

SOUTHERN CALIFORNIA



**ASSOCIATION OF  
GOVERNMENTS**

**Main Office**

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

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

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Transportation  
Keith Millhouse, Ventura County  
Transportation Commission

## MEETING OF THE

# TRANSPORTATION COMMITTEE

### **PLEASE NOTE TIME**

***Thursday, September 6, 2012***

***10:00 a.m. – 12:00 p.m.***

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

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at (213) 236-1993 or via email [salcido@scag.ca.gov](mailto:salcido@scag.ca.gov)

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1993. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

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**Transportation Committee**  
*September 2012*

**Members**

**Representing**

<b>Chair*</b>	<b>1. Hon. Keith Millhouse</b>	<b>Moorpark</b>	<b>VCTC</b>
<b>Vice-Chair*</b>	<b>2. Hon. Alan Wapner</b>	<b>Ontario</b>	<b>SANBAG</b>
*	3. Hon. Jerry Amante	Tustin	OCTA
*	4. Hon. Michael D. Antonovich		Los Angeles County
*	5. Hon. Bruce Barrows	Cerritos	District 23
*	6. Hon. Glen Becerra	Simi Valley	District 46
	7. Hon. Russell Betts	Desert Hot Springs	CVAG
*	8. Hon. Stan Carroll	La Habra Heights	District 31
*	9. Hon. Mary Craton	Canyon Lake	RCTC
*	10. Hon. Gene Daniels	Paramount	District 24
	11. Hon. Steve Diels	Redondo Beach	SBCCOG
*	12. Hon. Paul Eaton	Montclair	District 9
*	13. Hon. Paul Glaab	Laguna Niguel	District 12
	14. Hon. Mario Guerra	Downey	GCCOG
*	15. Hon. Frank Gurulé	Cudahy	District 27
	16. Hon. Bert Hack	Laguna Woods	OCCOG
*	17. Hon. Matthew Harper	Huntington Beach	District 64
*	18. Hon. Carol Herrera	Diamond Bar	District 37
	19. Hon. Bill Hodge	Calexico	ICTC
	20. Hon. Garth Hopkins		Caltrans District 7
*	21. Hon. Jose Huizar	Los Angeles	District 61
*	22. Hon. Jim Hyatt	Calimesa	District 3
	23. Hon. Ryan Kelley	Brawley	ICTC
	24. Hon. Trish Kelley	Mission Viejo	OCCOG
	25. Hon. James C. Ledford	Palmdale	North L. A. County
*	26. Hon. Michele Martinez	Santa Ana	District 16
	27. Hon. Brian McDonald		Chemehuevi Indian Tribe
	28. Hon. Ryan McEachron	Victorville	SANBAG
	29. Hon. Marsha McLean	Santa Clarita	North L. A. County
	30. Hon. Dan Medina	Gardena	District 28
*	31. Hon. Barbara Messina	Alhambra	District 34
*	32. Hon. Leroy Mills	Cypress	District 18
*	33. Hon. Brett Murdock	Brea	District 22

**Transportation Committee**  
*September 2012*

**Members**

**Representing**

* 34. Hon. Steven Neal	Long Beach	District 29
* 35. Hon. Shawn Nelson		Orange County
* 36. Hon. Pam O'Connor	Santa Monica	District 41
37. Hon. Micheál O'Leary	Culver City	WSCCOG
* 38. Hon. Gary Ovitt		San Bernardino County
* 39. Hon. Bernard C. Parks	Los Angeles	District 55
* 40. Hon. Gregory Pettis	Cathedral City	District 2
* 41. Hon. Frank Quintero	Glendale	District 42
42. Hon. Teresa Real Sebastian	Monterey Park	SGVCOG
* 43. Hon. Ronald Roberts	Temecula	District 5
44. Hon. Don Robinson	Banning	WRCOG
* 45. Hon. Mark Rutherford	Westlake Village	District 44
46. Hon. Damon Sandoval		Morongo Band of Mission Indians
47. Hon. David Spence	La Cañada/Flintridge	Arroyo-Verdugo Cities
48. Hon. Karen Spiegel	Corona	WRCOG
49. Hon. Tim Spohn	City of Industry	SGVCOG
* 50. Hon. Jeff Stone	Riverside County	Riverside County
51. Hon. Jess Talamantes	Burbank	SFVCOG
* 52. Hon. Donald Voss	La Cañada/Flintridge	District 36

\* Regional Council Member

# TRANSPORTATION COMMITTEE

## AGENDA

### SEPTEMBER 6, 2012

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*The Transportation Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.*

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

*(Hon. Keith Millhouse, 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. <u>Minutes of the July 5, 3012 Meeting</u> | <b>Attachment</b> |  | <b>1</b> |
|---|-------------------|--|----------|

#### **ACTION ITEMS**

- |   |                   |                 |          |
|---|-------------------|-----------------|----------|
| 2. <u>Approval of Final 2013 Federal Transportation Improvement Program (FTIP)</u><br><i>(Rich Macias, Director of Transportation Planning)</i> | <b>Attachment</b> | <b>10 mins.</b> | <b>7</b> |
|---|-------------------|-----------------|----------|

**Recommended Action:** Recommend that the Regional Council approve the Final 2013 Federal Transportation Improvement Program (FTIP) and approve and adopt the corresponding Resolution No. 12-542-1 and forward to the funding agencies.

- |   |                   |                 |           |
|---|-------------------|-----------------|-----------|
| 3. <u>Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA) Study Recommendations</u><br><i>(Philip Law, SCAG Staff)</i> | <b>Attachment</b> | <b>20 mins.</b> | <b>70</b> |
|---|-------------------|-----------------|-----------|

**Recommended Action:** Recommend that the Regional Council:  
1) Accept the staff recommendations regarding the technology, stations, alignments, and phasing options that should be carried forward for further study; and 2) Authorize the Executive Director to finalize the AA report with the recommendations and forward to the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA) for further study.

# TRANSPORTATION COMMITTEE

## AGENDA

### SEPTEMBER 6, 2012

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#### INFORMATION ITEMS

		<u>Time</u>	<u>Page No.</u>
4. <u>Update on 2012 Air Quality Management Plan (AQMP)</u> <i>(Rongsheng Luo, SCAG Staff)</i>	Attachment	10 mins.	96
5. <u>Draft Subcommittees Work Plans</u> <i>(Hasan Ikhata, Executive Director)</i>	Attachment	5 mins.	112
6. <u>Preliminary Draft 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) Development Schedule</u> <i>(Hasan Ikhata, Executive Director)</i>	Attachment	5 mins.	119

#### CHAIR'S REPORT

*(Hon. Keith Millhouse, Chair)*

#### STAFF REPORT

*(Ryan Kuo, SCAG Staff)*

#### FUTURE AGENDA ITEMS

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

#### ANNOUNCEMENTS

#### ADJOURNMENT

*The next meeting of the Transportation Committee is scheduled for Thursday, October 4, 2012 at the SCAG Los Angeles office.*

Transportation Committee  
of the  
Southern California Association of Governments

July 5, 2012

*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) held its meeting at SCAG's office in downtown Los Angeles. The meeting was called to order by Chair Hon. Keith Millhouse, Moorpark, VCTC. There was a quorum.

**Members Present:**

Hon. Mike Antonovich	Los Angeles County
Hon. Bruce Barrows, Cerritos	District 23
Hon. Glen Becerra, Simi Valley	District 46
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Stan Carroll, La Habra Heights	District 31
Hon. Gene Daniels, Paramount	District 24
Hon. Steve Diels, Redondo Beach	SBCCOG
Hon. Paul Eaton, Montclair	District 9
Hon. Frank Gurulé, Cudahy	District 27
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Matthew Harper, Huntington Beach	District 64
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Jim Hyatt, Calimesa	District 3
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Michele Martinez, Santa Ana	District 16
Hon. Dan Medina, Gardena	District 28
Hon. Barbara Messina, Alhambra	District 34
Hon. Leroy Mills, Cypress	District 18
Hon. Brett Murdock, Brea	District 22
Hon. Steven Neal, Long Beach	District 29
Hon. Micheál O'Leary, Culver City	WCCOG
Hon. Gary Ovitt	San Bernardino County
Hon. Bernard C. Parks, Los Angeles	District 55
Hon. Sharon Quirk-Silva, Fullerton	District 21
Hon. Mark Rutherford, Westlake Village	District 44
Hon. Jeff Stone	Riverside County
Hon. Jess Talamantes, Burbank	SFVCOG
Hon. Alan Wapner, City of Ontario ( <i>Vice-Chair</i> )	SANBAG

**Members Not Present:**

Hon. Jerry Amante, Tustin	OCTA
Hon. Mary Craton, Canyon Lake	RCTC
Hon. Jeff Cooper, Culver City	WCCOG
Hon. Glenn Duncan, Chino	District 10
Hon. James Gazeley, Lomita	District 39
Hon. Paul Glaab, Laguna Niguel	District 12
Hon. Mario Guerra, Downey	GCCOG
Hon. Jose Huizar, Los Angeles	District 61
Hon. Ryan Kelley, Brawley	ICTC
Hon. Brian McDonald	Chemehuevi Indian Tribe
Hon. Ryan McEachron, Victorville	SANBAG
Hon. Marsha McLean, Santa Clarita	North L.A. County
Hon. Keith Millhouse, Moorpark ( <i>Chair</i> )	VCTC
Hon. Shawn Nelson	Orange County
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Greg Pettis, Cathedral City	District 2
Hon. Frank Quintero, Glendale	District 42
Hon. Ron Roberts, Temecula	District 5
Hon. Don Robinson, Banning	WRCOG
Hon. David Spence, La Cañada-Flintridge	Arroyo Verdugo Cities
Hon. Karen Spiegel, Corona	WRCOG
Hon. Tim Spohn, City of Industry	SGVCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Don Voss, City of La Cañada-Flintridge	District 36

**Voting Members, Non-Elected Officials:**

Hopkins, Garth ( <i>Not Present</i> )	Caltrans
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## **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Keith Millhouse, Moorpark, VCTC, Chair, called the meeting to order at 10:10 a.m. and led the Committee in the Pledge of Allegiance.

## **PUBLIC COMMENT PERIOD**

There was no public comment.

## **REVIEW AND PRIORITIZE AGENDA ITEMS**

There was no reprioritization of the agenda.

## **CONSENT CALENDAR**

### **Approval Item**

#### 1. Minutes of the June 7, 2012 Meeting

A MOTION was made (Daniels) to approve the Consent Calendar. MOTION was SECONDED (Barrows) and approved by a MAJORITY VOTE with one (1) ABSTENTION (Real Sebastian).

## **ACTION ITEM**

#### 2. Draft 2013 Federal Transportation Improvement Program (FTIP)

John Asuncion, SCAG staff, provided a brief presentation on the FTIP. Mr. Asuncion reported that the Draft 2013 FTIP is on schedule to be released for public review and comment in July. After the public review and comment period ends, the next phase is to return in September to ask the Transportation Committee (TC) and the Regional Council (RC) to consider formally adopting the 2013 FTIP. Once adopted, the document would be submitted to the funding agencies with a final approval anticipated in December 2012.

A MOTION was made (Neal) to approve the release of the Draft 2013 FTIP for a 30-day public review and comment period. MOTION was SECONDED (Gurulé) and UNANIMOUSLY APPROVED. Motion passed.

## **INFORMATION ITEMS**

#### 3. Status Report on Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA)

Philip Law, SCAG staff, provided a brief summary on the status of the Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis. The goal of the alternatives analysis study is to identify a locally preferred strategy and to provide a recommendation to the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA) Boards upon conclusion of the study. Metro and OCTA, who own the right-of-way (ROW), will have the sole discretion as to whether or not this project moves forward within their respective counties.

Mr. Law summarized the study recommendations and noted that the Steering Committee agreed to continue studying the Light Rail Transit (LRT) alternative and agreed to move forward with the required No Build and Transportation Systems Management (TSM) alternatives. The Steering Committee also included the Low-Speed Maglev alternative for further study.

Regarding alignment options, the Steering Committee recommended two (2) northern alignments to connect from the ROW to Los Angeles Union Station. The first alignment is along the east bank of the Los Angeles River, and the second is on the west side of the river connecting through the Central City East portion of Downtown Los Angeles.

The Steering Committee also recommended that the Los Angeles County portion of the corridor be given phasing priority over Orange County due to greater funding availability and greater stakeholder and agency support.

Mr. Law stated that the final report will be finalized within the next few weeks. Once completed, Mr. Law will return to the next TC meeting and provide a full staff report to seek direction to approve the final study recommendations.

#### 4. Regional Rail Report

Steve Fox, SCAG staff, provided members with a brief update on the latest high-speed rail developments and introduced Mr. Jose Martinez, Regional Manager, Los Angeles-San Diego Portion, California High Speed Rail Authority (CHSRA).

Mr. Martinez provided members with an update on the progress that has been made to date on the California High-Speed Rail effort. Mr. Martinez's presentation focused on the Los Angeles-to-San Diego section, which has been quiet since the spring of 2011 due to lack of funding. The CHSRA will be moving forward with the environmental portion of this phase and will coordinate this segment with other projects.

The Los Angeles-to-San Diego segment is divided into three sub-sections: 1) Los Angeles Union Station to Ontario; 2) Ontario to Murrieta/Temecula; and 3) Temecula to San Diego. Mr. Martinez emphasized that these are only the beginning points for the analysis, which is also considering a station option in El Monte, West Covina or Pomona with an additional stop at LA/Ontario International Airport before heading south.

