticipates that the analysis and modeling would be completed by late-August, complete review of the results by mid-September, and ARB to share the results with MPO Planning Directors in early October. The MPO Stress Test will be concluded in November 2016.

ARB AB 32 Scoping Plan Update: AB 32 requires that the Scoping Plan be updated at least every 5 years. The 2017 Update will be the 2nd update of the Scoping Plan. ARB has been working on the Scoping Plan Update since Fall 2015, including holding regional and technical workshops throughout the state. ARB released a Scoping Plan Update Concept Paper in mid-June to describe potential policy concepts and approaches to achieve the 2030 target set by the Governor's Executive Order. A draft Scoping Plan Update is scheduled to be released in late-Fall of 2016, and adoption of the Final Plan in Spring 2017.

ARB SB 375 Target Setting: The activities described above will contribute to the development of revised GHG Reduction Targets for the years 2020 and 2035 by ARB for each MPO in 2017. ARB staff is proposing to release draft preliminary target recommendations in Spring 2017, and adopt final targets in Summer 2017.

Staff plans to invite ARB staff to give a detailed presentation on the SB 375 Regional GHG Target Update Process at a later appropriate time.

FISCAL IMPACT:
None

ATTACHMENT:
ARB SB 375 GHG Target Update Process Timeline

ARB SB375 REGIONAL GHG TARGET UPDATE PROCESS

DRAFT TIMELINE

	2016				2017			
PLAN	***1st Qtr***	***2nd Qtr***	***3rd Qtr***	***4th Qtr***	***1st Qtr***	***2nd Qtr***	***3rd Qtr***	***4th Qtr***
ARB Mobile Source Strategy		**Final**						
ARB Stress Test			Preliminary	**Final**				
ARB AB32 Scoping Plan		White Paper		Draft		**Final**		
ARB SB375 Targets						Draft	**Final**	

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REPORT

AGENDA ITEM NO. 3

DATE: September 1, 2016

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

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

SUBJECT: Housing Summit – October 11, 2016

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
SCAG, in partnership with over thirty (30) non-profit, private and public entities, is planning to hold a Housing Summit on October 11, 2016 to connect attendees with resources and opportunities created by State legislation and local policies to build more housing, including affordable housing, as aligned with the goals of SCAG's Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS). The goal of the Housing Summit is to address causes to California's housing crisis and offer solutions for more housing to be built. Based on the discussion from the Housing Summit Steering Committee meetings and Executive Administration Committee Retreat, SCAG and its partners developed a Housing Policy Framework Proposal. The Proposal serves as a blueprint for developing the Housing Summit program and accompanying publication. Anticipated Summit participants include elected officials, planning directors/staff, city managers, developers, housing advocates, public health department directors, and transit planners.

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

BACKGROUND:
SCAG, in partnership with over (30) non-profit, private and public entities is planning to host a Housing Summit on October 11, 2016 in downtown Los Angeles. The Housing Summit will connect attendees with strategies, resources and opportunities created by State legislation and local policies to build more housing as aligned with the goals of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The goal of the Summit will clearly explain the causes of the California's housing crisis and offer solutions to allow for more housing to be built.

To prepare for the Summit, Steering Committee meetings were held at SCAG headquarters on May 26, 2016 July 25, 2016, and August 29, 2016. Attendees for the Steering Committee included various

partners and stakeholders who agreed to participate in this event. The Steering Committee meeting included a discussion of the housing crisis in California and the agenda and publication for the Housing Summit. Additionally, a discussion of the Housing Summit also occurred at the Executive Administrative Committee (EAC) Retreat on June 9, 2016. Similar to the Steering Committee meetings, attendees of the EAC Retreat voiced many opinions regarding the Housing Summit.

Based on the discussion at Steering Committee meetings and the EAC retreat, SCAG and its partners developed a Housing Policy Discussion Framework Proposal. The Proposal serves as a blueprint to develop the Summit program (Attachment 1, Draft Housing Summit Program) and the development of a publication that will accompany the Housing Summit. It is envisioned that the Summit will present the current state of affairs with respect to housing, within a general session. After the general session, the Summit will provide solutions to build more housing in three separate breakout sessions. Finally, the Summit will provide a "Call to Action" panel which will emphasize the next steps needed to say "YES" to housing.

Anticipated participants include elected officials, planning directors/planning staff, city managers, developers, housing advocates, public health department directors, and transit planners. To ensure sufficient geographical representation for different challenges and solutions, SCAG is currently partnering with organizations throughout the State (Attachment 2, List of Housing Summit Steering Committee Members) Partnership with these organizations are helping to secure keynote speakers and enhance marketing efforts to promote the event. SCAG has begun its marketing campaign for the conference and is reaching out to potential speakers and panelists concurrently.

FISCAL IMPACT:
Work associated with this item is included in the Fiscal Year 2016-2017 Overall Work Program (WBS Number 16-080.SCG00153.04: Regional Assessment).

ATTACHMENTS:
1) Draft Housing Summit Program
2) List of Housing Summit Steering Committee Members
3) Housing Summit Invitation Flyer

Draft Housing Summit Program

Title: The Cost of Not Housing
Date: October 11, 2016
Time: 8:00 a.m. – 2:00 p.m.
Location: LA Hotel 333. S. Figueroa St. Los Angeles, CA 90071

8:00 am to 9:00 am (1 hour)
Networking and Registration

9:00 – 10:00 am (1 hour)
Welcome/Possible Morning Keynote Speaker (TBD)
Hon. Michele Martinez, President of SCAG

10:00 am - 10:40 am (40 minutes)
Morning Panel (General Session)
Title: Houston…I mean…California? We have a Problem!
Topic: The current state of California's housing deficit and causes to how we got there. Physical, Economic and Health costs due the lack of housing.

10:40-10:45 AM (5 minutes)
Break

Begin Breakout Sessions (10:45 AM to 11:45 AM) (1 hour each) (3 Breakout Sessions)

Each of the breakout sessions will include a look at projects that exemplify best practices in the session topic and also linkages with long-range transportation plans to reduce greenhouse gas emissions, such as the RTP/SCS.

Breakout Session A
Title: Show me the Money!
Topic: The State's role in affordable housing and infrastructure and identifying fiscal and funding resources (e.g., AHSC, EIFD, CRIAs) to foster housing and infrastructure development

Target Audience: *Developers, Elected officials, builders, city/county managers, planning staff, housing advocates, lending institution staff, CFOs*

Breakout Session B
Title: Integrate, Preserve, Utilize and Build
Topic: Integrating State, Regional and Local Planning Policies (e.g, SCS, TODs, TRDs, housing preservation, anti-displacement, inclusionary zoning, including water and other infrastructure issues, etc).

Target Audience: *City/County managers, planning staff, housing advocates, developers*

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Breakout Session C

Title: Breaking down the walls

Topic: CEQA abuse and NIMBYism hold up good projects. Breaking down barriers to development – Streamlining regulation, tools for re-branding "affordable housing" – myth busting the negative claims and strategies to persuade the community. Showcase of good projects that exemplify local leadership, best practices and moving the needle.

Target Audience: Elected officials, business leaders, housing advocates, community leaders

11:45 am-12:15 pm (30 minutes)
Buffet Lunch

12:15 pm – 12:45 pm (30 minutes)
Summary of Breakout Sessions

Possible Panelists:

- *Selected panelists from each breakout session (TBD)*

12:15 pm – 1:15 pm (30 minutes)
Keynote Speaker
Title: TBD

1:15 pm – 1:45 pm (30 minutes)

Call to Action Panel
Title: Let's say "YES" to housing

Topic: The California housing crisis is well known but strategy implementation needs to done on multiple levels in order to have a meaningful impact. Community involvement, stakeholder partnerships are a critical key to this strategy and will ultimately lead to "YES" to housing

1:45 - 2:00 pm (15 minutes)
Closing remarks

- *Hon. Michele Martinez, President of SCAG*
- *Hasan Ikhrata, Executive Director of SCAG*

DRAFT

ATTACHMENT 2

Housing Summit Steering Committee Members

City of Santa Ana	Michele Martinez	Regional Council Member/President
City of Duarte	Margaret Finlay	Regional Council Member/First Vice President
City of El Centro	Cheryl Viegas-Walker	Regional Council/Immediate Past President
City of Big Bear Lake	Bill Jahn	Community, Economic and Human Development Committee Chair
City of Claremont	Joe Lyons	Community, Economic and Human Development Committee Member
City of Eastvale	Clint Lorimore	Regional Council Member
City of Glendale	Vartan Gharpetian	Regional Council Member
City of Rolling Hills Estates	Frank Zerunyan	Community, Economic and Human Development Committee Member
City of San Buenaventura	Carl Morehouse	Regional Council Member
City of Santa Monica	Pam O'Connor	Regional Council Member
OCCOG/City of Mission Viejo	Wendy Bucknum	Community, Economic and Human Development Committee Member
AIA Los Angeles	Will Wright	Director
BIA Southern California	Mark Knorringa	CEO
BizFed	Tracy Rafter	Founding CEO
California Association of Councils of Governments	Bill Higgins	Executive Director
California Department of Housing and Community Development	Lisa Bates	Deputy Director
California Forward	Susan Lovenburg	Director
California Renters Legal Advocacy and Education Fund	Sonja Trauss	Director
Climate Resolve	Bryn Lindblad	Associate Director
Gateway Cities Council of Governments	Nancy Pfeffer	Director
Inland Empire Economic Partnership	Paul Granillo	President & CEO
Kennedy Commission	Cesar Covarrubias	Executive Director
Kosmont Companies	Larry Kosmont	President & CEO
LA n Sync	Ellah Ronen	Program Administrator
LA Thrives	Thomas Yee	Initiative Officer
Lewis Management Corp.	Randall Lewis	Executive Vice President
Los Angeles Business Council	Adam Lane	Legislative Director
Los Angeles Housing and Community Investment Department	Claudia Monterrosa	Director
Metropolitan Transportation Commission	Ken Kirkey	Director
Mobility 21	Jenny Larios	Executive Director
Move LA	Denny Zane	Executive Director
National CORE	Steve PonTell	President & CEO
Newhall Land and Farming Company	Greg McWilliams	President
Orange County Business Council	Lucy Dunn	President & CEO
Orange County Council of Governments	Marnie O'Brien Primmer	Executive Director
Sacramento Area Council of Governments	Mike McKeever	Executive Director
San Diego Association of Governments	Gary Gallegos	Executive Director
Southern California Association of Non-Profit Housing	Alan Greenlee	Executive Director
Southern California Leadership Council	Kish Rajan/Richard Lambros	President/Managing Director
Urban Land Institute Los Angeles	Gail Goldberg	Executive Director
Western Riverside Council of Governments	Rick Bishop	Executive Director

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REGISTER TODAY

CALIFORNIA

HOUSING

Summit

THE COST OF NOT HOUSING

TUESDAY, OCTOBER 11, 2016

8:00 a.m. - 2:00 p.m.

L.A. HOTEL
333 S. Figueroa St.
Los Angeles, CA 90071

www.scag.ca.gov/housingsummit

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
50 YEARS

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CALIFORNIA

HOUSING SUMMIT

There is a chronic shortage of housing throughout California. Major institutions, employers, and startups cite lack of housing options as a serious impediment to recruiting and retaining talent. The impact of housing affordability is a critical challenge to local, regional, and Statewide economies, particularly as people from all income groups are increasingly frustrated with the lack of affordable options to rent or buy and instead opt to develop their careers in more affordable areas. The California Housing Summit will focus on resources and opportunities created by State legislation and local policies to build more housing, including affordable housing, and will provide innovative tools to get to **YES** for housing development in local communities. The program will also include speakers on funding infrastructure to support housing and how to convey the health, economic, and accessibility benefits to communities.

Learn more at:
www.scag.ca.gov/housingsummit

IN PARTNERSHIP WITH

American Institute of Architects -- Los Angeles • BizFed: Los Angeles County Business Federation • Building Industry Association, Southern California • CALCOG • California Department of Housing and Community Development • California Economic Summit • California Forward • California Renters Legal Advocacy and Education Fund • Climate Resolve • Gateway Cities Council of Governments • Inland Empire Economic Partnership • Kennedy Commission • Kosmont Companies • LA n Sync • LA Thrives • Lewis Group of Companies • Los Angeles Business Council • Los Angeles Housing and Community • Investment Department • Metropolitan Transportation Commission • Mobility 21 • Move LA • National Community Renaissance • Newhall Land and Farming Company • Orange County Business Council • Orange County Council of Governments • Sacramento Area Council of Governments • San Diego Association of Governments • San Gabriel Valley Council of Governments • Southern California Association of Governments • Southern California Association of Nonprofit Housing • Southern California Leadership Council • University of Southern California, Executive Education Forum • Urban Land Institute Los Angeles • Western Riverside Council of Governments

For more information, contact Ma'Ayn Johnson at (213) 236-1975 or johnson@scag.ca.gov.

AGENDA ITEM NO. 4

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Immediate Past President
Cheryl Viegas-Walker, El Centro

Executive/Administration Committee Chair

Michele Martinez, Santa Ana

Policy Committee Chairs

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

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Barbara Messina, Alhambra

2016 Meeting Schedule
Regional Council and Policy Committees

All Regular Meetings are scheduled on the 1st Thursday of each month; except for the month of October which is on the 5th Thursday of September*
(Approved by the Regional Council 9-3-15)

Executive/Administration Committee (EAC)	**9:00 AM – 10:00 AM**
Community, Economic and Human Development Committee (CEHD)	**10:00 AM – 12:00 PM**
Energy and Environment Committee (EEC)	**10:00 AM – 12:00 PM**
Transportation Committee (TC)	**10:00 AM – 12:00 PM**
Regional Council (RC)	**12:15 PM – 2:00 PM**

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

February 4, 2016

March 3, 2016

April 7, 2016

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

June 2, 2016

July 7, 2016

August 4, 2016 (DARK)

September 1, 2016

September 29, 2016*
(Note: League of California Cities Annual Conference, Long Beach, CA, Oct. 5 - 7)

November 3, 2016

December 1, 2016

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

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REPORT

AGENDA ITEM NO. 5

DATE: September 1, 2016

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

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

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

EXECUTIVE DIRECTOR'S APPROVAL:

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

RECOMMENDED ACTION FOR TC:
Receive and File.

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

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

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

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

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

To continue the Go Human Campaign's momentum, SCAG applied for an additional $500,000 in funding from the Office of Traffic Safety to extend the campaign into 2017. On June 2, 20 16, OTS informed SCAG that it had tentatively approved the funding request subject to the approval by the National Highway Traffic Safety Administration, and that it was the goal of OTS that all new grants start no later than October 1, 2016. To facilitate this schedule, SCAG seeks RC approval at this time to receive the grant funds upon official award by OTS. When awarded, this funding will be used to conduct a second round of safety advertising in the spring of 2017. In addition, the funds will be used to provide safety programming for pedestrians and bicyclists at regional events.

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

ATTACHMENT:
Resolution No. 16-582-1

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Michele Martinez, Santa Ana

Policy Committee Chairs

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

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Barbara Messina, Alhambra

RESOLUTION NO. 16-582-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) ACCEPTING GRANT FUNDS FROM THE STATE OF CALIFORNIA OFFICE OF TRAFFIC SAFETYTO SUPPORT SCAG'S SOUTHERN CALIFORNIAACTIVE TRANSPORTATION SAFETY ANDENCOURAGEMENT CAMPAIGN

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

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

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

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

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

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

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

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

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

_____
Michele Martinez
President, SCAG
Councilmember, City of Santa Ana

Attested by:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joann Africa
Chief Counsel

REPORT

AGENDA ITEM NO. 6

DATE: September 1, 2016

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

FROM: Naresh Amatya, Director, Transportation Planning, 213-236-1885, amatya@scag.ca.gov

SUBJECT: Adoption of 2017 Federal Transportation Improvement Program (FTIP)

EXECUTIVE DIRECTOR'S APPROVAL:

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

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

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

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

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

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

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

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

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

1. Consistency with SCAG's RTP
   (23 FR Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)

2. Regional Emissions Analysis
   (40 FR Sections 93.109, 93.110, 93.118, and 93,119)

3. Timely Implementation of Transportation Control Measures (TCMs) Analysis
   (40 FR Section 93.113)

4. Financial Constraint Analysis
   (40 FR Section 93.108 and 23 CFR, Section 450.324)

5. Interagency Consultation and Public Involvement
   (40 CFR Sections 93.105 and 93.112 and 23 CFR Section 450.324)

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

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

ATTACHMENTS:

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

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PROPOSED FINAL

2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

EXECUTIVE SUMMARY

VOLUME I OF III

FY 2016/17 – 2021/22
September 2016

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VISION

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

MISSION

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

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

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EXECUTIVE SUMMARY

INTRODUCTION

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

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

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

THE SCAG REGION

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PROGRAM SUMMARY

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

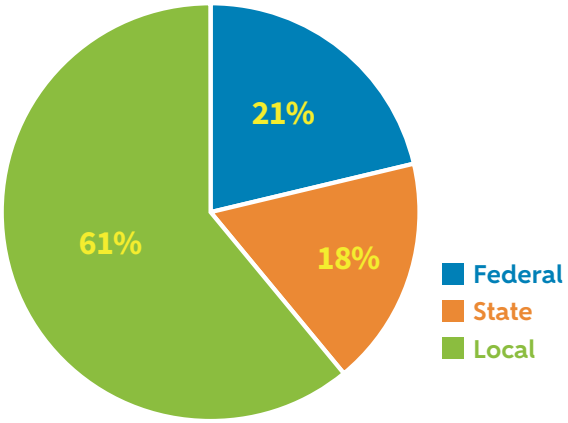
The following charts and tables demonstrate how these funds are distributed based on funding source, program and county.

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

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

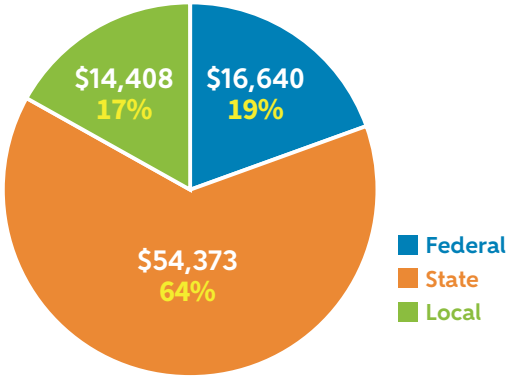
	FEDERAL	STATE	LOCAL	TOTAL
2016/17	$1,843,969	$2,015,459	$4,008,601	$7,868,029
2017/18	$1,297,261	$1,353,451	$4,071,787	$6,722,499
2018/19	$1,235,286	$264,781	$4,561,018	$6,061,085
2019/20	$698,264	$230,705	$2,061,341	$2,990,310
2020/21	$463,884	$1,018,528	$1,386,000	$2,868,412
2021/22	$348,122	$23,932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

SUMMARY OF 2017 FTIP BY FUNDING SOURCE

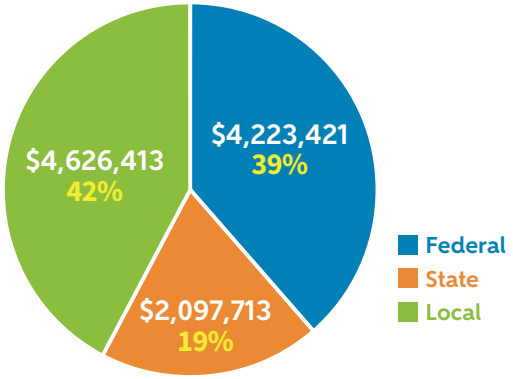


The six pie charts below summarize the funds programmed in the 2017 FTIP for each county in the SCAG region by federal, state and local fund sources.

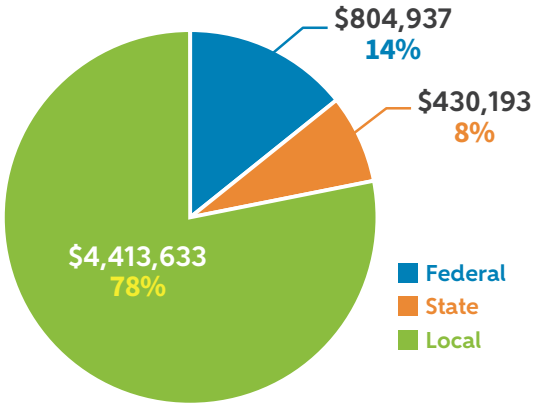
IMPERIAL COUNTY: $85,421 (in $000's)



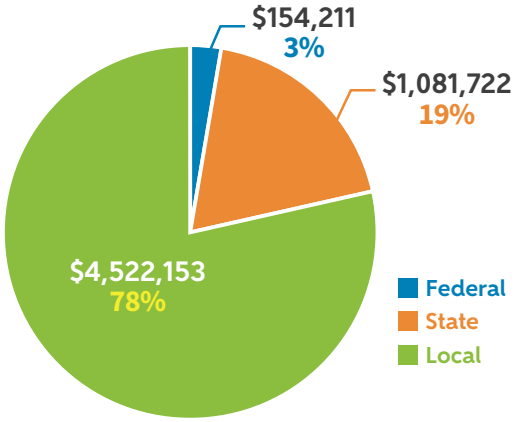
LOS ANGELES COUNTY: $10,947,547 (in $000's)



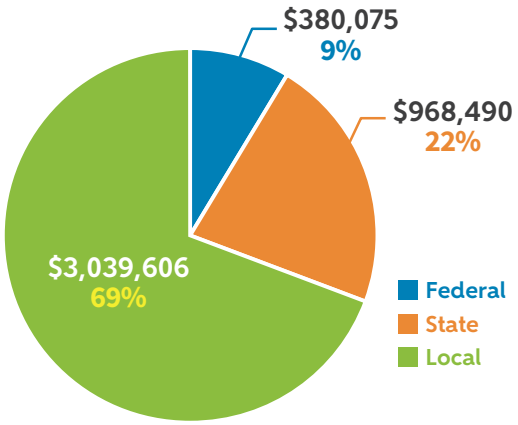
ORANGE COUNTY: $5,648,763 (in $000's)



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



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



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

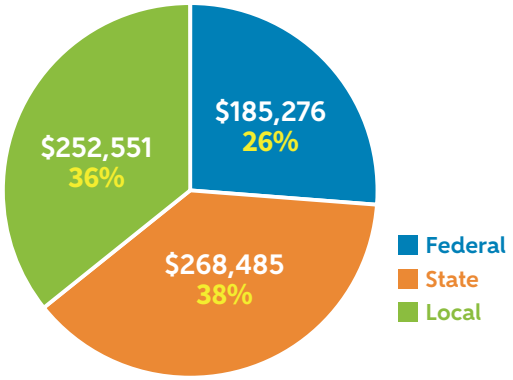
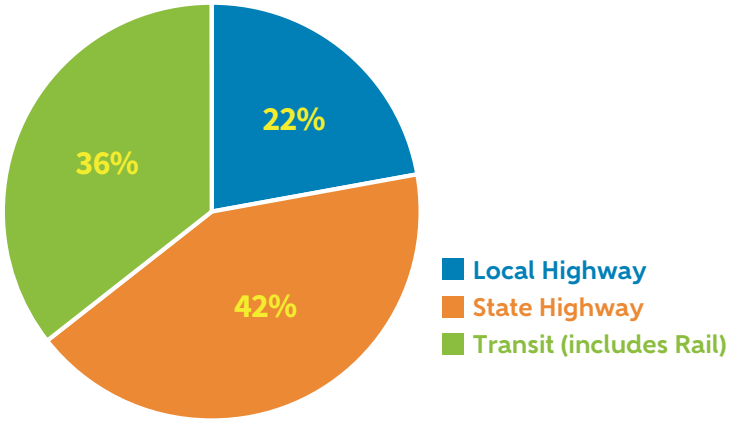


Figure 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Figure 2 and its accompanying pie chart illustrate that 42 percent of the total $27.7 billion in the 2017 FTIP is programmed in the State Highway Program, 22 percent in the Local Highway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

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

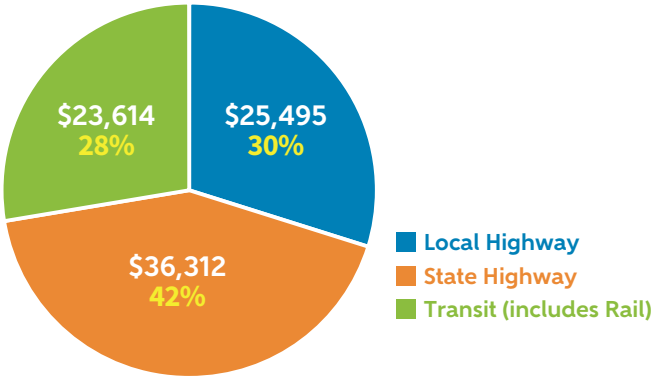
	LOCAL HIGHWAY	STATE HIGHWAY	TRANSIT (INCLUDES RAIL)	TOTAL
2016/17	$1,860,879	$3,125,022	$2,882,128	$7,868,029
2017/18	$1,327,529	$3,375,816	$2,019,154	$6,722,499
2018/19	$1,069,208	$2,674,184	$2,317,693	$6,061,085
2019/20	$490,254	$1,193,829	$1,306,227	$2,990,310
2020/21	$1,179,223	$984,464	$704,725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

SUMMARY OF 2017 FTIP BY PROGRAM

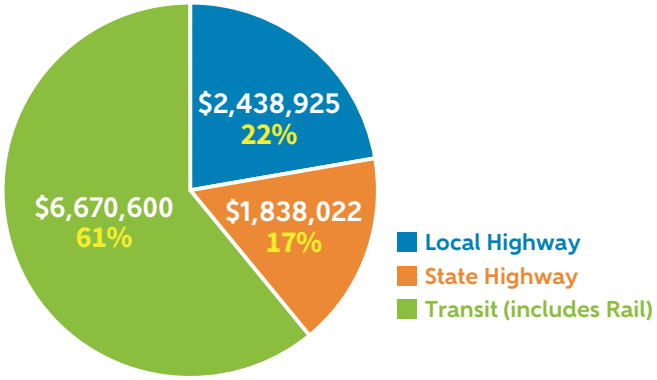


The six pie charts below summarize the funds programmed in the 2017 FTIP for each county in the SCAG region for state Highway, Local Highway, and Transit (including Rail) programs.