Discussion ensued regarding the level of communication that CHSRA has internally and with those in the communities that will be impacted. Chairman Keith Millhouse, Moorpark, VCTC, and Hon. Marsha McLean, Santa Clarita, North L.A. County, emphasized the need for the CHSRA to improve its outreach efforts.

Hon. Bruce Barrows, Cerritos, District 23, asked what technology would be used given that the system is expected to operate at 220 miles per hour. Hon. Barrows also asked how the technology will maintain its travel time during unforeseen events such as heavy winds and earthquakes. Mr. Martinez responded that a systems expert would be better suited to answer this question and that he would follow up on this item.

Hon. Jeff Stone, Riverside County, emphasized the need for the CHSRA to involve city staff and elected officials in their efforts. Hon. Stone stated that given the potential of a

station within Murrieta/Temecula or within Riverside County, it is important for the cities to have a voice and an idea of how this would integrate with their own transportation plans. Hon. Ron Roberts, Temecula, District 5, stressed the importance of including elected officials in these matters. Further discussion ensued regarding the importance of communication and effective outreach efforts.

### **CHAIR'S REPORT**

Chair Millhouse discussed the creation of six (6) new Subcommittees as part of the implementation of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Chair Millhouse urged members to review the subcommittee charters and to direct any questions to him or Vice-Chair Wapner.

Vice-Chair Wapner further discussed the context used in creating the new subcommittees as well as the need for these subcommittees to aid in the implementation of the 2012 Regional Transportation Plan (RTP) and in the development of the 2016 RTP. Four (4) of the six (6) subcommittees being created will report to TC and one (1) each to the Energy & Environment Committee (EEC) and the Community, Economic & Human Development Committee (CEHD). These Subcommittees will be open to any RC and Policy Committee Member and reports will be provided to the Joint Policy Committees. Vice-Chair Wapner favors the majority of the subcommittees reporting to the TC given that the TC is the committee that is tasked with the implementation of the RTP.

Chair Millhouse noted that the subcommittees are: Active Transportation, Goods Movement, High-Speed Rail & Transit, Transportation Finance, Public Health, which would report to EEC, and the Sustainability Subcommittee, which would report to CEHD.

### **STAFF REPORT**

Chair Millhouse introduced Mr. Ryan Kuo, SCAG staff, who will now be the person to staff the TC. Mr. Kuo thanked Chair Millhouse and Vice-Chair Wapner for the opportunity.

### **FUTURE AGENDA ITEMS**

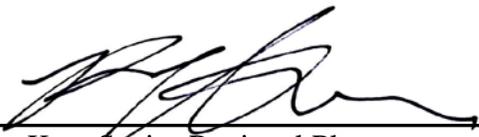
Due to time constraints, no future agenda items were provided.

### **ANNOUNCEMENTS**

Hon. Steve Diels, Redondo Beach, SBCCOG, announced that he will be sworn in as President of the local chapter of the League of California Cities on August 2, 2012 in Redondo Beach. Hon. Diels welcomed everyone to attend the ceremony.

### **ADJOURNMENT**

The meeting adjourned at 11:57 am. The next meeting of the Transportation Committee will be held on Thursday, September 6, 2012 at the SCAG Los Angeles office.

  
\_\_\_\_\_  
Ryan Kuo, Senior Regional Planner  
Transportation Planning



**DATE:** September 6, 2012

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

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

**SUBJECT:** Approval of Final 2013 Federal Transportation Improvement Program (FTIP)

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED TC ACTION:**

Recommend that the Regional Council approve the Final 2013 Federal Transportation Improvement Program (FTIP) and approve and adopt the corresponding Resolution No. 12-542-1 and forward to the funding agencies.

**RECOMMENDED RC ACTION:**

Approve the Final 2013 Federal Transportation Improvement Program (FTIP) and adopt the corresponding Resolution No. 12-542-1 and forward to the funding agencies.

**EXECUTIVE SUMMARY:**

*Because of its length, the Final 2013 FTIP can be viewed online at: [www.scag.ca.gov/ftip/2013/final.htm](http://www.scag.ca.gov/ftip/2013/final.htm). SCAG, as the Metropolitan Planning Organization (MPO) for the region, is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. The FTIP is a multi-modal list of capital improvement projects to be implemented over a six (6) year period and is the program that implements the Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). The FTIP has been developed consistent with federal requirements. Staff seeks approval to forward the Final 2013 FTIP to the funding agencies for review and approval by October 1st.*

**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:**

Under Federal law, SCAG is the designated MPO; and under State law, SCAG is designated as the multi-county transportation planning agency for the six (6)-county Southern California region. SCAG is responsible for developing the FTIP in cooperation with the State (Caltrans), the County Transportation Commissions (CTCs) and public transit operators consistent with federal guidelines.

At the July 5, 2012 Transportation Committee meeting, the Draft 2013 FTIP was approved for a 30-day public review and comment period. Public notices were posted in major newspapers throughout the region and SCAG's website. Staff also held two public hearings in the month of July. The comment period ended on August 3, 2012. A total of seven comments were received, including comments from Caltrans staff. A matrix of all comments and responses is attached for your review.

# REPORT

The 2013 FTIP is composed of over 1,100 projects and is programming \$32.5 billion in FY 2012/2013 to 2017/2018. Development of the 2013 FTIP has been completed in consultation and continuous communication with the County Transportation Commissions. The CTC's are responsible for prioritizing and determining the projects included in their respective county FTIPs which are then transmitted to SCAG.

## **CONFORMITY ANALYSES AND TESTS FOR THE 2013 FTIP:**

The FTIP must meet the five (5) required Transportation Conformity tests as called for under the U.S. DOT Metropolitan Planning Regulations and Environmental Protection Agency's (EPAs) Transportation Conformity Regulations:

1. Consistency with SCAG's RTP  
(23 FR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
2. Regional Emissions Analysis  
(40 FR, Sections 93.109, 93.110, 93.118, and 93.119)
3. Timely Implementation of Transportation Control Measures (TCMs) Analysis  
(40 FR, Section 93.113)
4. Financial Constraint Analysis  
(40 FR, Section 93.108 and 23 CFR, Section 450.324)
5. Interagency Consultation and Public Involvement  
(40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

Pursuant to EPA's Transportation Conformity Regulations, SCAG has performed the modeling and transportation conformity analysis for the 2013 FTIP based on the current EPA approved emission budget and the FHWA/FTA conformity determinations for the 2012 RTP/SCS. Staff has prepared the 2013 FTIP so that the Transportation Conformity tests have met all applicable federal regulations.

## **FTIP APPROVAL TIMELINE:**

Approval of the 2013 FTIP would meet the Caltrans submittal date of October 1, 2012 for the 2013 FTIP. Caltrans is scheduled to submit the statewide 2013 FTIP to the federal funding agencies in mid-November for federal approval, which is expected by mid-December.

The approval of the 2013 FTIP is critical to the successful implementation of projects in the 2013 FTIP. Once the federal funding agencies approve the 2013 FTIP, the CTC's throughout the SCAG region will be able to move forward with the delivery of their projects in the 2013 FTIP. If the 2013 FTIP does not receive federal approval, projects in the 2013 FTIP cannot be delivered and that would negatively affect the implementation of these projects. Thus, federal approval of the 2013 FTIP is necessary and essential for successful implementation of all projects in the 2013 FTIP.

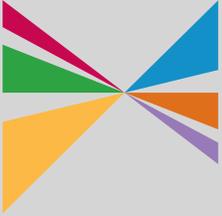
## **FISCAL IMPACT:**

No fiscal impact. Work associated with this item is included in the current FY 11-12 Overall Work Program (12-030.SCG0146A.02: Federal Transportation Improvement Program).

## **ATTACHMENTS:**

1. Final 2013 FTIP Executive Summary
2. 2013 FTIP Response to Public Comments Matrix
3. Resolution No. 12-542-1

SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

# EXECUTIVE SUMMARY

## Volume I of III



# FINAL FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM



FY 2012/13–2017/18  
September 2012

# 2013





## Our VISION

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

## Our MISSION

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

**Funding:** The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration – under provisions of the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU). Additional financial assistance was provided by the California State Department of Transportation.

## REGIONAL COUNCIL MEMBERS

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**President:** Glen Becerra, Simi Valley

**First Vice President:** Greg Pettis, Cathedral City

**Second Vice President:** Carl Morehouse, San Buenaventura

**Immediate Past President:** Pam O’Connor, Santa Monica

### MEMBERS

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**Los Angeles County:** Mike Antonovich, Los Angeles County | Mark Ridley-Thomas, Los Angeles County | Richard Alarcón, Los Angeles | Bruce Barrows, Cerritos | Joe Buscaino, Los Angeles | Tony Cardenas, Los Angeles | Stan Carroll, La Habra Heights | Margaret Clark, Rosemead | Gene Daniels, Paramount | Mitchell Englander, Los Angeles | Margaret E. Finlay, Duarte | David Gafin, Downey | Eric Garcetti, Los Angeles | James Gazeley, Lomita | Frank Gurulé, Cudahy | Keith W. Hanks, Azusa | Mario F. Hernandez, San Fernando | Carol Herrera, Diamond Bar | Steven Hofbauer, Palmdale | José Huizar, Los Angeles | James Johnson, Long Beach | Paul Koretz, Los Angeles | Paul Krekorian, Los Angeles | Tom LaBonge, Los Angeles | Paula Lantz, Pomona | Dan Medina, Gardena | Barbara Messina, Alhambra | Judy Mitchell, Rolling Hills Estates | Jim Morton, Lynwood | Steven Neal, Long Beach | Pam O’Connor, Santa Monica | Bernard Parks, Los Angeles | Jan Perry, Los Angeles | Frank Quintero, Glendale | Ed P. Reyes, Los Angeles | Bill Rosendahl, Los Angeles | Mark Rutherford, Westlake Village | Antonio Villaraigosa, Los Angeles | Donald Voss, La Cañada Flintridge | Herb J. Wesson, Jr., Los Angeles | Dennis Zine, Los Angeles

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**San Bernardino County:** Gary Ovitt, San Bernardino County | Ginger Coleman, Apple Valley | Paul Eaton, Montclair | Ed Graham, Chino Hills | Jon Harrison, Redlands | Bill Jahn, Big Bear Lake | Larry McCallon, Highland | Deborah Robertson, Rialto

**Ventura County:** Linda Parks, Ventura County | Glen Becerra, Simi Valley | Bryan A. MacDonald, Oxnard | Carl Morehouse, San Buenaventura

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

**Orange County Transportation Authority:** Jerry Amante, Tustin

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

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

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark  
**Transportation Corridors Agency:** Lisa Bartlett, Dana Point

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FINAL 2013  
**FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**  
**(FTIP)**  
*(FISCAL YEAR 2012/13-2017/18)*

**EXECUTIVE SUMMARY**

*(Volume I of III)*

*September 2012*



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

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# EXECUTIVE SUMMARY

## INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a multimodal list of capital improvement projects to be implemented over a six year period. The SCAG 2013 FTIP is a capital listing of all transportation projects proposed over Fiscal Years (FY) 2012/13 – 2017/18 for the SCAG region. As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. The 2013 FTIP for the SCAG region has been developed in partnership between the six County Transportation Commissions (CTCs) of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura as well as Caltrans Districts 7, 8, 11, and 12. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement the region's overall strategy for providing mobility and improving both the efficiency and safety of the transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized projects.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source. The FTIP is developed to incrementally implement the programs and projects in the RTP. The FTIP projects are consistent with SCAG's approved 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS).

SCAG Region



## TRANSPORTATION CONFORMITY

### CONFORMITY DETERMINATIONS FOR THE 2013 FTIP

The 2013 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 2013 FTIP under the required federal tests.

✓ **Consistency with 2012-2035 RTP/SCS Test**

Finding: SCAG's 2013 FTIP (project listing) is consistent with the 2012-2035 RTP/SCS (policies, programs, and projects).

✓ **Regional Emissions Tests**

These findings are based on the regional emissions test analyses shown in Tables 13 - 26 in Section II of the Technical Appendix.

Finding: The regional emissions analyses for the 2013 FTIP update the regional emissions analyses for the 2011 FTIP as previously amended and the 2012-2035 RTP/SCS.

Finding: The 2013 FTIP regional emissions analysis for PM<sub>2.5</sub> and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2013 FTIP regional emissions for the Ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, SCCAB (Ventura County portion), Western MDAB (Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and SSAB (Riverside County Coachella Valley and Imperial County portions).

Finding: The 2013 FTIP regional emissions for NO<sub>2</sub> meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2013 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

Finding: The 2013 FTIP regional emissions for PM<sub>10</sub> and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).

Finding: The 2013 FTIP regional emissions for PM<sub>10</sub> meet the interim emission test (build/no-build test) for all milestone and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion), Searles Valley portion of San Bernardino County, and for the SSAB (Imperial County portion).

Finding: The 2013 FTIP regional emissions analysis for PM<sub>2.5</sub> and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the SSAB (urbanized area of Imperial County portion).