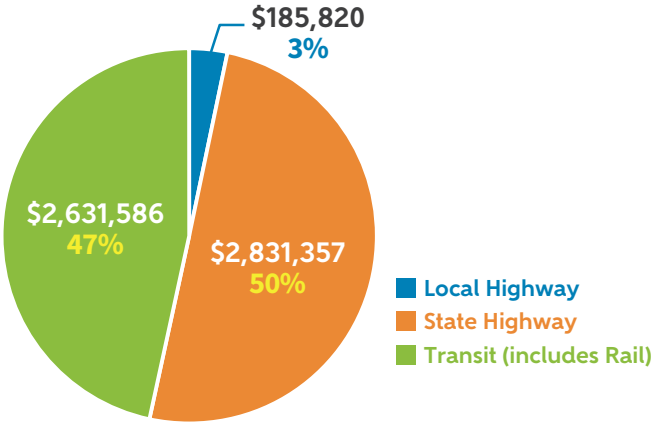
IMPERIAL COUNTY: $85,421 (in $000's)



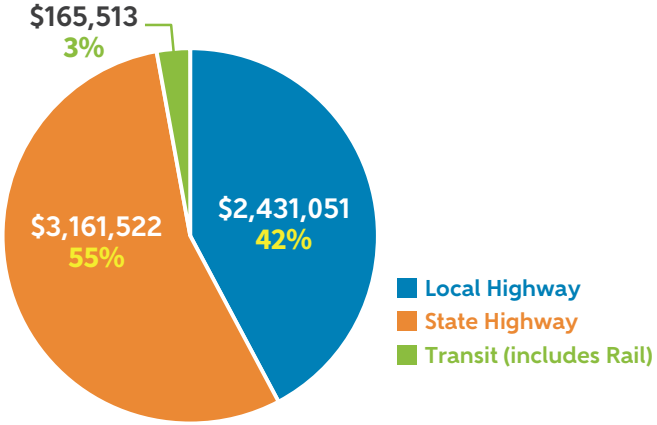
LOS ANGELES COUNTY: $10,947,547 (in $000's)



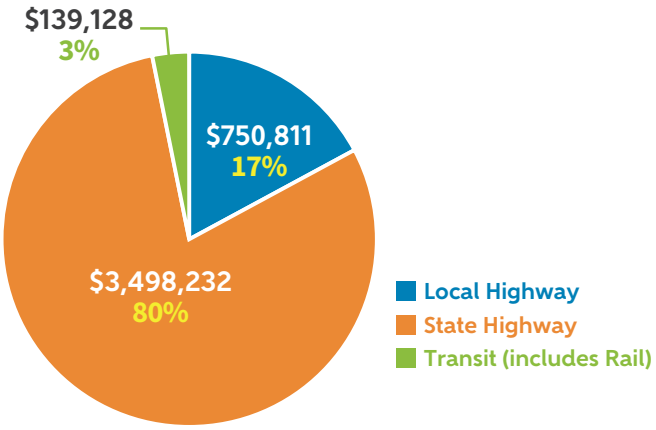
ORANGE COUNTY: $5,648,763 (in $000's)



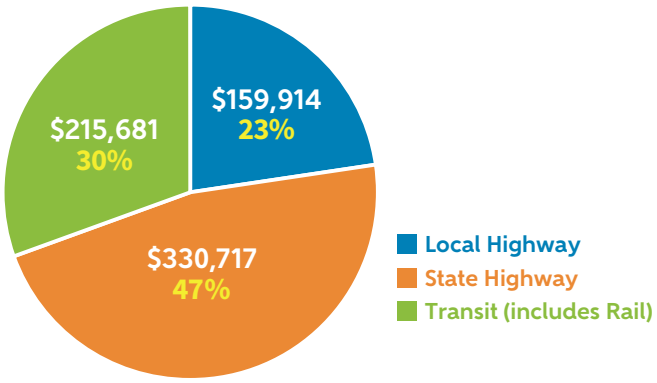
RIVERSIDE COUNTY: $5,758,086 (in $000's)



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



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



ENVIRONMENTAL JUSTICE

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

A key component of the 2016 RTP/SCS development process was to further implement SCAG's Public Participation Plan, which involved outreach to achieve meaningful public engagement with minority and low–income populations, and included seeking input from our environmental justice stakeholders. As part of the environmental justice analysis for the 2016 RTP/SCS, SCAG identified several performance measures to analyze existing social and environmental equity in the region and to address the impacts of the 2016 RTP/SCS on various environmental justice population groups. These performance measures included impacts related to tax burdens, share of transportation system usage, jobs–housing imbalance or mismatch, potential gentrification and displacement, air quality, health, noise and rail related impacts. For additional information regarding these and other environment justice performance measures and the detailed environmental justice analysis, please see
http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_EnvironmentalJustice.pdf

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

INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

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

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

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

ECONOMIC IMPACTS OF 2017 FTIP PROGRAM EXPENDITURES

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

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

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

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

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

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

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

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

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

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

PROGRAM PERFORMANCE OF 2017 FTIP

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

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

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

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

PROGRAMMING INVESTMENTS

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

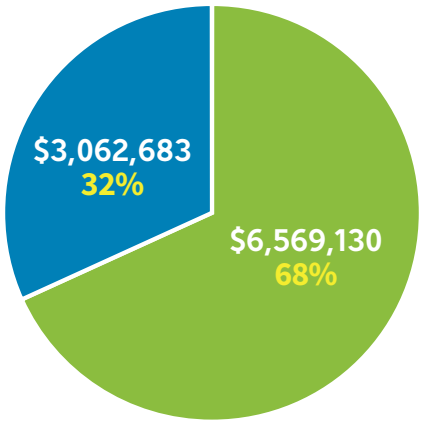
FIGURE 4 2017 FTIP AMOUNT PROGRAMMED (in Millions)

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

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

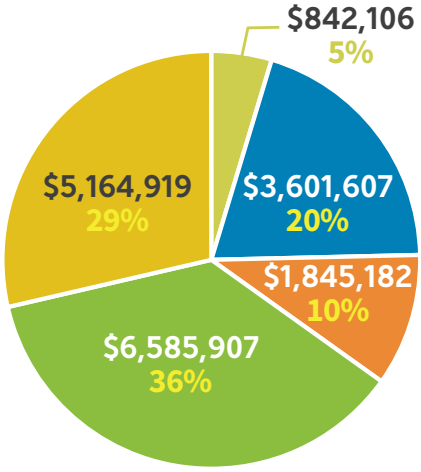
2017 FTIP INVESTMENT CATEGORIES

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



- Transit Operations and Maintenance
- Transit Improvement

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



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

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

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

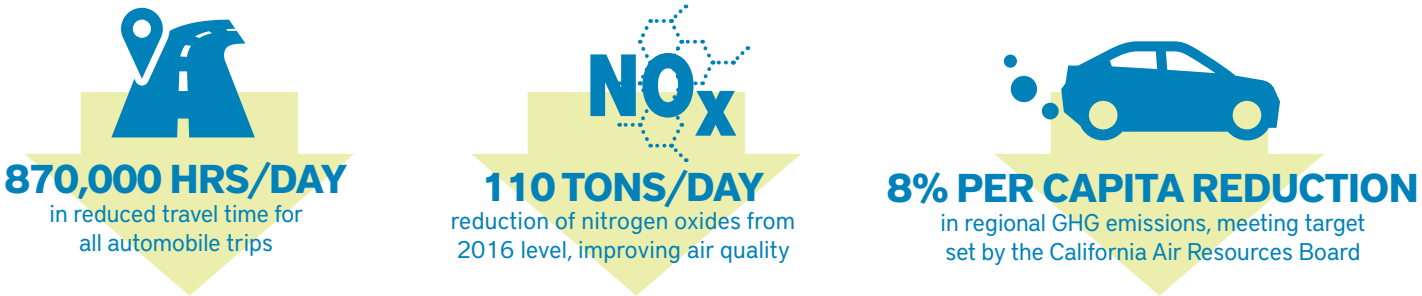
FIGURE 5 ACTIVE TRANSPORTATION INVESTMENT (in Millions)

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

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

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

IN 2020, THE 2017 FTIP WILL HELP ACHIEVE



TRANSPORTATION CONFORMITY

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

CONFORMITY DETERMINATIONS FOR THE DRAFT 2017 FTIP

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

CONSISTENCY WITH 2016 RTP/SCS TEST

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

REGIONAL EMISSIONS TESTS

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

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

FINDING: The 2017 FTIP regional emissions analysis for PM2.5 and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the South Coast Air Basin (SCAB).

FINDING: The 2017 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseño Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

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

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

FINDING: The 2017 FTIP regional emissions for PM10 and its precursors meet all applicable emission budget tests for all milestone, attainment and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).

FINDING: The 2017 FTIP regional emissions for PM10 meet the interim emission test (build/no–build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).

FINDING: The 2017 FTIP regional emissions analysis for PM2.5 and its precursors (2006 and 2012 NAAQS) meet the interim emission test (build/no–build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

TIMELY IMPLEMENTATION OF TCM TEST

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

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

INTER–AGENCY CONSULTATION AND PUBLIC INVOLVEMENT TEST

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

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

FINANCIAL CONSTRAINT TEST

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

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PROPOSED FINAL

2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

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SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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

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

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				I'd like to thank Maria Lopez and her FTIP staff at the Southern California Association of Governments on their excellent work putting together the 2017 FTIP. We realize it's a very difficult and intensive process and we'd like to especially thank Pablo Gutierrez for his dedication, patience, and guidance. OCTA appreciates SCAG's efforts and looks forward to continuing our partnership regarding the FTIP.		
FTIP 17-8	July 21, 2016	Peter DeHaan	Ventura County Transportation Commission	Mr. DeHaan expressed appreciation for the collaborative work by SCAG's staff on the 2017 FTIP. Additionally, as Ventura County does not have a local sales tax measure for transportation, the 2017 FTIP is of critical importance to Ventura County as it provides access to state and federal funding.	Comment Noted	July 21, 2016 (Public Hearing)
FTIP 17-9	July 21, 2016	Andrea Zureick	San Bernardino Associated Governments	Ms. Andrea Zureick endorsed the comments of previous speakers regarding the importance of the 2017 FTIP and appreciation for SCAG's staff's effort on the document which contains 2,000 projects.	Comment Noted	July 21, 2016 (Public Hearing)
FTIP 17-10	July 28, 2016	Abhijit J. Bagde, P.E. Senior Transportation Engineer Division of Transportation Programming	Caltrans	Hello Maria, Thank you very much for providing us an opportunity to review SCAG's Draft 2017 FTIP. My compliments to you and your staff for preparing an excellent document. Please include response to the comments below when submitting final 2017 FTIP to Caltrans. Let me know of any questions. Thank you. **General comments:** 1. Expedited Project Selection Procedures (EPSP), Technical Appendix, Volume II of III, Section iv, Attachment E:	Technical Appendix Volume II of III, Section IV Attachment E has been updated per suggested language.	July 28, 2016

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				Below are suggested edits: · Move Highway Maintenance (HM) Program from Caltrans Local Assistance managed programs, and combine it with SHOPP in the paragraph above. **Financial Summary:** 1. STIP: 2016 STIP (IIP and RIP) financial information for the SCAG region is shown below. Please process an amendment to align the 2017 FTIP with the CTC adopted 2016 STIP. The FTIP amendment must be submitted to Caltrans by **September 30, 2016.** Also include any revenue/programming from the 2014 STIP (for the projects that received CTC allocation or time extension) under "STIP Prior" in the financial summary. **2016/17 2017/18 2018/19 201** **13,031k 168,763k 156,997k 152** 2. SHOPP: Please process an amendment to align the 2017 FTIP with the 2016 SHOPP. The FTIP amendment must be submitted to Caltrans by **September 30, 2016.** 3. Highway Maintenance (HM) Program: Include funding information for FY 2016/17 per link below through the first amendment to the 2017 FTIP. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/hwy_mtc/hwy_mtc_program.htm 4. Highway Bridge Program (HBP):	2016 STIP funding will be updated in Amendment #17-01. 2016 SHOPP funding will be updated in Amendment #17-01. Highway Maintenance (HM) Program will be updated in Amendment #17-01. Highway Bridge Program (HBP) will be updated in Amendment #17-01.	

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

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

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				below. Please update programming through Amendment No. 1. http://dot.ca.gov/hq/LocalPrograms/hbrr99/2016/March/Lump_Sum_Program_Lists/2016_03_29_Dist12_OrangeCountyTransporLumpSumItem.pdf 12. SBDLS08: HBP funding programmed in FYs 2016/17, 2017/18 and 2019/20 is not consistent with the approved funding posted at the link below. Please update programming through Amendment No. 1. http://dot.ca.gov/hq/LocalPrograms/hbrr99/2016/March/Lump_Sum_Program_Lists/2016_03_29_Dist08_SanBernardinoAssociaLumpSumItem.pdf 13. VENLS07: HBP funding programmed is not consistent with the approved funding posted at the link below. Please update programming through Amendment No. 1. http://dot.ca.gov/hq/LocalPrograms/hbrr99/2016/March/Lump_Sum_Program_Lists/2016_03_29_Dist07_VenturaCountyTranspoLumpSumItem.pdf 14. LA0F075: Update STIP funding per 2016 STIP shown below. 15. LA0D198: Change fund type from Surface Trans Prog – RIP" to "RIP – STIP AC".	Project will be updated in Amendment #17-01. Project will be updated in Amendment #17-01. Project will be updated in Amendment #17-01. Project will be updated in Amendment #17-01. Project will be updated in Amendment #17-01.	

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

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

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				Finally it should also be noted that in my opinion reckless inaction with safety issues by Metrolink on this particular rail segment needs to be addressed and in an expedited manner. I would have Metrolink expedite and fund a complete EIS from the baseline that existed before they arrived, implement the extremely safe "quiet zones" to address safety and noise issues as well as any additional EIS issues, before any non-safety spending is done here. This very segment has had Metrolink collisions with a bus, a truck and pedestrian fatalities, including one just this week, on 8/3/2016. Turning a blind eye to safety, health, and quality-of-life issues for corridor residents who were here before Metrolink is inexcusable and safety measures should no longer be delayed or tied to other projects or new possible revenues. Pete Sluis San Dimas CA	*Metrolink system, with approximately 11,000 boardings per weekday. SCRRA's agreement for the BNSF locomotive will end as early as November 2016 and the locomotives are currently being phased out which should help to significantly reduce noise impacts along the corridor.* *We are confident we can work together to address these concerns so that this project may move forward to benefit the many stakeholders in the region.* *We look forward to our continued conversation."*	
FTIP 17-12	August 8, 2016	Ben Cacatian, Air Quality Specialist Planning, Rules & Incentives Division	Ventura County Air Pollution Control District	Hello, Pablo. I am submitting the following comments for the Draft 2017 FTIP: 1) II-26 Latest ARB Motor Vehicle Emission Budgets using EMFAC2014 v1.0.7 are: Yr2018 ROG=6/tpd & NOx=8/tpd and Yr2020 ROG=5/tpd & NOx=7/tpd. No Motor Vehicle Emission Budgets are available for 2030 and 2040. 2) III-6 Applicable TCM projects Landuse Strategies and Transit Strategies are two separate and distinct TCM categories. This is shown separately in both the 1995 and 2007 VC AQMPs. 3) The 2016 RTP/SCS Table 81.1 showed the VEN110308 Thousand Oaks project as ongoing. It is not shown in section III of the 2017 FTIP. 4) The 2016 RTP/SCS Table 81.2 shows completed TCMs in the timely implementation report.	1) The latest budgets have not been approved by U.S. EPA. 2) The TCM categories have been revised to be consistent with those in 2007 VC AQMP. 3) VEN110308 was complete as noted in Final 2016 RTP/SCS Transportation Conformity Analysis Appendix Table 57. 4) Completed projects in previous FTIPs are not carried over to the current FTIP. The completed TCMs in the 2016 RTP/SCS are also the	August 8, 2016

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

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

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

SOUTHERN CALIFORNIA
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Barbara Messina, Alhambra

RESOLUTION NO. 16-582-2

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

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(d) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and the Federal Transportation Improvement Program (FTIP) pursuant to 23 U.S.C. §134 et seq., 49 U.S.C. §5303et seq., and 23 C.F.R. §450.312; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1. The Regional Council approves and adopts the 2017 FTIP for all six (6) counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) in the SCAG region for the purpose of complying with federal and state metropolitan transportation planning requirements. In adopting the 2017 FTIP, the Regional Council finds as follows:

   a. The 2017 FTIP complies with all applicable federal and state requirements;

   b. The 2017 FTIP implements and is consistent with SCAG's 2016-2039 RTP/SCS;

   c. The 2017 FTIP is consistent and in conformance with the portions of the applicable SIPs relevant to all air basis as required by 42 U.S.C. §7506(c)(1) and accompanying Federal regulations at 40 C.F.R. Parts 51 and 93; and

   d. The 2017 FTIP passes all required conformity tests with respect to financial constraint, timely implementation of transportation control measures, the regional emission analysis and the inter-agency consultation/public review process.

2. In approving the 2017 FTIP, the Regional Council, approves the staff findings and incorporates all of the foregoing recitals in this Resolution.

3. SCAG's Executive Director or his designee shall transmit the 2017 FTIP to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 C.F.R. Parts 51 and 93.

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

_____
Michele Martinez
President, SCAG
Councilmember, City of Santa Ana

Attested by:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joann Africa
Chief Counsel

ATTACHMENT 4

2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

Presented to the Transportation Committee

September 1, 2016
Naresh Amatya
Acting Director, Transportation Planning

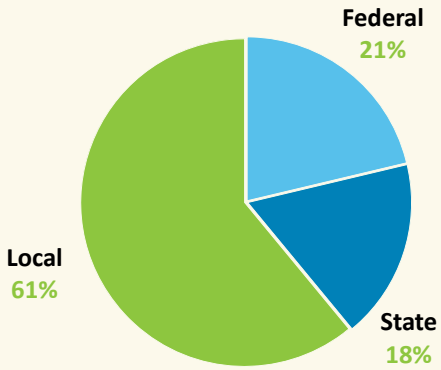
The Federal Transportation Improvement Program (FTIP)

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

The Federal Transportation Improvement Program (FTIP)

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

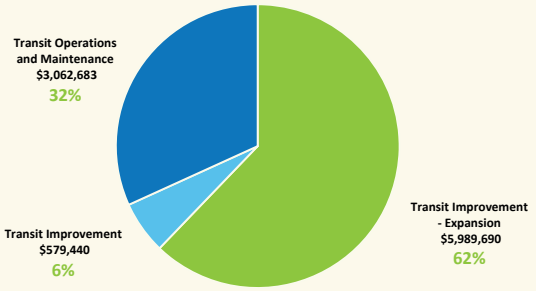
Summary of 2017 FTIP by Funding Source (000's)



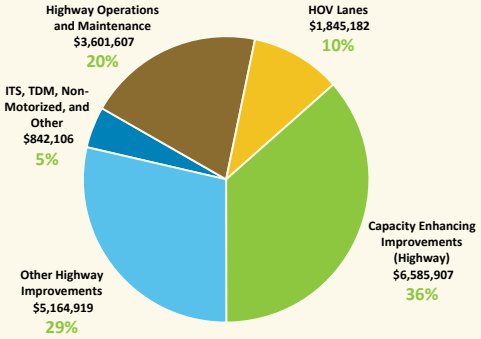
	Federal	State	Local	Total
2016/17	$1,843,969	$2,015,459	$ 4,008,601	$ 7,868,029
2017/18	$1,297,261	$1,353,451	$ 4,071,787	$ 6,722,499
2018/19	$1,235,286	$ 264,781	$ 4,561,018	$ 6,061,085
2019/20	$ 698,264	$ 230,705	$ 2,061,341	$ 2,990,310
2020/21	$ 463,884	$1,018,528	$ 1,386,000	$ 2,868,412
2021/22	$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

2017 FTIP Investment Categories

TRANSIT INVESTMENTS



HIGHWAY INVESTMENTS



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

Conformity Tests for the 2017 FTIP

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

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

2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

Comments received on the Draft 2017 FTIP

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

Comments received on the Draft 2017 FTIP (continued)

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

Next Steps

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

2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

Thank you

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REPORT

AGENDA ITEM NO. 7

DATE: September 1, 2016

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

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

SUBJECT: Criteria for Sustainability Program Call For Proposals

EXECUTIVE DIRECTOR'S APPROVAL:

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

RECOMMENDED ACTION FOR CEHD:
Recommend Regional Council approval of Call for Proposals guidelines and scoring criteria.

EXECUTIVE SUMMARY:
Staff has developed a consolidated Sustainability Planning Grants Program (SPG) Call for Proposals. This effort is designed to support and implement the policies and initiatives of the 2016 RTP/SCS and continues the themes of the previous Call. There is a funding commitment of $3.5 million including $1.0 million from SCAG in FY '16-17, which will be presented as part of Budget Amendment 1 scheduled for RC consideration at its September 29, 2016 meeting. The SPG is designed to be a multi-year funding program to be supported through federal, state and local resources. Any additional SCAG resources will be requested as part of the budget development process in future fiscal years.

The 2016 SPG Call for Proposals updates the program application and guidelines to promote implementation of the goals, objectives and strategies of the recently adopted 2016 RTP/SCS, and incorporates the planning components of SCAG's 2017 Regional Active Transportation Program (ATP). In addition, the Call for Proposals will support the development of concepts that contribute to a shared regional vision and support planning work that will help local agencies compete for federal and statewide competitive grant programs offered through the statewide Cap & Trade program, ATP and other programs.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:
Since 2004, the SPG (formerly Compass Blueprint) has been a successful component of SCAG's efforts to assist local jurisdictions and implement RTP/SCS policies. To date, 203 Sustainability Planning Grant-funded local planning projects have been completed or are currently in progress, providing a total funding of $22M. Each of these innovative projects provides an example of integrated transportation and land use planning, tailored to local needs and aligned with regional priorities that other cities and counties can emulate.

Consolidated Sustainability Planning Grant Call for Proposals

A consolidated Sustainability Program "call-for proposals" has been developed by SCAG staff to help support innovative approaches to addressing and solving regional issues. The "call-for-proposals" will be released in September 2016, with work on approved planning activities to begin in Fiscal Year 2016-2017. The SPG guidelines are being presented simultaneously to the three Policy Committees due to TC's ongoing overview of Active Transportation (AT) projects. The CEHD will continue on-going oversight of Integrated Land Use (ILU) projects, and the EEC will continue to review projects under the Green Region Initiative (GRI). The Policy Committees' recommended action regarding the SPG's program guidelines will be presented to the Regional Council on September 29, 2016. Pending review and approval by the Policy Committees and the Regional Council, project proposals will be evaluated and selected based on the scoring criteria included in the attached Program Guidelines.

On June 2, 2016, the RC adopted the 2017 ATP Regional Guidelines, which includes the policy, standards, criteria, and procedures for the development, adoption and management of SCAG's 2017 ATP Regional Program. In July 2016, staff advised the Regional Council and Policy Committees about the opportunity for coordinating SCAG's 2017 ATP Regional Program with the SPG. Accordingly, the AT component of the consolidated SPG will support Active Transportation Planning and Capacity Building proposals to supplement the application process that is administered by the California Transportation Commission (CTC). SCAG will establish fund assignments at the time of award based on eligibility requirements of each funding source.