✓ **Timely Implementation of TCM Test**

Finding: The TCM project categories listed in the 1994/1997/2003/2007 Ozone State Implementation Plans (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 2013 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP) (for more information on SCAG's PPP please visit <http://scag.ca.gov/publicparticipationplan/>). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

On July 5, 2012 the Draft 2013 FTIP was released for a 30-day public review period. In addition, during the public review period, two (2) public hearings were held on the Draft 2013 FTIP on July 19<sup>th</sup> and 26<sup>th</sup>, 2012 at SCAG's Los Angeles office with video-conferencing available from SCAG Regional offices, located in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties. These public hearings were noticed in numerous newspapers throughout the region. The notices were published in English, Spanish, Korean, and Chinese languages (please see Section V of the Technical Appendix or visit [http://scag.ca.gov/ftip/pdf/final/2013/Final2013FTIP\\_TA\\_Sec05.pdf](http://scag.ca.gov/ftip/pdf/final/2013/Final2013FTIP_TA_Sec05.pdf) to view these notices). The Draft 2013 FTIP was posted on the SCAG website and distributed to libraries throughout the region.

✓ **Financial Constraint Test**

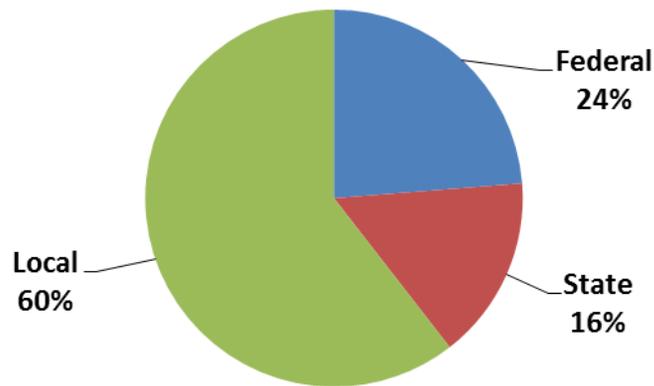
Finding: The 2013 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e). SCAG's 2013 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.

## PROGRAM SUMMARY

The 2013 FTIP includes projects and programs totaling \$32.5 billion over the next six years. The following charts and tables demonstrate how these funds are distributed based on funding source, program, and county.

Figure 1 is a summary of fund sources categorized as federal, state, and local sources. Figure 1 and its accompanying pie chart illustrate that 24 percent of the total is from federal funds, 16 percent is from state funds, and 60 percent is from local funds.

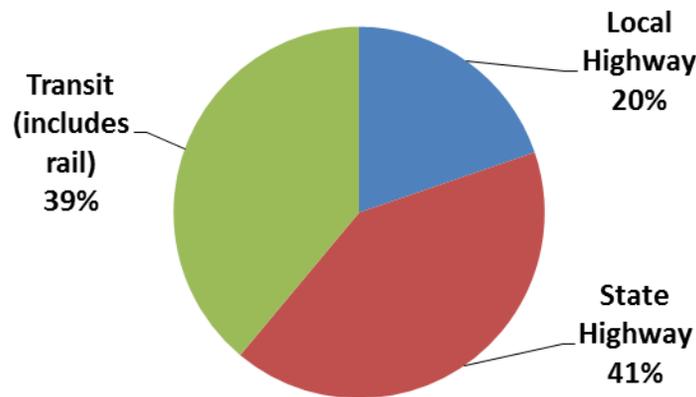
### Summary of 2013 FTIP by Funding Source



<b>Figure 1 Summary of 2013 FTIP by Funding Source (in 000's)</b>				
	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<b>2012/13</b>	\$ 2,010,509	\$1,994,712	\$ 4,651,318	\$ 8,656,539
<b>2013/14</b>	\$ 1,129,811	\$1,067,283	\$ 3,110,771	\$ 5,307,865
<b>2014/15</b>	\$ 1,029,174	\$ 756,208	\$ 4,074,886	\$ 5,860,268
<b>2015/16</b>	\$ 964,744	\$ 666,869	\$ 4,514,906	\$ 6,146,519
<b>2016/17</b>	\$ 1,715,834	\$ 570,266	\$ 2,445,846	\$ 4,731,946
<b>2017/18</b>	\$ 809,938	\$ 23,373	\$ 989,587	\$ 1,822,898
<b>Total</b>	\$ 7,660,010	\$5,078,711	\$ 19,787,314	\$32,526,035
<b>% of Total</b>	24%	16%	60%	100%

Figure 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Figure 2 and its accompanying pie chart illustrate that 41 percent of the total \$32.5 billion in the FTIP is programmed in the State Highway Program, 20 percent in the Local Highway Program, and 39 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 2013 FTIP).

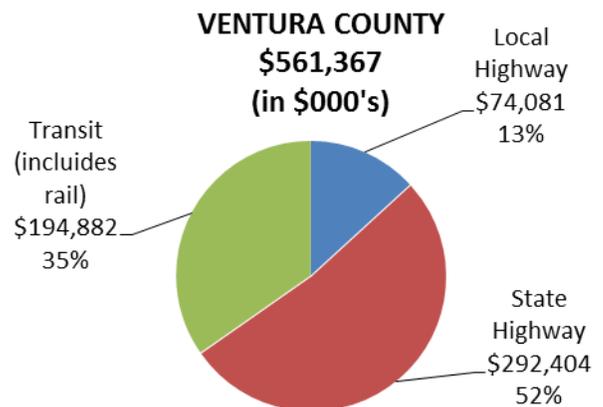
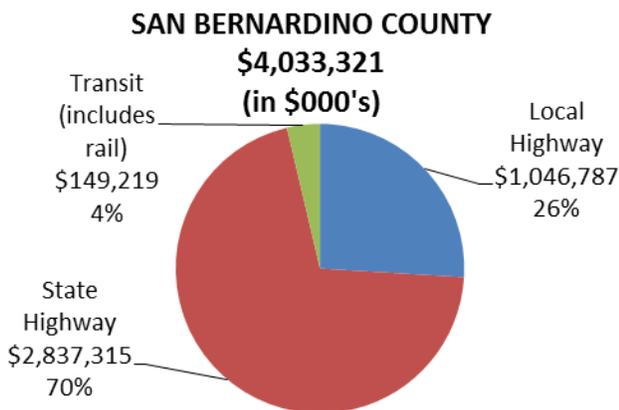
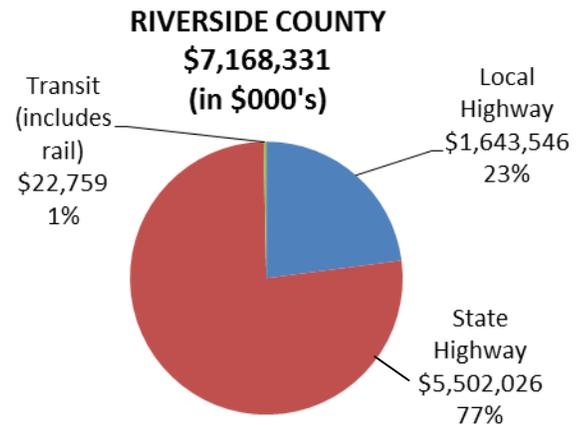
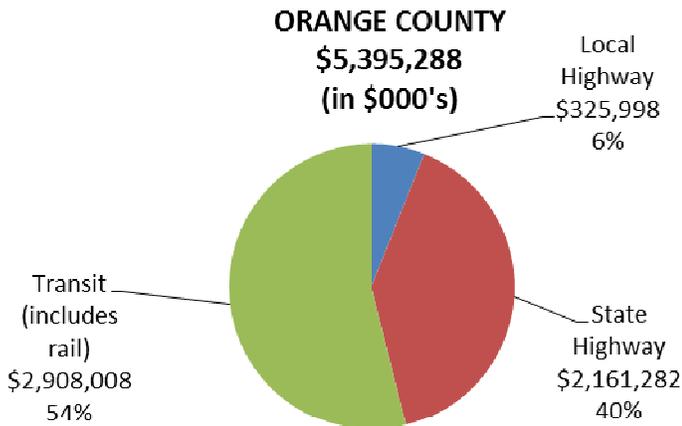
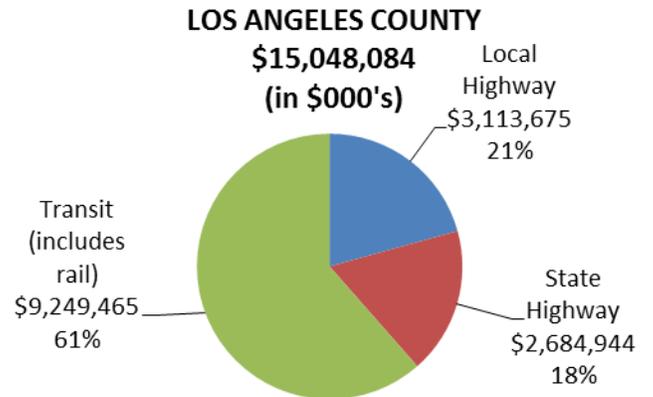
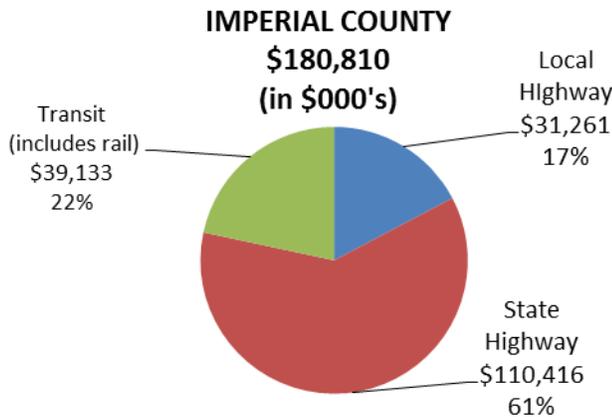
### Summary of 2013 FTIP by Program



**Figure 2**  
**Summary of 2013 FTIP by All Programs**  
**(in 000's)**

	<i>Local Highway</i>	<i>State Highway</i>	<i>Transit (includes rail)</i>	<i>Total</i>
<b>2012/13</b>	\$ 1,641,709	\$ 4,523,823	\$ 2,491,007	\$ 8,656,539
<b>2013/14</b>	\$ 1,600,882	\$ 1,649,967	\$ 2,057,016	\$ 5,307,865
<b>2014/15</b>	\$ 1,164,124	\$ 2,281,977	\$ 2,414,167	\$ 5,860,268
<b>2015/16</b>	\$ 828,724	\$ 2,982,238	\$ 2,335,557	\$ 6,146,519
<b>2016/17</b>	\$ 815,072	\$ 1,769,180	\$ 2,147,694	\$ 4,731,946
<b>2017/18</b>	\$ 323,540	\$ 381,202	\$ 1,118,156	\$ 1,822,898
<b>Total</b>	\$ 6,374,051	\$ 13,588,387	\$ 12,563,597	\$32,526,035
<b>% of Total</b>	20%	41%	39%	100%

The six pie charts below summarize the funds programmed in the 2013 FTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.



## Environmental Justice

The Final 2012-2035 RTP/SCS, approved by the SCAG Regional Council on April 4, 2012 (and approved by FHWA/FTA with regard to transportation conformity on June 4, 2012), included a comprehensive environmental justice analysis. The 2013 FTIP is consistent with the policies, programs, and projects included in the 2012-2035 RTP/SCS, and as such the environmental justice analysis included as part of the federally approved 2012-2035 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2013 FTIP. As stated in our Compliance Procedure for Environmental Justice in the Transportation Planning Process (October 2000), “since each TIP contains projects that are a subset of those in the RTP, and the RTP meets environmental justice expectations ... , the TIP is also presumed to meet these expectations.” SCAG is also proceeding to update its environmental justice compliance procedures, in consideration of the recent FTA Circular on Environmental Justice Policy Guidance for Federal Transit Administration Recipients (effective August 15, 2012).

Additionally, a key component of the 2012-2035 RTP/SCS development process was to further implement SCAG’s Public Participation Plan, which involved outreach to achieve meaningful public engagement with minority and low-income populations, and included seeking input from our environmental justice stakeholders. As part of the environmental justice analysis for the 2012-2035 RTP/SCS, SCAG identified several performance measures to analyze existing social and environmental equity in the region and to address the impacts of the 2012–2035 RTP/SCS on various environmental justice population groups. These performance measures included impacts related to tax burdens, share of transportation system usage, jobs-housing imbalance or mismatch, potential gentrification and displacement, air quality, health, noise, and rail related impacts. For additional information regarding these and other environment justice performance measures and the detailed environmental justice analysis, please see [http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP\\_EnvironmentalJustice.pdf](http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_EnvironmentalJustice.pdf).

As stated earlier in this document, the 2013 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG’s Public Participation Plan (PPP) (for more information on SCAG’s PPP please visit <http://scag.ca.gov/publicparticipationplan/>). In accordance with the PPP, SCAG’s Transportation Conformity Working Group serves as a forum for interagency consultation.

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Likewise, the Guidelines for the 2013 FTIP went through a similar public review process. SCAG, in cooperation with the CTCs, TCWG, and other local, state and federal partners, completed its update of the 2013 FTIP Guidelines. The draft Guidelines were presented to the SCAG Transportation Committee for release on September 1, 2011. SCAG received comments on September 8, 2011 from local, state and federal agencies as well as other interested parties, and revised the document as necessary. The Final Guidelines for the 2013 FTIP were approved by the SCAG Regional Council on October 6, 2011. For additional information on the 2013 FTIP Guidelines, please visit <http://www.scag.ca.gov/ftip/pdf/final/2013/Final2013FTIPGuidelines.pdf>.