Program Goals

The SPG Call for Proposals seeks to support the following goals:

- Provide needed planning resources to local jurisdictions for sustainability planning efforts
- Develop local plans that support the implementation of the 2016 RTP/SCS
- Increase the region's competitiveness for federal and state funds, including the California Active Transportation Program and Greenhouse Gas Reduction Funds.

In addition, each category has additional goals for eligible project types:

Active Transportation Goals	Integrated Land Use & Green Region Goals
• Increase the proportion of trips accomplished by biking and walking • Increase safety and mobility of non-motorized users • Continue to foster jurisdictional support and promote implementation of the goals, objectives and strategies of 2016 RTP/SCS. • Seed active transportation concepts and produce plans that provide a preliminary step for future ATP applicants. • Integrate multiple funding streams to increase the overall budget for active transportation planning and capacity building projects.	• Identify regional strategic areas for infill and investment • Focus new growth around transit • Plan for growth around Livable Corridors • Support local sustainability planning and climate action planning • Continue to foster jurisdictional support and promote implementation of the goals, objectives and strategies of 2016 RTP/SCS. • Encourage integrated concepts and produce plans that promote implementation, are eligible for sustainability-oriented funding, and help achieve a regional shared vision.

AT grants are proposed to fund planning and non-infrastructure projects or programs that promote safety and encourage people to walk and bike more. ILU grants would continue to focus on sustainable land use and transportation planning. GRI component would provide grants to assist local jurisdictions in funding sustainability plans or studies, such as climate action plans and water, energy, resiliency or open space studies. The new consolidated Call-for-Proposals would solicit project proposals for all three program areas.

Next Steps

The tentative schedule for developing the application and issuing the Call for Proposals is outlined below. Greater details on eligibility, selection criteria and the evaluation process can be found in the attached Consolidated SPG Guidelines.

- July-August 2016: Call for Proposals Development and Stakeholder Engagement
- September 29, 2016: Regional Council Review and Approval of Consolidated SPG Call for Proposals.
- November 18, 2016: Applications Due
- November 18, 2016: December 2016 Proposal Review and Scoring
- December 2016: Staff recommended Proposal Scores
- December 2016-January 2017: County Transportation Commission Approvals (Active Transportation Program funded projects only)
- February 2, 2017 Regional Council Approval of 2017 SPG proposal rankings
- February 6, 2017 Submit Regional Program to CTC (Active Transportation Project funded projects only)
- March 2017 CTC adopts Regional Program (Active Transportation Program funded projects only)

FISCAL IMPACT:
Staff's work budget for the current fiscal year is included in FY 2016-17 OWP 065.00137.01 and OWP 150.04094.01.

ATTACHMENTS:
1. Consolidated Sustainability Planning Grant Call for Proposals Guidelines
2. PowerPoint Presentation: "Consolidated Sustainability Planning Grant Call for Proposals Guidelines"

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Southern California Association of Governments

2016 Sustainability Planning Grants Call for Proposals

Overview

The Southern California Association of Governments (SCAG) announces the Call for Proposals for the 2016 Sustainability Planning Grants Program (SPG). Since 2005, SCAG's Sustainability Planning Grant Program has provided resources and direct technical assistance to member jurisdictions to complete important local planning efforts and enable implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

The SPG allows SCAG to strengthen partnerships with local agencies who are responsible for land use and transportation decisions. Projects selected will allow local agencies to facilitate coordination and integration of transportation planning with land use, open space, job-housing balance, environmental constraints, and growth management. The SPG also serves as the primary funding vehicle where SCAG partners with local agencies to implement the goals, objectives and strategies of the recently adopted 2016 RTP/SCS. Applicants are encouraged to review strategies promoted in the 2016 RTP/SCS to align project proposals with regional planning priorities and concepts. The most competitive proposals will advance multiple planning goals, utilize new or innovative planning practices, and result in planning products or programs that are clearly tied to implementation. Conducting collaborative public participation efforts to further extend planning to communities previously not engaged in land use and transportation discussions is highly encouraged.

The 2016 SPG will incorporate five percent (5%) of SCAG's portion of the regional funding from Cycle 3 of the Active Transportation Program to support planning and non-infrastructure active transportation projects, fulfilling SCAG's responsibilities to conduct a competitive process for the regional portion of the program. Hosting a combined call for proposals to award funds through multiple funding streams is intended to simplify the application process and achieve efficiencies in program administration.

Goals

The SPG Call for Proposals seeks to support the goals below. In addition, each category has additional goals for the eligible project proposal types.

- Provide needed planning resources to local jurisdictions for sustainability planning efforts
- Develop local plans that support the implementation of the 2016 RTP/SCS
- Increase the region's competitiveness for federal and state funds, including but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

Categories

The 2016 SPG is comprised of 3 main project proposal categories that meet the goals of the overall program. Each category is detailed further in the category guidelines.

- Active Transportation (AT) – Examples includes bicycle, pedestrian and safe routes to school plans and programs

- Integrated Land Use (ILU) – Examples include sustainable land use planning, Transit Oriented Development (TOD) and land use & transportation integration
- Green Region Initiatives (GRI) – Examples include natural resource plans, climate action plans (CAPs), green street plans, and greenhouse gas (GHG) reduction programs

Applicants may apply in more than one category and may submit multiple proposals within a single category. SCAG staff is available to support applicants in determining the most appropriate category for their project(s).

Scoring Criteria

The scoring criteria across all three project proposal types funded through the SPG will be the same. For each category, the application includes 3 main topic areas – 1) Project Need, 2) Goals, Objectives and Outcomes, and 3) Partnerships and Leveraging. Application questions vary by category within each topic area depending on the types of projects eligible. The potential points to be awarded for responses to each question are noted in each application.

Scoring Criteria		
Topic 1	Project Need	50 Points
Topic 2	Goals, Objectives and Outcomes	35 Points
Topic 3	Partnerships and Leveraging	15 Points

Funding Sources

Funding for the 2016 SPG will be provided through a combination of federal, state and local sources. SCAG will allocate funding for project proposals based on the eligibility of each funding source and the applicant's readiness. Grants will be managed by SCAG and implemented through its consultants, unless otherwise negotiated with the project sponsor.

Timely Use of Funds/Time Extensions

All project sponsors must be prepared to initiate their projects in Spring 2017. All work must be completed within 12 to 36 months of project initiation. A more exact period of performance will be determined at the time of project initiation based on project complexity and funding source. Time extensions will be considered on a case-by-case basis. Extensions and scope changes must be in letter format. All requests must include an explanation of the issues and actions the agency has taken to correct the issues. All extensions will be contingent on funding availability and the program requirements of the funding source assigned to the project when awarded. SCAG intends all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

Schedule

The following schedule outlines important dates

Schedule	
SCAG SPG Call for Proposals Opens	9/29/16

Application Workshop	Week of 10/17/16
SCAG SPG Call for Project Application Deadline	11/18/16
Staff Recommended Draft SPG project list	12/21/16
SCAG Regional Council Approval of 2017 SPG Proposal Rankings	2/2/17

Contact Information

Questions regarding the SPG application or application process should be directed to:

Green Region and Integrated Land Use	Active Transportation
Marco Anderson Senior Regional Planner Telephone: 213-236-1879 Email: anderson@scag.ca.gov	Stephen Patchan Senior Regional Planner Telephone: 213.236.1923 Email: patchan@scag.ca.gov

Submittal Information

Applications are due November 18, 2016 by 5:00 pm using the instructions provided in the Application. Questions regarding submitting applications for each category should be emailed to contact person listed above. Applications should include all supporting documents in a single PDF file. Files should be labeled in the following format: AgencyName_ApplicationCategory_ProjectName. For example: SCAG_AT_GoHuman *or* SCAG_GRI_ClimateActionPlan.

Active Transportation

Overview

The Sustainability Planning Grants Program Active Transportation Category (SPG-AT) will fund planning and non-infrastructure projects or programs that promote safety and encourage people to walk and bicycle. These projects will be designed to enhance local interest and/or capacity to build safe, efficient active transportation networks.

Goals and Purpose

The SPG-AT Call for Proposals seeks to implement SCAG's 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and fulfill SCAG's responsibilities to implement the planning element of the Regional Program of the California Active Transportation Program (ATP). The 2016 RTP/SCS was adopted on April 7, 2016 and is a long range vision for transportation and land use planning for the region. The 2016 RTP/SCS outlines recommended strategies for increasing rates of active transportation in the Active Transportation Appendix.

The goals of the SPG-AT program are to:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility of non-motorized users
- Continue to foster jurisdictional support and promote implementation of the goals, objectives and strategies of 2016 RTP/SCS.
- Seed active transportation concepts and produce plans that provide a preliminary step for future ATP applicants.
- Integrate multiple funding streams to increase the overall budget for active transportation planning and capacity building projects.

Funding Sources

Funding for the SPG-AT will be provided from a combination of federal, state and local funding sources. SCAG in collaboration with the county transportation commissions will establish fund assignments at the time of award based on eligibility requirements of each funding source.

Approximately $2.5 million of the program will be funded using no more the five percent (5%) of SCAG's allocation from of the 2017 Active Transportation Program. The policies and procedures for awarding these funds are consistent with the direction established by the California Transportation Commission and can be found in SCAG's 2017 Regional Active Transportation Guidelines. The balance of the program funding will be comprised of federal, state and local funds.

Grants will be managed by SCAG and implemented through its consultants, unless otherwise negotiated with the project sponsor. As part of the grant management, SCAG will assume responsibility for procuring consultant support, and provide all necessary reporting and documentation required to funding partners. The Sponsoring Agency will assign a project manager and assume responsibility for the timely use of funds.

Regional Equity

The majority of funds to be programmed through the SPG-AT are constrained based on county and geographic equity requirements established by the funding guidelines for each of the respective funding sources. To ensure compliance with funding guidelines, minimum funding targets will be established for each county and project proposals will be evaluated against other proposals received in their respective county. Capacity Building Mini-Grants are not subject to geographic equity requirements and will be competitively awarded by SCAG based on scoring criteria.

Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SPG-AT funds:

- Local or Regional Agency - Examples include cities, counties, Regional Transportation Planning Agency and County Public Health Departments.
- Transit Agencies - Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Public schools or School districts
- Tribal Governments - Federally-recognized Native American Tribes.

Eligible Project Types/Maximum Awards

The SPG-AT will fund three types of projects 1) Community or Area -Wide Active Transportation Plans (including First-Last Mile Plans) 2) Non-Infrastructure Projects, and 3) Capacity Building Mini-Grants. Projects should advance one or more program goals by enhancing community support for active transportation, increasing local capacity to implement active transportation infrastructure improvements and/or improving a local agency's competitiveness for future state and federal funding opportunities.

Community or Area-Wide Active Transportation Plans (maximum award: $200,000)

Planning proposals must meet the requirements of the Active Transportation Program, as described in the 2017 Statewide ATP Guidelines, with one exception: SCAG will allow for plan proposals to be completed in communities or areas that are not considered disadvantaged. A list of the components that must be included in an active transportation plan can be found in Section 13, subsection E of the 2017 ATP Guidelines. Examples of eligible plans include but are not limited to:

- Community-wide Active Transportation Master Plan
- Community-wide Bicycle or Pedestrian Master Plan
- Safe Routes to School Master Plan
- First-Last Mile Plans (active transportation improvements only)
- Neighborhood Mobility Area (NMA) Plan (active transportation only). See RTP/SCS for description of NMAs

Non-Infrastructure Projects (maximum award: $200,000)

Non-infrastructure proposals must meet the requirements of the Active Transportation Program as described the 2017 Statewide ATP Guidelines. SCAG will allow for non-infrastructure proposals to be completed in communities or areas that are not considered disadvantaged. Non-infrastructure projects

with permanent infrastructure components are not eligible. Project sponsors are encouraged to apply for activities that extend the reach and impact of the region's successful *Go Human* Campaign, including through implementation of *Go Human* demonstration projects in new communities, expansion of the advertising campaign and collateral, and/or use of the *Go Human* branding in other activities. Examples of eligible projects include but are not limited to:

- Open Streets Event or demonstration projects (pop-ups) directly linked to the promotion of a new infrastructure project or designed to promote walking and biking on a daily basis
- Conducting pedestrian and bicycle safety education programs, including community-wide advertising campaigns
- Development and implementation of bike-to-work or walk-to-work school day/month programs.
- Conducting bicycle and/or pedestrian counts, walkability and/or bicycle friendly assessments or audits, or pedestrian and/or bicycle safety analysis.Development and publishing of community walking and biking maps, including school route/travel plans
- Development and implementation of walking school bus or bike train programs

Capacity Building Mini-Grants (Maximum project award: $50,000)

Capacity Building Mini-Grants will be funded that position local agencies to compete for capital funding. There are no disadvantaged communities requirements for this category. In this category, applicants are encouraged to consider projects that advance multiple sustainability goals, like water and energy conservation and climate adaption, as a component of the active transportation project or program design. Examples of eligible projects include but are not limited to:

- Concept Plans
- Corridor Plans
- Design Charrettes
- Capacity Building/Educational Initiatives
- Supportive Active Transportation Policies (Complete Streets)

Match Requirements

Project sponsors are not required to provide match to receive funding through the SPG-AT. However, project proposals that include a hard match or leveraging through in-kind efforts will be prioritized in the scoring criteria.