## Economic Impacts of 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 2012/2013 and ending in 2017/2018. 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. The total employment impact of the FTIP transportation program is shown in Figure 3.

**Figure 3 - Jobs Creation**

	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	Average
<b>SCAG</b>	139,207	82,983	86,389	83,524	60,885	20,936	78,985
<b>Los Angeles County</b>	67,948	42,151	42,239	32,738	26,082	6,310	36,244
<b>Orange County</b>	28,913	19,268	18,080	17,212	12,383	8,652	17,418
<b>San Bernardino County</b>	14,857	10,280	7,495	7,968	12,208	1,592	9,066
<b>Riverside County</b>	24,392	9,362	16,724	24,049	8,258	3,985	14,461
<b>Ventura County</b>	2,563	1,504	1,557	1,259	1,629	304	1,469
<b>Imperial County</b>	534	418	294	298	325	93	327

Over the six-year period, the FTIP program will generate an annual average of approximately 79,000 jobs in the six-county SCAG region. In addition, the rest of the state of California will benefit from spillover impacts of an additional 5,500 jobs per year on average, and an additional 18,000 jobs per year on average will accrue to other states throughout the U.S.

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.



# FINAL FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM // 2013



#### MAIN OFFICE

818 West 7th Street, 12th Floor  
Los Angeles, CA 90017  
Phone: (213) 236-1800  
Fax: (213) 236-1825

#### IMPERIAL COUNTY REGIONAL OFFICE

1405 North Imperial Avenue, Suite 1  
El Centro, CA 92243  
Phone: (760) 353-7800  
Fax: (760) 353-1877

#### ORANGE COUNTY REGIONAL OFFICE

OCTA Building  
600 South Main Street, 9th Floor  
Orange, CA 92863  
Phone: (714) 542-3687  
Fax: (714) 560-5089

#### RIVERSIDE COUNTY REGIONAL OFFICE

3403 10th Street, Suite 805  
Riverside, CA 92501  
Phone: (951) 784-1513  
Fax: (951) 784-3925

#### SAN BERNARDINO COUNTY REGIONAL OFFICE

Santa Fe Depot  
1170 West 3rd Street, Suite 140  
San Bernardino, CA 92418  
Phone: (909) 806-3556  
Fax: (909) 806-3572

#### VENTURA COUNTY REGIONAL OFFICE

950 County Square Drive, Suite 101  
Ventura, CA 93003  
Phone: (805) 642-2800  
Fax: (805) 642-2260

## 2013 Federal Transportation Improvement Program (FTIP) Response to Comments

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 13-1	19-Jul-12	Pauline Chow,	Safe Routes to School National Partnership	<p>Reviewed the FTIP and asked for clarification on the following topics:</p> <ol style="list-style-type: none"> <li>1. The FTIP needs to include a set of metrics to evaluate each project's impact on walking and biking within the SCAG region. There is no evidence of barriers/obstructions that are posed by freeway off ramps to biking and walking.</li> <li>2. Metrics should prioritize and identify the best return on investment within the region and focus exclusively on active transportation.</li> <li>3. Currently working with SCAG staff to request the excel format of the FTIP in order to properly break out the information and projects that focus exclusively on active transportation.</li> </ol> <p>Ms. Chow thanked SCAG for providing such a detailed and well executed FTIP and also noted that she along with her colleagues would be submitting formal written comments.</p>	<p>See response to comment #13-7, regarding performance criteria for the next Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS" or "Plan") and Federal Transportation Improvement Program ("FTIP") updates. Additionally, note that SCAG identified performance measures related to active transportation in the 2012-2035 RTP/SCS, Active Transportation Appendix.</p>	19-Jul-12

2013 Federal Transportation Improvement Program (FTIP) Response to Comments

<b>Comment ID</b>	<b>Comment Date</b>	<b>Name</b>	<b>Affiliation</b>	<b>Comment</b>	<b>Response</b>	<b>Acknowledgement of Receipt</b>
FTIP 13-2	24-Jul-12	Andrew Yoon	Caltrans – District 7	Question asked at the July 24, 2012 Transportation Conformity Working Group meeting- - Why a Santa Clarita project on the I-5 freeway was no longer a TCM in the Draft 2013 FTIP?	Project LA0G440 was incorrectly marked as a Non-Exempt. The correction has been made to identify this project as a Transportation Control Measure (TCM) in the Draft 2013 FTIP. Mr. Yoon has been informed of the change.	24-Jul-12
FTIP 13-3	26-Jul-12	David Salgado	Imperial County Transportation Commission (ICTC)	Thanked SCAG staff for their assistance in the process, noting that everyone has always been helpful and in particular thanked Kurt Walker for his help.	Comment Noted.	24-Jul-12
FTIP 13-4	31-Jul-12	Abhijit Bagde	Caltrans	Thank you very much for providing us an opportunity to review SCAG's Draft 2013 FTIP. My compliments to you and your staff for preparing an excellent document.  Please include response to the comments below when submitting final 2013 FTIP to Caltrans.  Let me know of any questions. Thank you.  General comments:  1. Please ensure that project listings included in the final 2013 FTIP are available in CTIPS by October 1, 2012.	Comment Noted.          SCAG will upload the 2013 FTIP to the California Transportation Improvement Program System	31-Jul-12

2013 Federal Transportation Improvement Program (FTIP) Response to Comments

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>2. For Planning Studies (non-transportation capital), check to ensure that these projects have been considered for inclusion in the Overall Work Program rather than the FTIP.</p> <p>3. Technical Appendix Volume II of III, Section IV Attachment E: EPSP: Please note that using EPSP projects can be moved, advanced and/or delayed, within the 4-year FSTIP cycle as long as capacity to implement project exists in the year of obligation.</p> <p>Financial Summary:</p> <p>1. Provide the financial summary in the electronic format (see 2013 FSTIP Resources section under link below) when submitting final 2011 FTIP to Caltrans.</p> <p><a href="http://www.dot.ca.gov/hq/transprog/oftmp.htm">http://www.dot.ca.gov/hq/transprog/oftmp.htm</a></p> <p>2. 5307 FTA transfer funds: See comment no. 6 below.</p>	<p>( CTIPS) by October 1, 2012</p> <p>There are no Metropolitan Planning funds programmed in SCAG's 2013 FTIP.</p> <p>Changes to the Expedited Project Selection Procedure (EPSP) language of the FTIP Guidelines require SCAG to go through its consultation, review and approval process. SCAG will address the requested language change in the next FTIP Guidelines update process.</p> <p>SCAG will transmit the financial summary in electronic format when submitting the final 2013 FTIP to Caltrans.</p>	

2013 Federal Transportation Improvement Program (FTIP) Response to Comments

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Project Listings:</p> <p>1. LA0B408: Construction phase is programmed over multiple years. Please clarify if each year a separate authorization will be requested.</p> <p>2. 0C2500: Please confirm if construction phase programmed in FY 2015/16 is fully funded.</p> <p>3. Draft 2013 FTIP includes projects (e.g. LAF5101, LA0F010, LAF5704, LAF5305 only few projects are listed here) that do not have any funding programmed within the 4-year period of the 2011 FTIP. Clarify why these projects are programmed. Include a note in the project description if these projects are included in the 2011 FTIP for the environmental document approval.</p> <p>4. RIV100103: Please note in the project description that this an AC conversion project.</p> <p>5. LA0F075, LA0G841, VEN20101, VEN54070: 5307 FTA transfer funds are not listed in the financial summary.</p> <p>6. SBD20020812: Please note in the project description if this is an AC conversion</p>	<p>Yes the TCR funds will require annual authorizations.</p> <p>Caltrans in discussion with SCAG agree that the construction programming for the subject project will be updated via amendment #1 to the 2013 FTIP.</p> <p>Projects programmed in years 5 and 6 of the 2013 FTIP are for informational purposes as allowed by federal requirements.</p> <p>The project was updated as requested.</p> <p>The FTA funding is reflected under the FTA 5307 line item in the financial plan.</p> <p>The project was updated as requested.</p>	

2013 Federal Transportation Improvement Program (FTIP) Response to Comments

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				<p>project.</p> <p>7. VEN990609: Please change the fund type from "STP-RIP" to "STIP-AC".</p> <p>8. LA0G447: FTA funding is programmed over multiple year. Please confirm if each year a separate grant approval request will be made to FTA.</p> <p>9. LAF5806: Local funds programmed in the amount of \$312,000 are programmed in FY 2015/16 which is inconsistent with 2012 STIP as shown below. Please confirm.</p>	<p>The project was updated as requested.</p> <p>Yes, there will be an annual grant request to FTA.</p> <p>The project has been updated consistent with the 2012 STIP.</p>	
FTIP 13-5	3-Aug-12	Rye Berg	Safe Routes to School National Partnership	<p>Official Comment Letter:</p> <p><b>RE: 2013 Federal Transportation Improvement Plan</b></p> <p>On behalf of the Safe Routes to School National Partnership (National Partnership) , I would like to thank SCAG for its leadership in creating a new Active Transportation Division and the creation of the Active Transportation, Transportation Finance, Sustainability, and Public Health subcommittees. We are excited to work with SCAG over the coming years to ensure that Southern California becomes a safer and healthier place to walk and bicycle to school and in daily life.</p> <p>Upon review of the Draft 2013 Federal</p>		3-Aug-12

2013 Federal Transportation Improvement Program (FTIP) Response to Comments

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				<p>Improvement Program, the National Partnership would like to provide you with the following comments:</p> <p>Of primary concern is the lack of transparency in the current format of the document that makes it extremely difficult to analyze the extent to which active transportation projects have been included in the project lists. In addition, the document clearly defines the effects that transit and motorized vehicles have on our transportation system and environment but does not clearly illustrate the benefits of active transportation. With this being said, we would like to thank SCAG staff for providing us with assistance and additional information upon our request.</p> <p>As was noted in the discussions over the 2012 RTP/SCS, funding for Active Transportation needs to be increased to improve safety and promote public health. Only a small fraction of the money in the FTIP (2.3 percent) is allocated to projects that include bicycling and pedestrian components. It must also be noted that in many of these projects, bicycling and pedestrian components make up only a small percentage and thus the total funding is actually much lower. The 2012 RTP/SCS only includes 1.3 percent of all the funding for bicycling and pedestrian projects.</p>	<p>The document and project lists are formatted per guidance from Caltrans and the federal agencies. SCAG, along with the County Transportation Commission, will continue to work with our partners to ensure that the document is transparent.</p> <p>The SCAG 2012 RTP/SCS was unanimously approved by the Regional Council and did represent a significantly increased commitment to sustainability, health, and quality of life. The RTP/SCS is a planning and policy document that communicates the Region's vision, goals, and objectives. In addition, it lists all fiscally constrained projects and investments through 2035</p>	

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					<p>as well as the supporting policies and strategies. The RTP/SCS meets the greenhouse gas emission per capita targets established by the California Air resources Board pursuant to SB375, and gained the official support of many in the environmental community.</p> <p>Full benefits of this RTP/SCS Plan can only be achieved by implementing every component of the Plan, including land use, capital investments (projects) and key policy initiatives. On the other hand, FTIP represents implementation of only one of these components of the Plan, namely, capital investments. Furthermore, these components must work in unison in order for the Plan to be successful. For example, unless we are successful in creating adequate mixed use development around the</p>	

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					<p>region, as called for in the Plan, that have the potential to offer more biking and walking opportunities, we may not be able to meet our active transportation investment targets and the corresponding benefits. Another example is the pricing policy. Pricing policy, such as mileage based user fee, encourages transit usage and reduces VMT, probably more than specific capital projects.</p> <p>Since its adoption only four months ago, SCAG has moved aggressively to demonstrate its commitment to the implementation of the RTP/SCS. It has created six new subcommittees to help guide that effort including the following three subcommittees: the Active Transportation, Transportation Finance, Sustainability, and Active Transportation subcommittees. In addition, SCAG recently</p>	

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					<p>implemented an internal re-organization and established an Active Transportation Department and a Sustainability Department. This was done to reflect the new priorities set forth in the RTP/SCS.</p> <p>It should be recognized that FTIP is a programing document that is very narrow in scope, limited to capital projects in the first six years of the long range Plan. It is not designed to implement every aspect of the adopted 2012 RTP/SCS. The FTIP does not implement important policy elements of the Plan beyond capital investments, which can be as important as the capital projects.</p> <p>It should also be recognized that the projects that are contained in the 2013 FTIP are consistent with the projects listed for the same period in the 2012</p>	

2013 Federal Transportation Improvement Program (FTIP) Response to Comments

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				<p>The 2013 FTIP includes 360 out of a total 1171 projects that include biking and pedestrian components (many of these are street widening projects or capacity</p>	<p>RTP/SCS. For instance, the level of investment on active transportation in the 2013 FTIP is consistent with the level of investment for active transportation in the 2012 RTP/SCS for the first five years. Moreover, the RTP/SCS anticipates new funding sources in the future and as these materialize, much of the new funding will be dedicated to transit and active transportation.</p> <p>AB 1358 requires cities and counties to plan for a balanced, multimodal transportation network. As</p>	

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				<p>enhancement projects that only include sidewalks). The SCAG region will need to increase the quality and quantity of complete streets projects in order to implement AB 1358 the Complete Streets Act.</p> <p>SCAG’s 2013 FTIP guidelines state, <i>“In order for SCAG to be able to meet its 2020 target, it is critical that the 2013 FTIP prioritize funding for transportation choices that help the region move towards sustainability. As such, the CTCs are required to help the region meet these targets. Given the long lead time involved in the construction of transportation projects, it is necessary to prioritize funds now for projects that will help to reduce demand for single occupant vehicle miles traveled and promote less polluting alternatives. CTCs are strongly encouraged to carefully review County TIP projects and to earmark funding in the 2013 FTIP for projects which help to contribute to transportation choices and promote the development of mixed-use, transit oriented and other innovative growth. SCAG is committed to take into account the broader goals of the 2012 RTP and its requirements as</i></p>	<p>local jurisdictions continue to comply with the requirements set forth by AB 1358, these jurisdictions will work with the County Transportation Commissions to program these improvements in future FTIPs and FTIP amendments.</p> <p>As additional funding becomes available, the County Transportation Commissions are anticipated to identify projects for submittal to SCAG that can help the region meet the greenhouse gas emissions reduction targets set forth by SB 375, for inclusion into subsequent FTIPs.</p>	

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				<p><i>set forth by SB 375 when creating the 2013 FTIP.</i>” We therefore will be looking to SCAG and the CTC’s to ensure that additional funding and resources are devoted to Active Transportation projects in the future so that we can meet the mandates of SB 375. This will require the CTC’s to actively increase both the number of projects and the amount of funding for active transportation in future FTIPs.</p> <p>Below are specific suggestions on how to improve the Draft 2013 FTIP and future FTIPs.</p> <p><b>Section I Conformity Requirements &amp; Findings</b></p> <p>This section should be expanded to show how the transportation investments in the FTIP are meeting the goals, objectives and performance measures in the 2012 RTP/SCS and SB375. For example, how will the projects in the FTIP reduce VMT per capita and the number of bicycle and pedestrian injuries and fatalities?</p>	<p>The FTIP is the short term program comprised of the first 6 years of the 2012-2035 RTP/SCS and meets the goals for this period of time.</p> <p>The primary purpose of the FTIP is to list the transportation projects that will carry out the goals and objectives for improving transportation in the SCAG region. The Conformity Tests and Findings section located in the Conformity</p>	

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				<p><b>Section II Regional Emissions Analysis</b></p> <p>We are excited to learn that SCAG is currently developing an activity based model and improving its existing models. We would however like to make several comments on the</p>	<p>Requirements and Findings chapter demonstrates that the projects in the 2013 FTIP are consistent with the goals of the 2012-2035 RTP/SCS which reaches the greenhouse gas emissions reduction targets set by the California Air Resources Board pursuant to SB 375. Further, SCAG staff is in the process of developing additional performance measures that will evaluate the policies and projects in the RTP/SCS to ensure that the projects listed in both the plan and FTIP continue to provide mobility and air quality benefits for the region.</p> <p>SCAG’s Travel Demand Model is an advanced four step model that meets all the requirements of the Transportation Conformity</p>	

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				<p>modeling as it is presented in the current FTIP.</p> <p>FTIP Modeling Assumptions</p> <ul style="list-style-type: none"> <li>● SCAG should expand the variables in its nested logit model for mode choice. Currently, <i>“Mode choice is a function of level of service attributes (in-vehicle travel time, out-of-vehicle travel time, fares, parking fees, roadway tolls, auto operating costs), household attributes such as income, and zonal attributes such as residential and employment densities.”</i> SCAG should consider addressing the following variables: <ul style="list-style-type: none"> <li>○ Access to active transportation networks</li> <li>○ Extensiveness of active transportation networks (is there a network or are there missing links)</li> <li>○ Access to transit by active transportation</li> <li>○ Access to a variety of land uses within ½ mile for walking and 3 miles for biking</li> <li>○ Roadway speed</li> <li>○ Collision rates</li> <li>○ Crossing distances at intersections</li> <li>○ Intersection density</li> <li>○ Percentage of residents able to drive (Children and elderly often cannot)</li> <li>○ Person throughput instead of vehicle throughput</li> </ul> </li> <li>● The “Mode Choice Model Outputs” need to</li> </ul>	<p>Rule. All transportation modes must be evaluated in the mode choice model. As described on page II-4, SCAG’s mode choice model includes Non-Motorized (walk and bike as independent modes of transportation and as access to transit) at the top branch along with Auto and Transit. The Regional Travel Demand Model used for the 2013 FTIP is consistent with model used for the 2012-2035 RTP/SCS.</p> <p>SCAG’s model continually undergoes peer reviews based on current trends and meets all requirements of the Transportation Conformity Rule.</p>	

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				<p>be expanded to include active transportation. If the outputs only include motorized vehicle and transit modes 21% of the trips in Southern California are being excluded from the model.</p> <ul style="list-style-type: none"> <li>● In addition to highway and transit network assignments under “Network Assignment Model Outputs,” the active transportation network needs to be considered and analyzed.</li> </ul> <p>Bicycle and Pedestrian Networks</p> <ul style="list-style-type: none"> <li>● A summary of bicycle and pedestrian networks should be discussed in the tables on transportation system attributes. Since our transportation system directly affects public health outcomes and mode choice, the availability and convenience of these networks will determine mode choice. Understanding the existing and needed infrastructure will help SCAG and the CTCs to better allocate funding.</li> </ul> <p>Non-Motorized Trips</p> <ul style="list-style-type: none"> <li>● The analysis of non-motorized (active transportation) trips suggest there will be an approximately 1% increase in the number of non-motorized trips. SCAG should conduct an analysis to determine the funding levels necessary to produce different percentage increases in the number of active transportation trips and include this in the Financial Plan.</li> </ul>	<p>Bike and Pedestrian networks are described in depth in the 2012-2035 RTP/SCS.</p> <p>Scenario development is not a function of the FTIP. The FTIP is the funding document for the first 6 years of the RTP/SCS and sets forth funding strategies as identified and prioritized by the county commissions. Scenario development was implemented during the</p>	

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				<p>Section III Timely Implementation Of TCMs</p> <p>SCAG should work with each CTC to ensure that all active transportation projects are included as TCM measures and that these projects are given priority funding. In addition, in order to build out the active transportation networks in a timely manner, SCAG should encourage each CTC to increase the number of active transportation projects that are submitted. By fast tracking active transportation in Southern California we will realize the public health and environmental benefits of these projects sooner. At present SANDAG is developing both a Bicycle Early Action Program and an Active Transportation Early Action Program in order to increase the investment in active transportation in the next 10 years. We would like to see SCAG work with the CTC's to create similar programs.</p>	<p>early planning stages of the 2012-2035 RTP/SCS.</p> <p>At its July 5, 2012, the Regional Council approved the development of an Active Transportation subcommittee. This subcommittee will be responsible for recommending to the Transportation Committee (TC) policies which implement the 2012-2035 RTP/SCS as it relates to Active Transportation. Policy recommendations approved by the TC will be forwarded to SCAG's governing board, the Regional Council, for final review and approval. These anticipated, new SCAG policies may assist local jurisdictions and the County Transportation Commissions (CTCs) in initiating active transportation projects.</p> <p>Per the 2013 FTIP</p>	

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					<p>Guidelines adopted by the Regional Council, each CTC is required to identify and include Transportation Control Measures (TCMs) in its County TIP, Further, a TCM project or program becomes a committed TCM once funds have been programmed for right-of-way and/or construction in the first two years of the FTIP. Committed TCM projects require priority in funding, as well as demonstration of timely implementation, in accordance with the schedule provided in the FTIP. Note that TCMs are only required by the Federal Clean Air Act in ozone non-attainment areas that are classified as “serious” and above [Section 182(c)] which currently include the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin in the SCAG region.</p> <p>As discussed during the</p>	

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				<p><b>Section IV Financial Plan</b></p> <ul style="list-style-type: none"> <li>• The financial plan only highlights Transit, State Highway and Local Highway projects and is unclear about the percentage of funding that has been committed for bicycle and pedestrian improvements.</li> </ul>	<p>2012-2035 RTP/SCS adoption process it was acknowledged that not all locally funded non-motorized projects are listed in the FTIP. The local agencies are implementing projects through the use of their local funds which are not required to be in the FTIP. The FTIP does not contain all the local funding that implements non-motorized type projects.</p> <p>The Financial Plan is required by the funding agencies for all MPOs in the state. The format seen in the FTIP was developed by funding agencies and all MPOs are required to use this format to demonstrate that their respective FTIPs are financially constrained. Located in the same section is the 2013 Federal Transportation Improvement Program Expenditure Summary that</p>	

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				<p>• The plan should include a discussion of the relative costs and benefits of building and maintaining different facilities for different modes. Bicycle and pedestrian projects are often the most cost effective and cheapest projects to build and maintain. In addition, bicycle and pedestrian projects produce more jobs per dollar spent than highway projects.</p> <p>Sincerely,</p> <p>Rye Baerg and Pauline Chow Southern California Regional Policy Managers Safe Routes to School National Partnership</p>	<p>provides a breakdown of expenditure by project category.</p> <p>The purpose of the FTIP is to provide a capital list of projects consistent with the goals and policies identified in the RTP/SCS. Relative costs and benefits of building projects are identified at the local level. All transportation funds are not interchangeable due to funding restrictions and commitments made through the local sales measures.</p>	
FTIP 13-6	3-Aug-12	Joyce Dillard	Private Citizen	<p>Comment Email:</p> <p>State Implementation Plans for the South Coast Air Quality Management District SCAQMD has not been achieved in PM, NOx and Ozone with continued extensions for compliance. Rules are made but successful implementation success is guaranteed, only forecast.</p> <p>There needs to be a grip on reality to</p>	<p>The Draft 2013 FTIP has met the 5 Conformity tests as called for under the U.S. DOT Metropolitan Planning Regulations and Environmental Protection Agency's (EPAs) Transportation Conformity Regulations. They can be found on pages 2 &amp; 3 of</p>	3-Aug-12

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				recognize aspects of an over-built environment.	the Draft 2013 FTIP Executive Summary – Conformity is a required linkage between the transportation plan and State Implementation Plan (SIP). Implementation issues of the SIP are handled by the agencies responsible for the measures in the SIP as well as regional, state and federal air agencies.	
				Will conformity ever be achieved?		
				Bicycles, ridden by a minority, are being used as a solution.	The 2013 FTIP strives to meet the goals of the 2012-2035 RTP/SCS, which calls for a balanced, multimodal approach to transportation improvements that provides options, including the automobile, public transportation, and active transportation.	
				How?		
				Neglected are the Environmental Impacts and Health Risk Assessments of projects such as the Metrolink Maintenance Facility. Those important environmental impacts were never analyzed on any long-term basis and no mitigations have been taken on diesel	Projects listed in the FTIP were included in the 2012-2035 RTP/SCS, which was adopted by SCAG in April 2012; thus the environmental impacts of	

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				<p>emissions.</p> <p>Instead, the surrounding neighborhoods fight for some environmental justice because their health has deteriorated and their children have issues with health and with their school education.</p> <p>This is not mentioned in this plan.</p> <p>More than vehicles are aspects of other transportation modes that pollute centers of economy. Monitoring stations are based on wide areas, not source point areas.</p> <p>The pollutants affect more than the air, it affects the water and interferes with that Commerce aspect of the Clean Water Act.</p> <p>These impacts are not addressed.</p>	<p>such projects were previously analyzed on a regional scale and mitigation measures were identified in the Program Environmental Impact Report (PEIR) for the 2012-2035 RTP/SCS. Project-level analyses are typically required of the project's implementing agency, and are not required as part of the development or update of the FTIP.</p> <p>These impacts were analyzed in the 2012-2035 RTP/SCS Program Environmental Impact Report, and lead agencies must conduct project-level environmental review of the individual projects (there is no EIR required for the FTIP as it is not a plan or project but is the programming document for the RTP).</p>	

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				<p>The mode to go to Public Transportation is not the solution, as Metrolink represents Public Transportation. Metrolink also crosses various Air Quality Control Districts but the Maintenance Facility is in SCAQMD and is in the vicinity of freeways to compound the air quality problem.</p> <p>Transportation Control Measures TCM does not take into account the absence first-mile, last-mile transport.</p> <p>HOV lanes are addressed as a solution, yet the Los Angeles Convention and Event Center (Farmer’s Field NFL Stadium) is being planned with heavy concentrations of people flooding sports events. Without proper studies, public transportation is being used as a solution. In Los Angeles, low-income riders frequent the Public Transportation system while more affluent riders frequent Metrolink. More pollution is expected with increased Metrolink connections and increased truck and vehicle traffic flow to this destination.</p> <p>Where is the conformity?</p>	<p>All the pollution impacts of transit, HOV, Metrolink etc. have been modeled at a regional level for the 2012 RTP/SCS and 2013 FTIP.</p> <p>A project-level environmental impact report (EIR) must be completed for the proposed Farmers Field project, as required by California law, to identify impacts such as traffic impacts, and to identify mitigation measures. An EIR for Farmers Field is currently under development.</p> <p>The Draft 2013 FTIP has met the 5 Conformity tests as called for under the U.S. DOT Metropolitan Planning Regulations and the U.S. Environmental Protection Agency (EPA)</p>	