Scoring Criteria

The scoring criteria across all three project types funded through the SPG-AT will be the same. For each category, the application includes 3 main focus areas. The potential points to be awarded for responses to each area are noted in the application. The question topics and their relationship to the scoring criteria are outlined below.

Scoring Criteria	
Topic 1: Project Need	50 Points
Mobility	15

Safety	20
Public Health	5
Disadvantaged Communities (Plans and NI)/ Community Need (Capacity Building Mini-Grants)	10
Topic 2: Goals, Objectives and Outcomes	35 Points
Mobility	20
Safety	5
Public Health	5
Public Participation	5
Topic 3: Partnerships and Leveraging	15 Points
Leveraging	5
Cost Effectiveness	5
Public Participation	5

Application Process

Eligible applicants are encouraged to apply to the SPG-AT by completing an application specific to one the three Project Types, above. Please contact SCAG staff if the project includes multiple components, or if for any other reason, support is needed in identifying the proper application to use for a project proposal. Application workshops will be scheduled in October 2016 to address any questions related to the application process. For more information and details on the workshop see –website. **Applicants must complete and submit their application by 5:00pm, November 18, 2016.**

Exceptions: Non-Infrastructure and planning projects that were submitted through the 2017 ATP statewide competition, but not selected for funding, will be considered for funding through the SPG-AT. Because the scoring criteria for the SPG-AT are identical to the 2017 ATP, project sponsors are not required, but may if they choose, submit a new application to SCAG through the SPG-AT. If the applicant chooses to complete a new application through the SPG-AT, the application must be received by the November 18 deadline. Otherwise, SCAG will use the scores provided by the California Transportation Commission's (CTC) ATP review process to rank and select statewide submitted projects alongside SPG-AT projects submitted through this call. The $200,000 cap will not be applied to projects that first submitted an application through the Statewide ATP Call for Proposals. However, project sponsors may wish to review and revise their funding request in consideration of the limited ATP funding ($2.5 million) to be awarded through the SPG and SCAG's regional equity goals.

Evaluation Process

For SPG-AT projects, six (6) evaluation teams, one (1) per county, will be established to review, score and rank applications submitted to the SPG-AT. Each team will be comprised of staff from the county transportation commissions and SCAG. Projects will compete and be ranked against other projects within their respective county, except as noted below. Final awards will be based on application score, regional equity targets and funding eligibility.

Exceptions: Capacity Building Mini-Grants will be awarded competitively across the region and will be scored by SCAG staff only to avoid a conflict of interest. In addition, if a county transportation

commission submits a proposal for any of the project types, the application will be reviewed and scored by SCAG staff only.

Schedule

Projects awarded ATP funding should be aware of additional program dates beyond those discussed in the SPG guidelines overview.

SPG-AT Schedule	
SCAG SPG-AT Call for Proposals Opens	9/29/16
Application Workshop	Week of 10/17/16
SCAG SPG-AT Call for Project Application Deadline*	11/18/16
Staff Recommended Draft SPG-AT project list	12/21/16
County Transportation Commission approvals (if required by assigned funding source)	12/21/16 - 1/27/17
SCAG Regional Council Approval of 2017 Regional ATP (including SPG-AT selected projects)	2/2/17
California Transportation Commission approval of 2017 Regional ATP (including SPG-AT selected projectsrce)	3/15/17

* Deadline applies to all applicants, including project sponsors who wish to submit a new proposal for a project that failed to receive funding through the Cycle 3 ATP. See Application Process above. .

Integrated Land Use & Green Region Initiatives

Overview

The 2017 Sustainability Planning Grants Program Integrated Land Use/Green Region Initiatives Categories (SPG-ILU/GRI) will fund planning, visioning, and capacity building projects or programs that promote sustainable development, transportation/land use integration, resource efficiency, climate action, and adaptation/resiliency studies.

Goals and Purpose

The ILU/GRI Call for Proposals seeks to implement SCAG's 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and fulfill SCAG's responsibilities to achieve the greenhouse gas (GHG) emissions reductions called for in Senate Bill 375 (SB375). The 2016 RTP/SCS was adopted on April 7, 2016 and is a long range vision for transportation and land use planning for the region. The 2016 RTP/SCS outlines recommended strategies for reducing GHG emissions through resource conservation, and integrated land use and transportation (see Chapter 5 in the 2016 RTP/SCS).

The goals of the SPG-ILU/GRI program are to:

- Identify regional strategic areas for infill and investment
- Focus new growth around transit
- Plan for growth around Livable Corridors
- Support local sustainability planning and climate action planning
- Continue to foster jurisdictional support and promote implementation of the goals, objectives and strategies of 2016 RTP/SCS.
- Encourage integrated concepts and produce plans that promote implementation, are eligible for sustainability-oriented funding, and help achieve a regional shared vision.

Funding Sources

Funding for the SPG-ILU/GRI will be provided from a combination of federal, state and SCAG funding sources. SCAG will establish fund assignments at the time of award based on eligibility requirements of each funding source.

Grants will be managed by SCAG and implemented through its consultants, unless otherwise negotiated with the project sponsor. As part of the grant management, SCAG will assume responsibility for procuring consultant support, and provide all necessary reporting and documentation required to funding partners. The Sponsoring Agency will assign a project manager and assume responsibility the timely use of funds.

Regional Equity

SCAG will take regional geographic equity into consideration when ranking SPG-ILU/GRI program applications.

Eligible Applicants

Only SCAG member jurisdictions are eligible to submit SPG-ILU/GRI applications. All projects must be within the SCAG region. Non-profit groups, community based organizations and non-member government agencies may request that a member agency sponsor their application. These applications must identify both a sponsoring agency project manager as well as a Managing Organization project manager.

Eligible Project Types/Maximum Awards

The SPG-ILU/GRI will fund three types of projects 1) Integrated Shared Vision Proposals 2) Single-Purpose Planning Proposals, and 3) Capacity Building Mini-Grants. Projects should advance one or more program goals by increasing local capacity to implement plans, enhancing community support for land use transportation integration or climate action planning, and/or improving a local agency's competitiveness for future state and federal funding opportunities.

Integrated Shared Vision Proposals (maximum award: $750,000)

These proposals must present significant multi-faceted planning and plan efforts focused on preparing projects for "shovel-ready" status. Projects should promote infill, Transit Oriented Development (TOD), complete communities or other forms of sustainable development. Projects should address climate change through GHG emission reduction, adaptation planning, and promote overall sustainability on various resource issues. Preparation of environmental clearance documentation is strictly prohibited. Planning elements should emphasize a comprehensive approach to connectivity and location strategy; community design and neighborhood form; and green buildings and infrastructure. Eligible plans should include, but are not limited to, three or more of the following elements:

- Land Use Strategies such as those included in the 2016 RTP/SCS
- Strategies to Encourage mixed-income diverse communities
- Transit and/or Active Transportation/Land Use Integration
- Entitlement Strategies
- Innovative Financing Strategies
- Resource Conservation Strategies & Green Design

Focused Planning Proposals (maximum award: $200,000)

These planning efforts are a continuation of previous calls for proposals. Proposals can include land use visioning efforts, plan preparation, climate action plans, or other innovative proposals. Multi-jurisdictional efforts are encouraged. As noted above, Preparation of environmental clearance documentation is strictly prohibited. Projects should be 12 months in duration. Proposals can either be stand-alone projects or supplement planning concepts with additional analysis or presentation materials. Examples of eligible projects include, but are not limited to:

Integrated Land Use	Green Region Initiative
o Transit-Oriented Development (TOD), and Livable Corridor Plans o General Plan Element updates, Specific	o Local or Subregional Climate Action Plans o Energy and/or Water Efficiency Plans o Open Space, Natural and Farm Lands

Plans and Development Code Assistance o Affordable Housing Development Feasibility Analyses o Mobility Innovations	Preservation o Climate Adaptation and Resiliency Plans o Ecodistrict Planning o Urban Greening

Capacity Building Mini-Grants (Maximum project award: $50,000)

Partnership building, community outreach, planning research or early visioning exercises will be funded that position local agencies to compete for additional funding. In this category, applicants are encouraged to consider projects that advance multiple sustainability goals, like water and energy conservation and climate adaptation, as a component of project design. Funding may be used to hire grant writers, and/or contract staff for a limited term. Examples of eligible projects include, but are not limited to:

- Concept Planning and Design Charrettes
- Neighborhood Vision Plans
- Economic Development Strategies
- Innovative Technology / Social Media Deployment
- Capacity Building/Educational Initiatives
- Grant Preparation and Project Pipeline Development

Match Requirements

Project sponsors are not required to provide match to receive funding through the SPG-ILU/GRI. However, project proposals that include a hard match or leveraging through in-kind efforts will be prioritized in the scoring criteria.

Scoring Criteria

The scoring criteria across all three project types funded through the SPG-ILU/GRI will be the same. For each category, the application includes 3 topic areas. The potential points to be awarded for responses to each question are noted in the application. To minimize redundancy and simplify the application, some questions may be used to assess more than one criteria. The questions and their relationship to the scoring criteria are outlined below.

Scoring Criteria	
Topic 1: Project Need	50 Points
Readiness	15
Sustainability	20
Resource Need	10
Disadvantaged Communities	5
Topic 2: Project Goals, Objectives and Outcomes	35 Points
Readiness	20
Sustainability	5
Resource Need	5
Public Participation	5

Topic 3: Partnerships and Leveraging	15 Points
Leveraging	5
Cost Effectiveness	5
Public Participation	5

Application Process

Eligible applicants are encouraged to apply to the SPG-ILU/GRI by completing an application specific to one of the three Project Types. Please contact SCAG staff if the project includes multiple components, or if support is needed in identifying the proper application to use for a project proposal. Application workshops will be scheduled in October 2016 to address any questions related to the application process. For more information and details on the workshop see –website. **Applicants must complete and submit their application by 5:00pm, November 18, 2016.**

Evaluation Process

Three (3) evaluation teams, one (1) for each project category, will be established to review, score and rank applications submitted to the SPG-ILU/GRI. Each team will be comprised of staff from partner agencies, and from SCAG. Projects will compete with and be ranked against other projects within their respective categories. Final awards will be based on application score, regional geographic equity and funding eligibility.

Schedule

Schedule	
SCAG SPG-ILU/GRI Call for Proposals Opens	9/29/16
Application Workshop	Week of 10/17/16
SCAG SPG-ILU/GRI Call for Project Application Deadline*	11/18/16
Staff Recommended Draft SPG-ILU/GRI project list	12/21/16
SCAG Regional Council Approval of 2017 SPG-ILU/GRI Proposal Rankings	2/02/17

Sustainability Planning Grant Program:

DRAFT *2016 Call for Proposals*

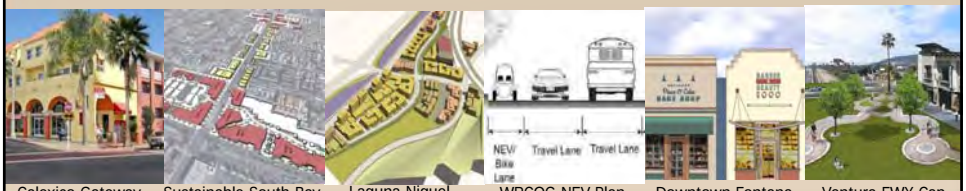
September 1, 2016

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS 50 YEARS

Background

- **202 Planning Grant Projects and $ 22 M since 2005**
- **2013 Call for Proposals resulted in 70 projects and $ 9 M**
- **Categories**
  - Active Transportation
  - Green Region
  - Integrated Land Use & Transportation

sustainability PROGRAM



Calexico Gateway | Sustainable South Bay | Laguna Niguel | WRCOG NEV Plan | Downtown Fontana | Ventura FWY Cap

2

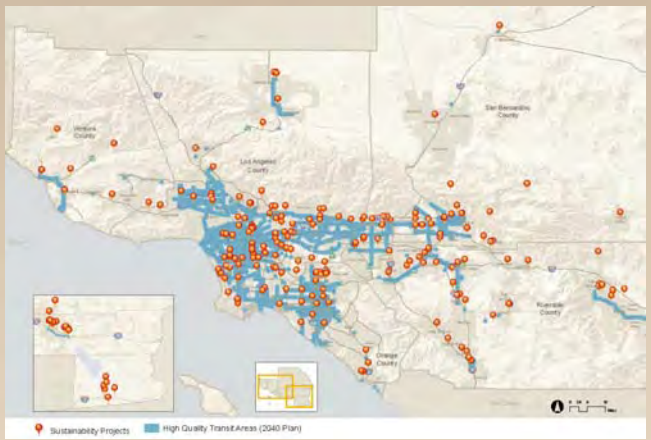
Goals/Objectives

- Provide needed planning resources to local jurisdictions for sustainability planning efforts
- Develop local plans that support the implementation of the 2016 RTP/SCS
- Increase the region's competitiveness for federal and state funds, including the California Active Transportation Program and Greenhouse Gas Reduction Funds.