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				<p>We cannot be guaranteed that there is financial stability as municipalities are cash poor and many have gone bankrupt.</p> <p>Not mentioned is the debt load carried by the participating municipalities and their ability or inability for infrastructure improvements and the operation and maintenance funding to maintain those assets.</p>	<p>Transportation Conformity Regulations. The Conformity findings may be found on pages 2 &amp; 3 of the Draft 2013 FTIP Executive Summary. Upon approval of the 2013 FTIP the SCAG Regional Council will also approve the associated conformity findings.</p> <p>Comment Noted</p> <p>The 2013 FTIP only contains projects for which construction or operating funds can be reasonably expected to be available and includes system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the transportation system. Debt management policies of the county transportation commissions are detailed in the 2013 FTIP Financial</p>	

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				<p>Circulation Elements of the participating municipalities are not discussed, yet they are required.</p> <p>Regional Connector, in the City of Los Angeles, is being viewed as a solution, yet job growth does not exist in the area. Farmer’s Field, the Football Stadium, may benefit the most from a Regional Connector.</p>	<p>Plan. Examples of debt service associated with individual projects are also documented in the 2013 FTIP, such as debt payments for GARVEE Bond-funded projects in Los Angeles County. As indicated in the 2012-2035 RTP/SCS, debt service represents about nine percent of total plan expenditures between FY 2011 and FY 2035. Additional information on debt service can be found in the 2012-2035 RTP/SCS Transportation Finance Chapter.</p> <p>The FTIP has no authority over circulation elements, which fall under the purview of local jurisdictions.</p> <p>The Regional Connector is included in the adopted 2012-2035 RTP/SCS. An Environmental Impact Study/Environmental</p>	

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				<p>That is only one business in a large Metropolitan area.</p> <p>Charter Schools and their dependence on private transportation (cars) or public transportation to attract students to their schools should be considered. Charter Schools' jurisdiction is the State of California, not one City or County School District. With 241 (approximately) Charter Schools in the Los Angeles Unified School District area, one needs to consider the stresses of distance to school attendance. Each Charter School is a Local Education Agency LEA or School District unto itself.</p> <p>There are no jobs created in this distance traveling.</p> <p>Is equestrian transport ever considered? Trails are necessary, especially if an earthquake or other disaster occurs. Only horses and donkeys will be able to get through congested roads or damaged roads.</p>	<p>Impact Report (EIS/EIR) has been completed by the Los Angeles County Metropolitan Transportation Authority, which documents a projected employment growth in the study area.</p> <p>SCAG evaluates emission at a regional level. Transportation and emissions model updates will continue and all relevant mobile sources of emissions will be updated and assessed as needed.</p> <p>Comment noted.</p> <p>The 2012-2035 RTP/SCS calls for the increase in our region's bikeway lane miles from 4,315 to 10,122 by 2035. In most cases, all modes of active transportation will be</p>	

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				<p>Have you addressed the Architectural and Transportation Barriers Compliance Board ATBCB Shared Use Path Accessibility Guidelines or Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way? What costs are involved both in capital costs and operations and maintenance?</p> <p>Joyce Dillard P.O. Box 31377 Los Angeles, CA 90031</p>	<p>permitted to utilize such bikeways, including equestrian transport. The 2012-2035 RTP/SCS also addresses Safety and Security goals related to major human-caused or natural events</p> <p>These guidelines apply to the construction of transportation infrastructure. However, the 2012-2035 RTP/SCS does encourage the development of a balanced, multimodal transportation system for all users.</p>	
FTIP 13-7	3-Aug-12	Lucian Go  Amanda Eaken	Natural Resources Defense Council  Deputy Director, Sustainable	<p>Official Comment Letter:</p> <p>Re: Comments on SCAG's Draft 2013 FTIP</p> <p>President Becerra,</p> <p>The Natural Resources Defense Council, Move LA and the American Lung Association in California respectfully submit these comments on SCAG's Draft 2013 Federal Transportation Improvement Program.</p>		3-Aug-12

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		Denny Zane	Communities NRDC Executive Director Move LA	As you know, NRDC, Move LA, and ALA in California were deeply involved in the development of SCAG’s recently adopted Sustainable Communities Strategy under SB 375 and supported the goals of cleaner air, improved health and more sustainable communities. This plan has been hailed as a “model of sustainability” by the Los Angeles Times, and national media outlets have asked, “Is SoCal America’s Next Environmental Success Story?” The unanimous vote of the 84 member SCAG Board to adopt this 20 year plan was a victory celebrated by many.		
		Bonnie Holmes-Gen	American Lung Association in California.	But as we heard former SCAG President Larry McCallon tell the California Air Resources Board in March, “This plan means nothing if it is not implemented. I and my agency (SANBAG) are committed to implementing this plan.” We are pleased to hear this commitment. And we believe that the Draft 2013 FTIP is the first concrete step that SCAG will take to implement the SCS. The TIP is the culmination of the regional transportation planning and project selection process, and identifies specific near-term projects over a four-year period to move the region towards its transportation vision.  Our preliminary review of the FTIP reveals that its balance of projects is not yet commensurate with the bold vision and strong commitment to sustainable communities and improved health that characterized the	Federal regulations require the FTIP to be consistent with the RTP and meet all applicable conformity regulations. Based on technical analysis, we have determined that the Draft 2013 FTIP is in conformity with the State Implementation Plans for air quality, pursuant to the federal Clean Air Act and U.S. EPA Transportation Conformity regulations, and with the adopted 2012-2035 RTP/SCS projects and policies. The 2012-2035 RTP/SCS demonstrated a shift in policies and investments	

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				<p>recently adopted Sustainable Communities Strategy. With this letter, we are urging SCAG and its Regional Council, in collaboration with your member County Transportation Commissions, to review the lists of projects submitted, and identify the projects that are no longer relevant because they support urban sprawl, a development pattern that is no longer viable. We ask you to reconsider any projects that are inconsistent with the goals and ambitions of the highly laudable plan you just adopted.</p> <p>Further, consistent with direction below excerpted from the 2013 FTIP guidelines, we ask you to prioritize those projects that <i>do</i> further the goals of the SCS. We know from experience that creating sustainable communities and providing real, sustainable transportation choices does not happen overnight. These projects have long lead times before they will be completed. Therefore, we need to start <i>now</i> down a path of creating a truly sustainable Southern California.</p> <p><i>“Under SB 375, SCAG is required to achieve per capita reductions of greenhouse gas emissions from improved, integrated land use and transportation planning. SCAG must achieve a 2020 target of 8% and a 2035 target of 13%. SCAG has a number of supporting programs and policies to the RTP/SCS, with the goal to reduce vehicle</i></p>	<p>through the addition of funds to active transportation and the melding of land use with transportation investments to create economies of scale. In line with the 2012-2035 RTP/SCS, the 2013 FTIP continues to demonstrate this shift in policies that are reflected in the 2012-2035 RTP/SCS.</p> <p>The development of the 2013 FTIP in the SCAG region was developed through a “bottom up” approach. The County Transportation Commissions (CTCs) are responsible for prioritizing and determining the projects that go into their respective County FTIPs which were transmitted to SCAG in January 2012. Thus, each CTC has a project selection process that was conducted prior to submitting their 2013 County FTIP to SCAG.</p>	

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				<p><i>miles traveled and greenhouse gas emissions from passenger vehicles.</i></p> <p><i>In order for SCAG to be able to meet its 2020 target, it is critical that the 2013 FTIP prioritize funding for transportation choices that help the region move towards sustainability. As such, the CTCs are required to help the region meet these targets. Given the long lead time involved in the construction of transportation projects, it is necessary to prioritize funds now for projects that will help to reduce demand for single occupant vehicle miles traveled and promote less polluting alternatives. CTCs are strongly encouraged to carefully review County TIP projects and to earmark funding in the 2013 FTIP for projects which help to contribute to transportation choices and promote the development of mixed-use, transit-oriented and other innovative growth. SCAG is committed to take into account the broader goals of the 2012 RTP and its requirements as set forth by SB 375 when creating the 2013 FTIP.”i</i></p> <p>We believe SCAG needs to do more to demonstrate that the brilliant conversations about sustainability and public health priorities that occurred during the development of the SCS truly marked a change in direction in your agenda. We need to see a directional shift in policies and investments to support</p>	<p>SCAG has reorganized its structure and developed several new departments, including an Active Transportation Department, with the goal of implementing the RTP/SCS. Moreover, the</p>	

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				<p>sustainable development patterns that promote transit and reduce the need to drive. We further urge you to incorporate health indicators in the decision making process to measure health outcomes of TIP projects such as increases in walking and cycling, reduction in injuries from vehicular, pedestrian and bicycle collisions, reductions in air pollution, and access to goods and services.</p> <p>Further, we request that in the future, SCAG and its member County Transportation Commissions embrace an improved public process surrounding the adoption of the FTIP.</p> <p>The process of creating the SCS involved dozens of public outreach meetings and hours of public comment over several months. The TIP process, by contrast, involved a Notice of Availability posted during the summer months and two hearings –just a 30 day process in its entirety. Programming actual funds to build</p>	<p>Regional Council approved the creation of six subcommittees that will develop policy in specific areas such as sustainability, active transportation, and public health. As policy guidance is developed through the subcommittees, SCAG will work with the County Transportation Commissions and local agencies to measure the outcomes of policy recommendations and develop strategies and identify projects that will benefit the region.</p> <p>SCAG is committed to working with the County Transportation Commissions (CTCs) to assess and improve as needed the public participation process for development of future FTIPs. Consistent with federal regulations (23 U.S.C. Section 134 and 49 U.S.C. Section 5303),</p>	

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				<p>real projects is a critical part of implementing the RTP/SCS, one that calls for a more inclusive and public process. The Call for Projects from the MPO to the CTCs, for example, which occurred in January, was not widely noticed to the public.</p> <p>As another example, the guidelines referenced above, which SCAG issued to the CTCs in the Call for Projects, is an internal document, not found anywhere on SCAG's website. It should be publicly available. We were only able to obtain a copy by requesting it from staff. Clearly, this is not a transparent and</p>	<p>SCAG has developed a Public Participation Plan that provides details on the public participation process for the FTIP that meets federal and state requirements. Part of the development of the SCAG's FTIP requires the County Transportation Commissions to submit their County TIPs for analysis and development of the draft FTIP. To clarify, the January due date referenced in the 2013 FTIP Guidelines is the date that the County Transportation Commissions had to submit their County TIPs to SCAG. The County TIPs are not a Call for Projects since SCAG does not award funding to specific projects.</p> <p>The 2013 FTIP Guidelines have been posted on the SCAG website and future FTIP Guidelines will be posted on the SCAG website during the FTIP public review and</p>	

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				<p>inclusive process and it must be changed. We recommend instead that SCAG and the CTCs hold public educational forums early in the cycle to help public stakeholders participate in the process and ensure that all relevant guidance is posted on the SCAG and CTC websites. We believe you could do more to foster public participation throughout the development of the TIP by continuing some of the best practices you used during the SCS process.</p> <p>We direct your attention to the excellent process recently undertaken by the Bay Area’s Metropolitan Transportation Commission to assess the performance of their transportation projects and their alignment with performance goalsii, and ask that SCAG and its CTCs undertake a similar analysis during the next TIP process. During this process, staff attempted to analyze how closely aligned MTC’s major upcoming transportation investments were with the region’s 10 adopted performance goals, and scored projects based on these objectives. This process gives decision makers and the public a reasonably good sense of how well the agency’s investments will move the region in its chosen direction.</p> <p>We recognize there are legitimate constraints engendered by some of the funding sources</p>	<p>comment process.</p> <p>SCAG is also embarking on establishing performance criteria for the FTIP as specified by the recently enacted federal surface transportation law, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). In close consultation with the county transportation commissions, transit operators, Caltrans, federal funding agencies, and other stakeholders, SCAG will establish performance criteria for the RTP/SCS and the FTIP.</p> <p>The 2012 RTP/SCS identifies opportunities to</p>	

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				<p>used for projects in the FTIP, but believe there is significantly more that can be done to accelerate projects that provide real sustainable transportation choices that Southern Californians deserve.</p> <p>We are committed to working with you to implement this excellent SCS, and we look forward to a sustained partnership.</p> <p>Sincerely,</p> <p>Amanda Eaken Deputy Director, Sustainable Communities NRDC</p> <p>Denny Zane Executive Director Move LA</p> <p>Bonnie Holmes-Gen American Lung Association in California.</p>	<p>increase funding for active transportation. SCAG will continue to work with the County Transportation Commissions in developing new policy strategies that can generate funding for transportation projects that support the goals identified in the RTP/SCS. Once funding is identified, projects may then be submitted for the FTIP.</p>	
FTIP 13-8	5-Jul-12	Herman Cheng	Los Angeles County Metropolitan Transportation Authority	Metro sent an e-mail on July 5 requesting that ten projects swap CMAQ funds for RSTP funds.	SCAG made the requested changes to the ten projects Metro requested.	5-Jul 12
FTIP 13-9	8-Aug 12	Vincent Mammano	Federal Highway Administration	Thank you for submitting the Southern California Association of Governments (SCAG) Draft Fiscal Year (FY) 2012/13- 2016/17 Federal Transportation Improvement Program (FTIP) to the Federal Highway		23-Aug 12