3

2016-2040 RTP/SCS Strategies

- High Quality Transit Areas
- Transit Oriented Development
- Livable Corridors
- Complete Streets
- First/Last Mile
- Neighborhood Mobility Areas
- Resource Conservation



Regional Need

- 40% of city/county general plans more than 10 years old
- Only 20% of Transit Priority Areas covered by specific plans; 60% of those 10 years old
- Only 25% of cities have GHG inventories
- Only 20% of transit stations have 1st/Last mile plans
- 40%+ of cities/counties lack comprehensive active transportation plans

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Program Development

6

Planning Goals: Categories

Integrated Land-Use -or- Green Region	Active Transportation
• Identify regional strategic areas for infill & investment • Focus new growth around transit • Plan for growth around Livable Corridors • Support local sustainability planning and climate action planning • Continue jurisdictional support for 2016 RTP/SCS. • Encourage integrated concepts and produce plans that promote implementation	• Increase proportion of trips accomplished by walk/bike • Increase safety • Build capacity/seed projects to compete for fed/state funds

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Project Type

Project Type	Awards/ Project	Examples
Focused Program/Plan	<$200K	• Active Transportation Plan • Circulation Element • Specific Plan • Go Human Event
Capacity Building (mini-grants)	<$50K	• Design Charrette • Planning Exercise • Training • Grant writing assistance
Integrated Shared Vision	$200K-$1M	• 3 combined elements • Transit and/or Active Transportation/Land Use Integration • Innovative Financing Strategies • Energy/Water Conservation • Green Infrastructure Design

Scoring Criteria

Criterion	Points	Considerations
Project Need	50	• Does the proposal address a major gap in meeting program goals? • Would this project happen without the Sustainability Planning Grant?
Goals, Objectives & Outcomes	35	• Does the project address the need? • Will it lead to a tangible outcome?
Partnerships & Leveraging	15	• Is there community/political support to advance the plan and its implementation?

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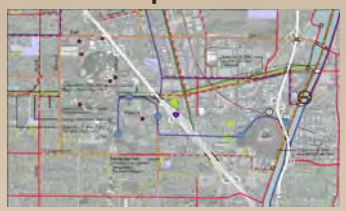
Example Projects: Active Transportation

Open Streets/Demo Projects

City of Westminster

Active Transportation Plan



City of Anaheim

Education/ Encouragement Campaign

GoHuman Campaign

Project Visioning/Charrette

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Example Projects: Integrated Land-Use

TOD / Land Use

City of South Gate

Livable Corridor Plans

San Gabriel Valley COG

Community Visioning

City of Alhambra

Zoning Code Assistance

City of Chino Hills

Capacity Building / Mini-Grant

South Bay Cities COG

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Example Projects: Green Region

Resource Conservation

City of San Bernardino

Energy Generation Study

City of Rancho Mirage

Climate Action Planning

Western Riverside COG

Green Infrastructure

City of Calimesa

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Integrated Shared Vision

Connectivity & Strategic Location

- Housing and jobs proximity
- Habitat restoration & long-term conservation
- Reduced automobile dependence

Community Design & Neighborhood Form

- Compact development & neighborhood centers
- Mixed-income diverse communities
- Transit facilities & walkable streets

Green Buildings & Infrastructure

- On-site renewable energy sources
- Building water and energy efficiency
- Certified green buildings

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Tentative Schedule

Call for Projects Opens *pending RC approval*	**September 29, 2016**
Call for Project Application Deadline	**November 18, 2016**
Proposal Evaluations	**November - December 2016**
Project List Finalized	**December 2016**
Program Update and Scoring Results	**January 2017**
Program Initiated	**Spring 2017**
Estimated Program Completion	**Summer 2019**

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REPORT

AGENDA ITEM NO. 8

DATE: September 1, 2016

TO: Transportation Committee (TC)

FROM: Naresh Amatya, Acting Director of Transportation, 213-236-1885, amatya@scag.ca.gov

SUBJECT: Anticipated Amendment No. 1 to the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
At its April 7, 2016 meeting, the Regional Council (RC) adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) as developed and recommended by the Transportation Committee (TC). In response to requests from several county transportation commissions (CTCs) to amend the 2016 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedules, staff anticipates beginning the process to amend the 2016 RTP/SCS in mid-September 2016. Based on the time needed to conduct the transportation conformity analysis, including the air quality conformity and fiscal constraint analysis, and public outreach as required by federal law, and depending on the scope and complexity of the amendment, staff anticipates that Amendment No. 1 would be presented to the RC for adoption no later than April 2017. This report outlines the process and key milestones associated with Amendment No. 1.

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:
At its April 7, 2016 meeting, the Regional Council (RC) adopted the 2016 RTP/SCS as developed and recommended by the Transportation Committee (TC). On June 1, 2016, the 2016 RTP/SCS was certified by the California Air Resources Board (CARB) for compliance with Senate Bill 375, and by the US Department of Transportation (Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)) for compliance with the Clean Air Act (transportation conformity). Since that time, staff has received requests from several county transportation commissions (CTCs) to amend the 2016 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule for a number of critical transportation projects that are ready to move forward towards the implementation phase.

In response to those requests, staff anticipates beginning the process to amend the 2016 RTP/SCS in mid-September 2016. Below is an outline of key milestones and corresponding activities associated with Amendment No. 1 so as to meet all federal requirements, as well as an anticipated schedule that is subject to change based on various factors, including the quantity and types of project amendment requests received, as well as any other unforeseen complications that may arise during the amendment development process.

- September 2016: CTCs submit RTP/SCS project amendment requests and staff begins the technical work to prepare the draft Amendment No. 1 document.
- January/February 2017: The TC considers releasing the draft RTP/SCS Amendment No. 1 for public review and comment.
- March/April 2017: The TC considers recommending that the RC approve the 2016 RTP/SCS Amendment No. 1. The RC considers approving Amendment No. 1 and directing staff to submit the document to the federal reviewing agencies for conformity determination.

An addendum to the Program Environmental Impact Report (PEIR) associated with the 2016 RTP/SCS will be prepared in compliance with the requirements of the California Environmental Quality Act (CEQA).

After approval by the federal agencies, the 2016 RTP/SCS Amendment No. 1 would allow the projects to receive the necessary federal approvals and move forward towards implementation in a timely manner.

FISCAL IMPACT:
Funding for Amendment No. 1 is provided in the FY16-17 Overall Work Program under WBS No. 17-010.00170.01

ATTACHMENT:
None

REPORT

AGENDA ITEM NO. 9

DATE: September 1, 2016

TO: Transportation Committee (TC)

FROM: Akiko Yamagami, Senior Transportation Planner, (213) 236-1987, yamagami@scag.ca.gov

SUBJECT: Industrial Warehousing in the SCAG Region Study Update

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
SCAG staff will present findings from the recently completed Industrial Warehousing in the SCAG Region Study. This is an update of SCAG's Regional Warehousing Needs Assessment Study (2009) and includes a refresh of the underlying data and development of a future warehousing demand forecasting tool to test various policy scenarios that might influence the development patterns for logistics facilities in the region.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaboration and cooperative environment to produce forward thinking regional plans, and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective a: Develop and maintain planning models that support regional planning.

BACKGROUND:
In April 2014, SCAG's Goods Movement Department initiated the Industrial Warehousing in the SCAG Region Study. The goals of the study were to better understand global supply chain trends that impact development patterns of warehouses and distribution facilities across the region; update the regional inventory of such facilities that were used in SCAG's Regional Warehousing Needs Assessment (2009); and develop a policy evaluation tool that would assist SCAG and regional policy makers to examine outcomes of various scenarios that influence supply and demand of warehousing and distribution spaces, and associated potential impacts including development patterns and traffic volumes.

Using commercial real estate data from CoStar Realty Inc., the study found that, in 2014, the region had almost 1.2 billion square feet of building area across six (6) billion square feet of land area that were designated for warehouses and distribution use. SCAG's compilation of General Plan Land Use data was then used to estimate the amount of developable land for future warehouses and distribution use. Based on existing land use designations, this analysis demonstrated that the region has approximately 338 million square feet of warehouse building area available within 790 million square feet of land that is assumed developable for warehousing and distribution purposes.

To understand the impacts of global supply chain trends and local land use policy changes on the supply and demand of warehouse and distribution facilities in the region, a policy evaluation tool was developed to test nine (9) macro level scenarios. The scenarios are: 1) baseline scenario; 2) baseline scenario with operational efficiency gains within the warehouses and distribution facilities that are realized through increased use of information technology; 3) replacement of obsolescent warehouses with higher efficiency warehouses; 4) increased share of mega regional distribution centers; 5) increased share of cross-dock transload facilities; 6) increased share of e-commerce fulfillment centers; 7) lower border trade volume through Imperial County; 8) higher border trade volume through Imperial County; and 9) increase in overall developable land for warehouses and distribution centers in the region.

The preliminary results from the policy evaluation tool indicate that the region may potentially have enough supply of warehousing and distribution facility space until the year 2040 under scenario 3, 4 and 6. However, the region's ability to accommodate warehousing space demand beyond the year 2040 is questionable. Additionally, under the other scenarios, the region would experience a supply shortage before the year 2040. The preliminary findings indicate the critical role advanced technology plays in increasing operational capacity, thereby highlighting the need for upgrading the region's existing system to continue to accommodate logistics activities and associated demand for space.

SCAG staff will present findings on overall development patterns that have been observed in the region, a brief description of the structure of the scenario testing model, and preliminary policy discussion points based on the scenario outcomes. This presentation is intended to be the first of a series that SCAG staff plans on coordinating with various stakeholders to further refine and highlight the policy implications of the study findings.

FISCAL IMPACT:
No fiscal impact. Staff time for this project was budgeted in FY 15-16 budget.

ATTACHMENT:
PowerPoint Presentation: Industrial Warehousing in the SCAG Region Study Update

Industrial Warehousing in the SCAG Region Study Update

Presented to The Transportation Committee

September 1, 2016

Akiko Yamagami, Senior Transportation Planner

Presentation Overview

1. Study Motivations
2. Findings from Global Supply Chain Trend Analysis
3. Updated Inventory Highlights
4. Scenario Testing Tool
5. Findings and Discussion

2

Key Questions for The Study

a. What are the major global supply chain trends that influence warehouse and logistics industry?
   - What are the foreseeable changes that we might be able to predict based on the recent trends?
   - How will they impact the development patterns of logistics facilities in Southern California?

b. What does the inventory of SCAG region's warehouse and distribution facilities tell us?

c. Given the trends and existing development patterns, what would be the warehouse space forecast?

d. What kind of discussions should we initiate as a region?