2013 Federal Transportation Improvement Program (FTIP) Response to Comments

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				<p>Administration (FHW A) for review. Overall we find that SCAG has organized and developed a comprehensive Draft FY 2012/13 - 2016/17 FTIP document that substantially meets the requirements of 23 Code of Federal Regulations (CFR) § 450 and for the Final Rule on Statewide and Metropolitan Transportation Planning as published in the February 14, 2007 Federal Register. SCAG's document appears to adequately address transportation conformity and Clean Air Act provisions, proposes an air quality regional emissions analysis update, lists wholly jurisdictional Transportation Control Measure (TCM) details, incorporates a financial plan within limits of SCAG regional projected revenues, and specifies an all-inclusive register of projects expected to proceed.</p> <p>Specific comments we have on the Draft FY 2012/13-2016/17 FTIP are as follows:</p> <ul style="list-style-type: none"> <li>• FHW A commends SCAG for keeping its Public Participation Plan (PPP) current-adopted January 5, 2012. While SCAG's PPP is available electronically online, document reference seems to go without mention in the draft FTIP. There appears to be brief</li> </ul>	<p>SCAG has included additional information explaining that the FTIP was prepared in accordance with SCAG's Public Participation Plan</p>	

2013 Federal Transportation Improvement Program (FTIP) Response to Comments

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>discussion on interagency consultation and public involvement in the conformity requirements and findings section, yet additional public involvement procedure requirement dialogue and reference to SCAG's PPP may go to further enhance clarity of public participation in the FTIP</p> <ul style="list-style-type: none"> <li>• For supplemental public information enhancement, FHW A recommends SCAG consider including tables/graphics that contain information and links to key SCAG transportation documents (i.e. RTP, OWP, etc.) in the Final FY 2012/13- 2016/17 FTIP. Such particulars may possibly be incorporated as a document attachment or even inserted inside the front and/or back cover. Detail inclusion of these components may also have multipurpose utilization in all key SCAG transportation planning documents, in addition to the FTIP.</li> <li>• At the Federal Statewide Transportation Improvement Program (FSTIP) Workshop, held in January 2012, Environmental Justice (EJ)/Title VI analysis was an item conversed in need for transportation planning product support to comply with EJ and Title VI. SCAG documented in October 2000 compliance procedures for EJ, how was this considered in development of SCAG's Draft</li> </ul>	<p>(PPP). This information includes the link to SCAG's PPP as well. The updated information is included in both Vol I and Vol II of the Final 2013 FTIP.</p> <p>SCAG has included a copy of the SCAG publication "SCAG General Fact Sheet" and a "Weblinks to SCAG and SCAG's main work programs" page at the beginning of Volume III of the Final 2013 FTIP.</p> <p>The Final 2012-2035 RTP/SCS, approved by the SCAG Regional Council on April 4, 2012 (and approved by FHWA/FTA with regard to transportation conformity on June 4, 2012), included a comprehensive</p>	

2013 Federal Transportation Improvement Program (FTIP) Response to Comments

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>FY 2012/13 - 2016/17 FTIP and was an EJ/Title VI FTIP analysis conducted for the projects integrated in the draft document? FHW A recommends SCAG to incorporate more discussion of EJ/Title VI factors into the Final FTIP version. FHW A also recommends SCAG consider an EJ compliance measures update because it appears the latest production was completed in 2000.</p>	<p>environmental justice analysis. The Draft 2012/13-2016/17 FTIP is consistent with the policies, programs, and projects included in the 2012-2035 RTP/SCS, and as such the environmental justice analysis included as part of the federally approved 2012-2035 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2012/13-2016/17 FTIP. As stated in our <i>Compliance Procedure for Environmental Justice in the Transportation Planning Process</i> (October 2000), “since each TIP contains projects that are a subset of those in the RTP, and the RTP meets environmental justice expectations ... , the TIP is also presumed to meet these expectations.” SCAG is also proceeding to update its environmental justice compliance procedures, in consideration of the recent</p>	

2013 Federal Transportation Improvement Program (FTIP) Response to Comments

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					<p>FTA Circular on Environmental Justice Policy Guidance for Federal Transit Administration Recipients (effective August 15, 2012).</p> <p>Additionally, a key component of the 2012-2035 RTP/SCS development process was to further implement SCAG's Public Participation Plan, which involved outreach to achieve meaningful public engagement with minority and low-income populations, and included seeking input from our environmental justice stakeholders. As part of the environmental justice analysis for the 2012-2035 RTP/SCS, SCAG identified several performance measures to analyze existing social and environmental equity in the region and to address the impacts of the 2012-2035 RTP/SCS on various environmental justice</p>	

2013 Federal Transportation Improvement Program (FTIP) Response to Comments

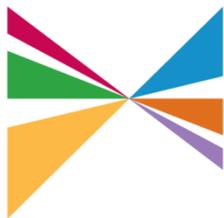
Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>We once again appreciate the timely submittal of SCAG's Draft FY 2012/13- 2016/17 FTIP, in concurrence and cooperation with Caltrans' 2013 FSTIP development schedule, and for the diligent work SCAG staff invested to compile the draft. FHW A will continue to</p>	<p>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 <a href="http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_EnvironmentalJustice.pdf">http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_EnvironmentalJustice.pdf</a>). The 2013 FTIP Executive Summary and Technical Appendix II Section V was updated to address Environmental Justice.</p>	

2013 Federal Transportation Improvement Program (FTIP) Response to Comments

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>monitor SCAG's FTIP as the 2013 FSTIP schedule moves forward, and we may provide additional comments on the submitted Final FY 2012/13-2016/17 FTIP document. If you have questions or need clarification as it pertains to FHW A's comments on SCAG's Draft FY 2012/13-2016/17 FTIP, please contact Michael Morris of the FHW A California Division's Cal-South office at (213) 894-4014, or by email at michael.morris@dot.gov.                      cc: (email)                      Hasan Ikhata, SCAG                      Rich Macias, SCAG                      Rosemary Ayala, SCAG                      Ted Matley, FTA Region IX                      Ray Sukys, FT A Region IX                      Vincent P. Mammano                      Division Administrator                      Abhijit Bagde, Caltrans Programming (abhijit bagde@dot.ca.gov)                      Muhaned Aljabiry, Caltrans Programming (muhaned aljabiry@dot.ca.gov)                      Karina O'Connor, EPA Region IX                      Lisa Hanf, EPA Region IX                      Stew Sonnenberg, FHW A-CA                      Jermaine Hannon, FHW A-CA                      Michael Morris, FHW A-CA                      cc:                      SCAG 2012/13 FTIP Binder                      MM/</p>		

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SOUTHERN CALIFORNIA

ASSOCIATION of  
GOVERNMENTS**Main Office**

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

**Officers**

President

Glen Becerra, Simi Valley

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Keith Millhouse, Ventura County  
Transportation Commission**RESOLUTION NO. 12-542-1**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS APPROVING  
THE 2011/13 – 2017/18 FEDERAL TRANSPORTATION  
IMPROVEMENT PROGRAM (2013 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) 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 and Sustainable Communities Strategy under California Government Code §65080 et seq., and the FTIP under California Government Code § 65082 and Public Utilities Code §130301 et seq.; 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, an MPO shall develop and update a FTIP for the metropolitan planning area covering a period of no less than four years. In addition, under state law, the FTIP must be updated every two years so as to be consistent with the State Transportation Improvement Program (STIP). The SCAG Regional Council adopted and approved the FY 2010/11 – 2015/16 FTIP (2011 FTIP) in September 2010. As such, the 2013 FTIP updates the 2011 FTIP; and

**WHEREAS**, the 2013 FTIP is a staged, multiyear, intermodal program of transportation projects which covers six fiscal years, includes a priority list of projects to be carried out in the first four fiscal years (2012/13, 2013/14, 2014/15, and 2015/16) and a listing of obligated projects from prior years that may require state or federal action. Projects in the additional years (2016/17 and 2017/18) are to be considered by the Federal Highway Administration (FHWA) and Federal Transportation Agency (FTA) as informational. The 2013 FTIP is composed of over 1,100 transportation projects with \$32.5 billion dollars programmed in fiscal years FY 2012/13 to FY 2017/18; and

**WHEREAS**, 23 U.S.C. §134(j)(3)(C) and 23 C.F.R. § 450.324(g) requires each project or project phase in the 2013 FTIP to be consistent with the 2012 RTP; and

**WHEREAS**, 42 U.S.C. § 7506(c)(1) requires the 2013 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 2013 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 March 1, 2007, to serve as a guide for SCAG's public involvement process. This Public Participation Plan was further amended on January 5, 2012, to provide more explicit details as to SCAG's strategies, procedures and techniques for public participation on the RTP, 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**, on April 4, 2012, the SCAG Regional Council adopted the Final 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS);

**WHEREAS**, SCAG staff has conducted an analysis of the Draft 2013 FTIP and found that the 2013 FTIP complies with federal and state metropolitan planning requirements and is consistent with the 2012-2035 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 2013 FTIP with the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) on June 26, 2010. In addition, the Draft 2013 FTIP was reviewed by the Transportation Committee on July 5, 2012, who in turn authorized the release of the draft of the 2013 FTIP for a 30-day public review and comment period. The Draft 2013 FTIP was available for public review and comment from July 5, 2012 to August 3, 2012, during which time SCAG held two (2) public hearings regarding the Draft 2013 FTIP on July 19 and 26, 2012, 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 2013 FTIP; and

**WHEREAS**, the 2013 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 2013 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 2013 FTIP as required by 23 U.S.C. §134(h)(2)(b). Further, the 2013 FTIP reaffirms the transportation conformity determination of the 2012-2035 RTP/SCS update and takes into account minor revisions related to project descriptions, schedules and funding; and

**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 2013 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 2013 FTIP, the Regional Council finds as follows:
  - a. The 2013 FTIP complies with all applicable federal and state requirements;
  - b. The 2013 FTIP implements and is consistent with SCAG's 2012-2035 RTP/SCS;
  - c. The 2013 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 2013 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 2013 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 2013 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.

**APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at a regular meeting this 6th day of September, 2012.

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

Attested by:

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Hasan Ikhata  
Executive Director

Approved as to Form:

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Joann Africa  
Chief Counsel

**REPORT**

**DATE:** September 6, 2012

**TO:** Transportation Committee (TC)

**FROM:** Philip Law, Acting Manager, Transit/Rail, 213-236-1841, law@scag.ca.gov

**SUBJECT:** Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA) – Study Recommendations

**EXECUTIVE DIRECTOR'S APPROVAL:** 

**RECOMMENDED ACTION:**

Recommend that the Regional Council:

- 1) Accept the staff recommendations regarding the technology, stations, alignments, and phasing options that should be carried forward for further study; and
- 2) Authorize the Executive Director to finalize the AA report with the recommendations and forward to the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA) for further study.

**EXECUTIVE SUMMARY:**

*SCAG staff has concluded the technical work on the PE ROW/West Santa Ana Branch Corridor AA. The staff findings are based upon an extensive analytical and outreach effort that resulted in recommendations regarding technology, stations, alignments, and phasing options to be carried forward for further study by Metro and OCTA. As the owners of the PE ROW, Metro and OCTA have the sole discretion to proceed with their portion of the project into the engineering and environmental phases, consistent with federal and state requirements.*

*The staff recommendations are summarized below and discussed in further detail in the staff report and attachments.*

**Technology:** *No Build, Transportation Systems Management (TSM), and Light Rail Transit (LRT) Alternatives should be carried forward into engineering/environmental phases*

**Stations:** *The stations that were identified in city work sessions should be carried forward, except for the Cerritos/Bloomfield station as requested by the Steering Committee*

**Alignments:** *Northern connection – West Bank 3 and East Bank Alternatives should be carried forward  
PE ROW – Use of this ROW should be carried forward  
Southern connection – Harbor Blvd/1<sup>st</sup> St Alternative should be carried forward  
Vertical alignment – future study efforts should evaluate fully grade-separated LRT*

**Phasing:** *Los Angeles (LA) County segment should proceed first, and segments within LA County are to be prioritized by Metro based on further evaluation*

## **STRATEGIC PLAN:**

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

## **BACKGROUND:**

The TC directed staff to initiate the AA study based upon discussions held during the development of the 2008 Regional Transportation Plan (RTP) regarding the use of the PE ROW in LA and Orange Counties. Subsequent to the direction from the TC, the three (3) agencies – SCAG, Metro, and OCTA – agreed to work cooperatively on the proposed study. Metro and OCTA staff participated in SCAG's consultant procurement process and assisted with proposal reviews and consultant interviews. This inter-agency coordination remained ongoing throughout the duration of the study, through regular agency coordination meetings and advanced Metro and OCTA review of project deliverables.

## **Study Process**

The PE ROW is an abandoned railroad corridor that extends 20 miles from the City of Paramount to the City of Santa Ana. It is owned by Metro and OCTA, and is not currently used for mass transportation purposes. The study area extends from Downtown LA/Union Station in the north to the Santa Ana Regional Transportation Center (SARTC) in the south. The AA study assesses the feasibility of transit service on the corridor and its potential to improve mobility, provide the corridor communities with improved connections to the regional transit system, support local plans for economic development, and provide residents and workers with additional travel options. The study follows the Federal Transit Administration (FTA) guidelines for AA studies, to leave open the possibility for Metro and OCTA to pursue federal funding for the project.