3

Changing Logistics Landscape

Main Drivers for Supply Chain Performance

- Fulfill customer demand
  - Greater product variety
  - Lower cost
  - Increased convenience
  - Rapid order delivery
- Minimize total landed cost
  - Product sourcing
  - Logistics operational efficiency – inventory control, transportation network optimization

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Global Supply Chain Key Trends

Six *historical* trends were studied:

- Mega distribution centers (DC)
- Transloading and cross-docking
- Distribution center location
- Value-added services
- Vendor-managed inventory
- Information technology (IT) in cargo-handling facilities

Five *emerging* trends also were reviewed:

- Multimodal logistics centers
- Near-shoring and re-shoring
- Warehouse automation
- Retail order fulfillment
- Compressed time of order fulfillment

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Supply Chain Trend Findings

- Increasingly, cargo owners are outsourcing their logistics operations to third party logistics companies (3PLs) who specialize in inventory, warehouse and transportation management
- Emergence of omni-channel retailing and e-commerce changing the traditional retail business model
- Higher level of technology integration to increase information accuracy and to increase goods handling speed
- Emergence of large size distribution centers – facilities larger than 500,000 square feet of space
- Location and access to transportation network are still major considerations for selecting the right warehouse/DC site

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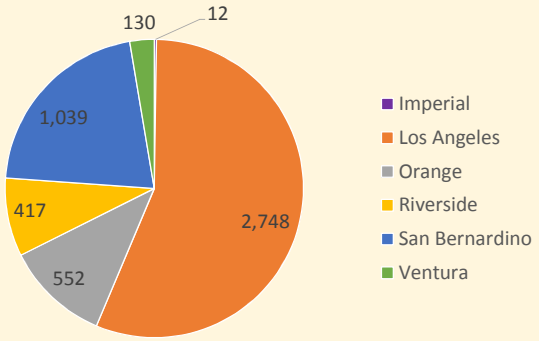
Regional Warehouse Facility Inventory

What's new with this study?

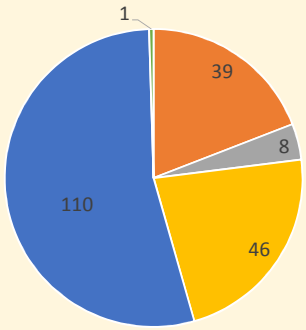
Regional Warehousing Needs Assessment (2008/2009)	Industrial Warehousing in the SCAG Region Study (2016)
Data from County Assessors Offices and proprietary real estate data obtained by a contracted consultant	CoStar Realty Information Inc. for the existing inventory data (November 2014), aggregated historical data, and SCAG's General Plan Land Use data for developable land analysis
SCAG region separated into 25 zones	SCAG region separated into 43 zones
Limited to buildings >=50,000 sq. ft.	All building sizes

Total Number of Buildings

For Facilities >=50,000 Sq. Ft.



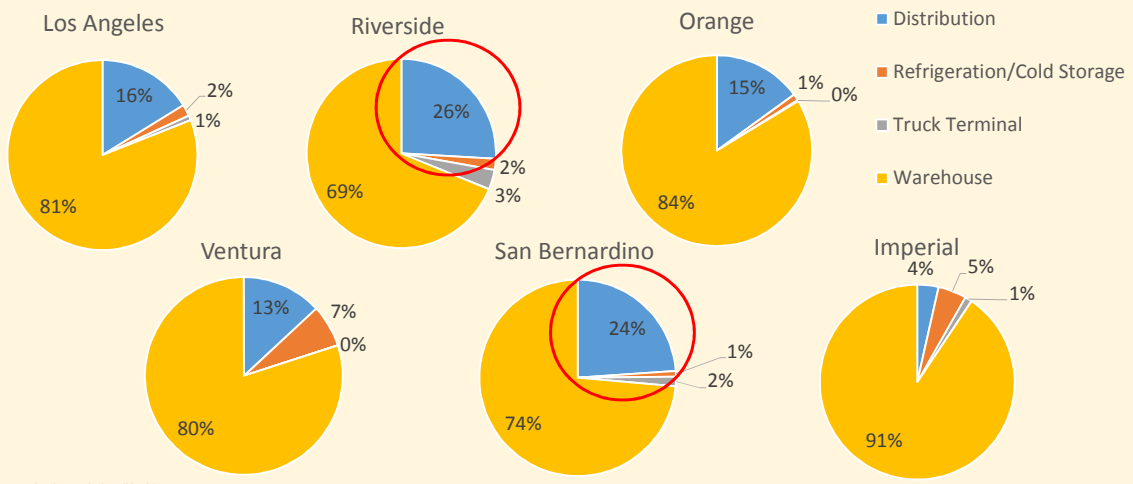
For Facilities >=500,000 Sq. Ft.



Source: CoStar Realty Inc. November 2014 downloads

Warehousing Facility County Level Profiles

Share of Buildings by Facility Type for Facilities Larger Than 50,000 sq. ft. *



* For Imperial County, the data includes all building sizes.

Source: CoStar Realty Inc. November 2014 downloads

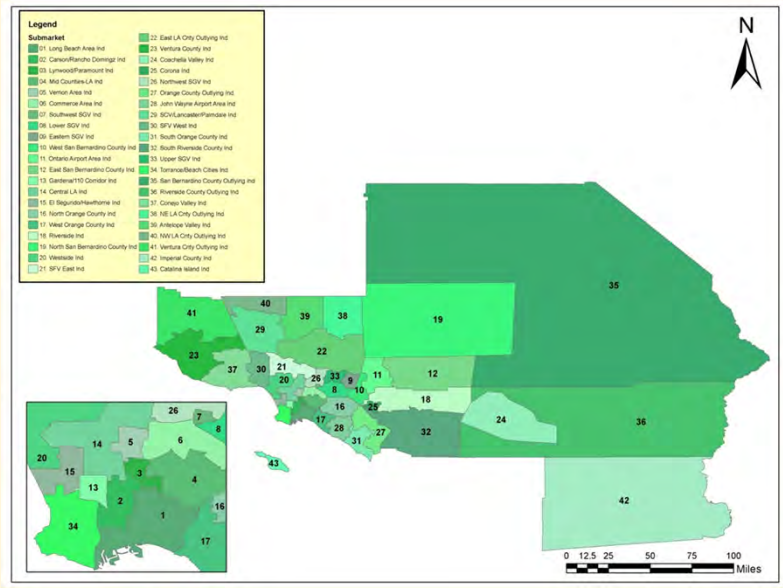
Average Year Built for Facilities >=50,000 Sq. Ft.

Facility Type	LA	OC	RIV	SB	VEN	IMP*
Distribution	1980	1988	2001	2000	1988	2008
Refrigeration/Cold Storage	1972	1973	1982	1982	1975	1994
Truck Terminal	1971	1988	1952	1992	N/A	N/A
Warehouse	1975	1979	1995	1994	1982	1981
Total Average	**1976**	**1981**	**1995**	**1995**	**1983**	**1984**

Source: CoStar Realty Inc. November 2014 downloads

*Imperial County data includes all facility size

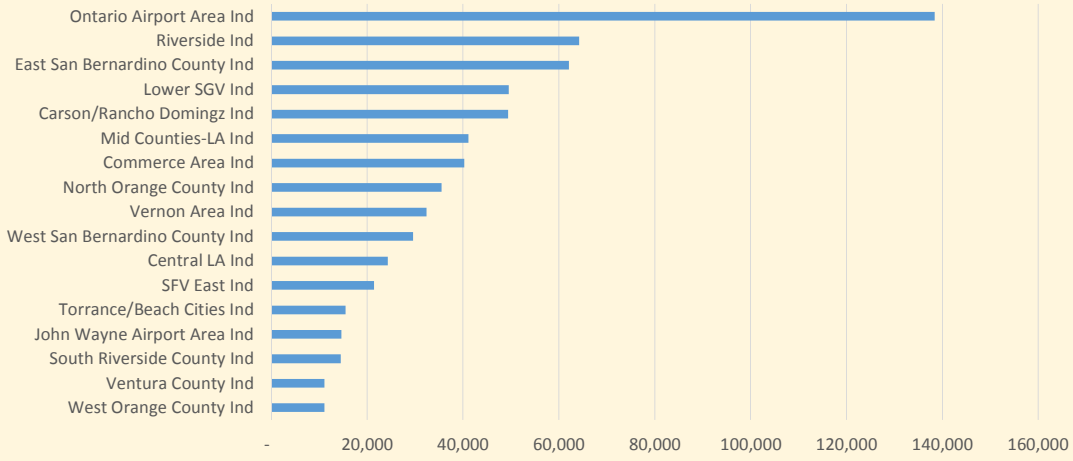
43 Submarkets



Source: CoStar Realty Inc. November 2014 downloads and SCAG

Submarkets with Large Rentable Buildings Areas*

Top Submarkets with >=10 Million Sq. Ft. (in 1,000s Sq. Ft.)



Source: CoStar Realty Inc. November 2014 downloads
* Among facilities larger than 50,000 sq. ft.

Estimated Developable Warehousing Space

- Based on SCAG's 2012 General Plan Land Use Data
  1. Estimated warehousing Land Use area as percentage share of total industrial Land Use area per county.
  2. Calculated the average Floor-Area-Ratio for each county to derive the county-level warehouse building area

Estimated Developable Warehousing Building Area (in Millions Sq. Ft.)						
LA	OC	RIV	SB	VEN	IMP	**Total**
121.1	7.7	83.6	119.2	6.8	-	**338.4**

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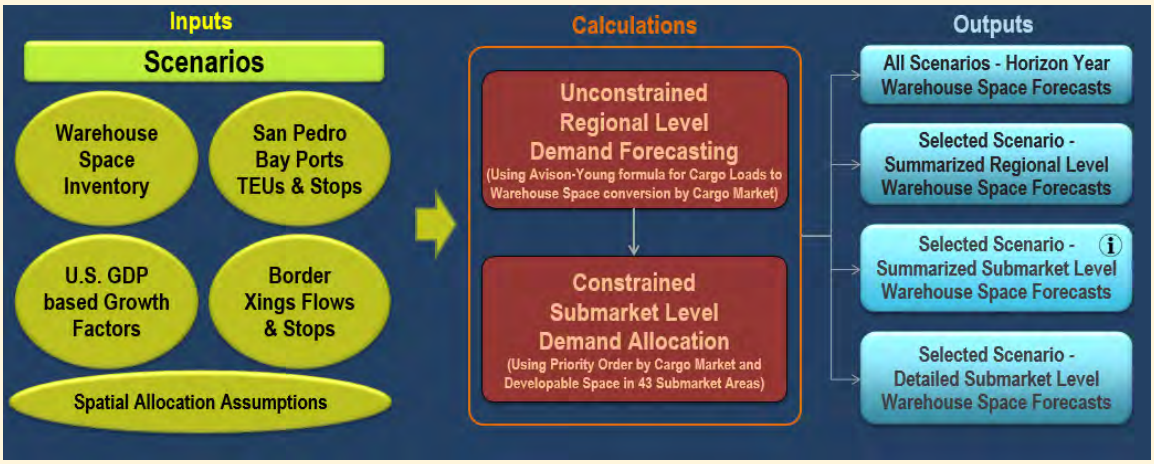
Scenario Testing Tool



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Alternate Scenarios

0	1	2
Baseline Scenario	Baseline Scenarios plus Efficiency Gain.	Scenario 1 plus Replacement of Obsolescent Warehouses.
3	**4**	**5**
Scenario 1 plus Increased mega RDCs share.	Scenario 1 plus Increased cross-docking share.	Scenario 1 plus Increased e-commerce and fulfillment centers (distribution centers) share.
6	**7**	**8**
Scenario 1 plus Lower Border Crossing Growth Scenario.	Scenario 1 plus Higher Border Crossing Growth Scenario	Scenario 1 plus Increased developable industrial use land available.

Preliminary Findings and Discussions

- Upgrading functionally obsolete logistics facilities to increase inventory handling capacity and/or new construction of regional distribution centers could provide enough supply of warehousing space out to the year 2040. However, depending on how the region develops over time, shortages of warehousing space supply could appear as early as the year 2030.

- Modern/modernized facilities seem to yield higher operational capacity, thereby being able to handle higher volume within the same building footprint
  - What would be the potential benefits and concerns to local jurisdiction to encourage building modernization?

Preliminary Findings and Discussions

- The model scenarios assume no net reduction in the future developable space for logistics facilities. However, there are various interests to convert existing industrial land to other uses.
  - What would be tangible benefits for local jurisdictions to preserve the existing land use designation for industrial developments?
- Rapid technology evolutions continue to take place in logistics facilities across the region
  - What would be the implications to employment skill requirements and workforce development?
- Technology evolution may influence the region's energy consumption
  - Will it lead to higher or lower energy consumption?
  - If it'd be higher, how will the region achieve energy efficiency to ensure sustainability?

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Preliminary Findings and Discussions

- In parts of the world where land space is more scarce than Southern California, multi-story distribution centers are popular
  - What considerations should the region be giving to vertical growth of logistics facilities?
- "Efficiency Gains" assumed in the scenario includes 24/7 operations of the facilities
  - What considerations should the region be giving to 24/7 operations of logistics facilities?
  - How would we mitigate potential impacts?
  - What are the potential implications to the Port operations in Southern California?

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Thank you!