The project team implemented an extensive stakeholder coordination and public participation process that included: the aforementioned agency coordination with Metro and OCTA, as well as the Orangeline Development Authority (OLDA); a Technical Advisory Committee (TAC) of city and agency staff; a Steering Committee of elected officials representing the corridor cities and counties and co-chaired by Board Directors from Metro and OCTA; a total of 20 community meetings held throughout the corridor over the course of the study; a project website and electronic newsletter; presentations to neighborhood and community groups; and briefings with elected officials.

The study findings and recommendations are based upon an extensive analytical effort that involved the identification and evaluation of a wide range of technology and alignment alternatives. These alternatives were evaluated in a multi-step screening process that incorporated technical analysis and community and stakeholder input, leading to the identification of a final set of alternatives for detailed evaluation that includes No Build, Transportation Systems Management, and four (4) "build" alternatives: Bus Rapid Transit (BRT); Street Car; LRT; and Low Speed Magnetic Levitation (Maglev). For BRT, the study evaluated a street-running option and an option utilizing the high-occupancy vehicle (HOV) lanes on the I-105 and I-110 freeways. For the fixed guideway options (Street Car, LRT, and Low Speed Maglev), the study evaluated four northern connection alignments and two southern connection alignments, using various combinations of railroad rights-of-way and city streets. The northern alignments address the connection from the PE ROW in Paramount north to Union Station, while the southern alignments address the connection from the PE ROW in Santa Ana to SARTC.

The alternatives were evaluated with respect to project goals and evaluation criteria that were developed based upon input received through the public participation process and from the two advisory committees, the TAC and Steering Committee. These criteria include: stakeholder and public support, ridership, cost to build and to operate, cost-effectiveness, support for local economic development plans, and environmental effects such as noise, vibration, visual/privacy, traffic, air quality, and property acquisition. SCAG staff presented a summary of the final screening evaluation results to the TC at its May 3, 2012 meeting.

As Metro and OCTA consider moving forward with this project, the AA report identifies a number of significant challenges. First, the northern connection alignments evaluated in the AA would include the construction of a new Metro Green Line station in the median of the I-105 freeway, and are proposed to use various railroad ROWs that are not currently owned by Metro. Most importantly, the San Pedro Subdivision ROW that would connect the PE ROW north towards Union Station is currently owned by the Ports of LA and Long Beach. Utilization of this railroad ROW would require provision of freight trackage, along with any new transit system, to accommodate service to the existing freight customers and provide emergency travel for the Alameda Corridor freight activity. Second, access to, and capacity constraints at, Union Station remain a significant challenge and Metro has recently begun work on a Union Station Master Plan. Third, there is limited funding secured for this project in LA County, with only \$240 million identified in Measure R. This amount is not sufficient to fund any of the build alternatives in the AA study, and the estimated shortfalls are significant—from \$1 billion for BRT to \$3 billion for LRT and up to \$9 billion for Low Speed Maglev (these figures reflect financing funding requirements).

## **Recommendations**

The study recommendations are grouped into three (3) main categories: technology; stations and alignments; and project phasing. SCAG staff and consultants (the project team) developed recommendations based upon the technical analysis and input from public and stakeholder participation. The TAC reviewed and discussed the project team recommendations at its June 12, 2012 meeting and developed TAC recommendations to the Steering Committee. Subsequently, the Steering Committee reviewed and discussed both the TAC and project team recommendations at its June 20, 2012 meeting and developed the Steering Committee recommendations. Staff concurs with all of the Steering Committee recommendations with exception of the recommendation regarding the Low Speed Maglev technology. The recommendations are described below and discussed in greater detail in the attachments to the staff report.

### *Technology*

Regarding technology, the No Build and TSM alternatives are required to be carried forward. Of the remaining build alternatives, the project team recommended that only the LRT option be carried forward for further study due to its projected ridership (highest among all of the alternatives), its ability for potential interlining with the Metro rail system and use of existing facilities and operational experience, its cost-effectiveness (best among the guideway alternatives), and its community and stakeholder support (highest among all the alternatives). The Steering Committee agreed with the project team recommendation for LRT, but recommended that the Low Speed Maglev alternative also be carried forward. The Steering Committee viewed Low Speed Maglev as an environmentally superior option that had the lowest noise, vibration, and traffic impacts among the fixed guideway alternatives and that offered a new, future-oriented technology.

Staff does not concur with the Steering Committee recommendation for Low Speed Maglev, due to its unproven technology, highest cost and worst cost-effectiveness among all the alternatives, significant right-of-way impacts, and OCTA's adopted principles regarding emerging transit technologies (further discussion of OCTA's position is provided in a subsequent section of this report).

### Alignment and Stations

Regarding the horizontal alignment, the project team recommended that only the West Bank 3 option be carried forward for further study. The West Bank 3 alignment served a higher number of key cities and destinations, resulting in higher ridership, connectivity to the existing Metro rail system, and city and agency support. The TAC and Steering Committee agreed with the project team recommendations, but recommended that the East Bank alignment also be carried forward. The project team did not recommend the East Bank alignment due to the existing heavy freight and passenger rail utilization and capacity constraints. However, the TAC and Steering Committee recommended this alignment to allow for the consideration of two (2) alignment options connecting north to Union Station.

Regarding the vertical alignment, the TAC and Steering Committee also recommended that future study efforts should evaluate the LRT alternative operating in a fully grade-separated configuration.

Regarding stations, the project team recommended that the initial set of stations that were identified in working sessions with corridor cities and agencies be carried forward for further study. The TAC agreed with the project team recommendation, with the understanding that future study efforts may identify more precise station locations and result in the shifting, relocating, and/or adding of stations. The Steering Committee concurred, but also recommended the removal of the Cerritos/Bloomfield station from further study, based on a request by the Cerritos representative.

Staff concurs with all of the Steering Committee recommendations regarding alignments and stations.

### Phasing

Regarding phasing, the project team recommended that the LA County segment should proceed first, reflecting current funding availability and agency priorities. There is \$240 million in Measure R funding available for this corridor in LA County, and the project is included in Metro's Long Range Transportation Plan (LRTP). OCTA is currently addressing other transit priorities identified in its renewed Measure M program and LRTP. The TAC and Steering Committee agreed with the project team recommendation. The Steering Committee clarified that the Minimum Operable Segments (MOSs) within LA County should be determined by Metro based upon more detailed engineering and environmental review work.

Staff concurs with the Steering Committee clarification regarding the phasing of MOSs within LA County.

### **OCTA Action Regarding Maglev Alternative**

At the June 20, 2012 Steering Committee meeting, the Orange County members of the committee opposed the technology recommendations and abstained from the alignment and phasing recommendations. Subsequently, the OCTA Board at its July 23, 2012 meeting took action to oppose the Steering Committee recommendations and directed OCTA staff to work with the SCAG Executive Director to remove the Low Speed Maglev option from the report's recommendation and from future follow-up studies. The OCTA Board has adopted policies and guiding principles in its LRTP regarding the evaluation and consideration of

# REPORT

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emerging and unproven transit technologies. The August 10, 2012 letter from OCTA regarding the Low Speed Maglev alternative is provided as Attachment 2 of the staff report. OCTA's position regarding the Low Speed Maglev alternative is consistent with the staff recommendation.

## **Next Steps**

Upon approval from the Transportation Committee and Regional Council, staff will finalize the AA report and forward the study findings and recommendations to Metro and OCTA. As the owners of the PE ROW, Metro and OCTA have the sole discretion to proceed with their portion of the project into the engineering and environmental phases consistent with federal and state requirements.

This project is included in the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as the "West Santa Ana Branch ROW Corridor" in LA County, and it is also included in Metro's LRTP and Measure R expenditure plan. The project details are as yet undefined, pending the completion of this study and potential action on a preferred strategy by Metro. The 2012 RTP may be amended in the future to reflect any Metro action that further defines the project.

## **FISCAL IMPACT:**

Funding for this study was provided in FY 12 Overall Work Plan (OWP) WBS# 12-140.SCG01003.

## **ATTACHMENTS:**

1. PowerPoint Presentation: "Pacific Electric Corridor - Staff Recommendations"
2. August 10, 2012 OCTA Letter
3. PEROW/WSAB Corridor AA Study staff recommendations

To access Draft AA Report, please visit: <http://www.scag.ca.gov/perow/project-documents.html>

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## Study Process

- Initiated by Transportation Committee after 2008 Regional Transportation Plan
- Followed the Federal Transit Administration's Alternatives Analysis (AA) process
- Study cost \$1.9 million over 2.5 years
- Extensive stakeholder and public input process
  - Metro, OCTA, OLDA coordination
  - 20 community meetings
  - Two advisory committees
    - Technical Advisory Committee
    - Steering Committee co-chaired by Metro and OCTA

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## Final Set of Alternatives

### Alternatives included:

- No Build
- Transportation System Management (TSM)
- Bus Rapid Transit (BRT)
- Street Car
- Light Rail Transit (LRT)
- Low Speed Magnetic Levitation (Maglev)

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# BRT Alternative

## Alternative defined as:

- High-capacity, high speed bus service similar to Metro Orange Line in Los Angeles County
- Two options studied:
  - ♦ HOV Lane-Running Option – similar to Metro Silver Line
  - ♦ Street-Running Option – similar to Metro Rapid lines and OCTA BRT



# BRT Alternative Alignment

## Northern Connection Area:

- Street service
- Transitway and freeway HOV Lane service

## PEROW/WSAB Area:

- Dedicated lane service
- Some street service

## Southern Connection Area:

- Street service





WEST SANTA ANA BRANCH

# Guideway Alternatives

## Street Car

- Similar to Portland, Santa Ana
- At-grade, in street, mixed with auto traffic



## LRT

- Similar to Metro Blue, Green, Gold, Expo Lines
- Typically operates in own right-of-way

## Low Speed Maglev

- Similar to Linimo in Nagoya, Japan
- Must be fully grade-separated



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WEST SANTA ANA BRANCH

# Northern Connection Area Alignments

## Union Station – Green Line

1. New Green Line station
2. San Pedro Subdivision
3. LA River Bank Options
  - ◆ East Bank
  - ◆ West Bank 1
  - ◆ West Bank 2
  - ◆ West Bank 3
4. Union Station access



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WEST SANTA ANA BRANCH

# PEROW/WSAB Area Alignment

## Green Line – Harbor Blvd. Station

1. Dedicated operations in center of ROW
2. Harbor Blvd. Station interface with future Santa Ana-Garden Grove Street Car Project



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WEST SANTA ANA BRANCH

# Southern Connection Area Alignments

## Harbor Blvd. Station – Santa Ana RTC

1. Harbor Blvd./1<sup>st</sup> St./Santiago St./SARTC
2. Westminster Blvd./17<sup>th</sup> St./Main St./transfer to Street Car system



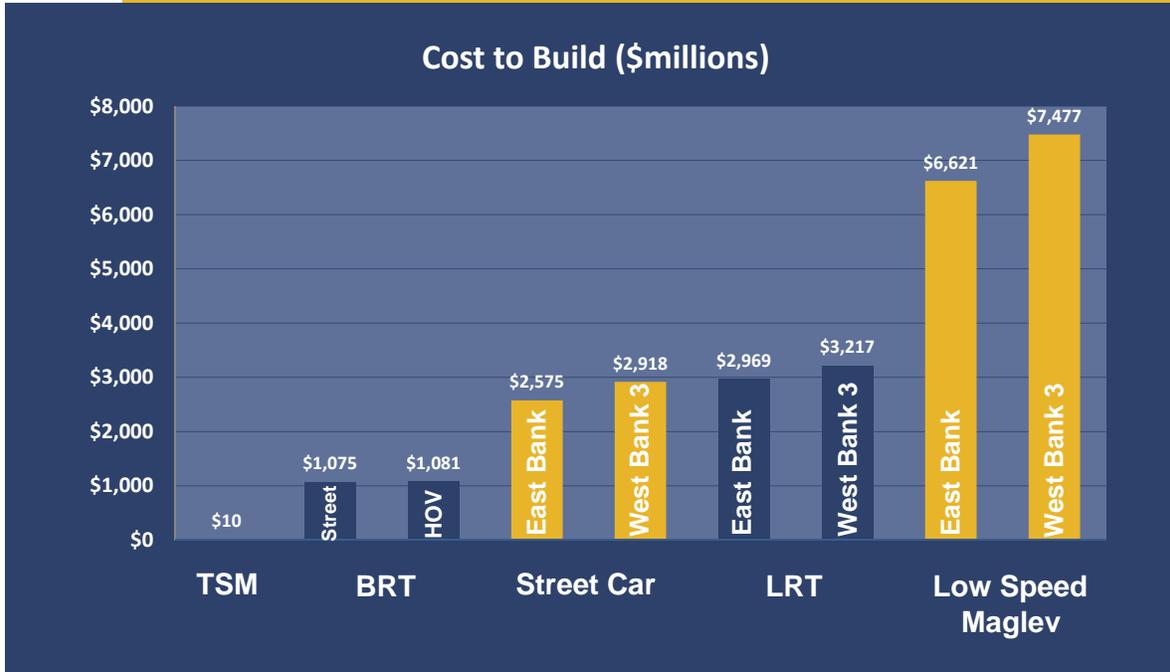
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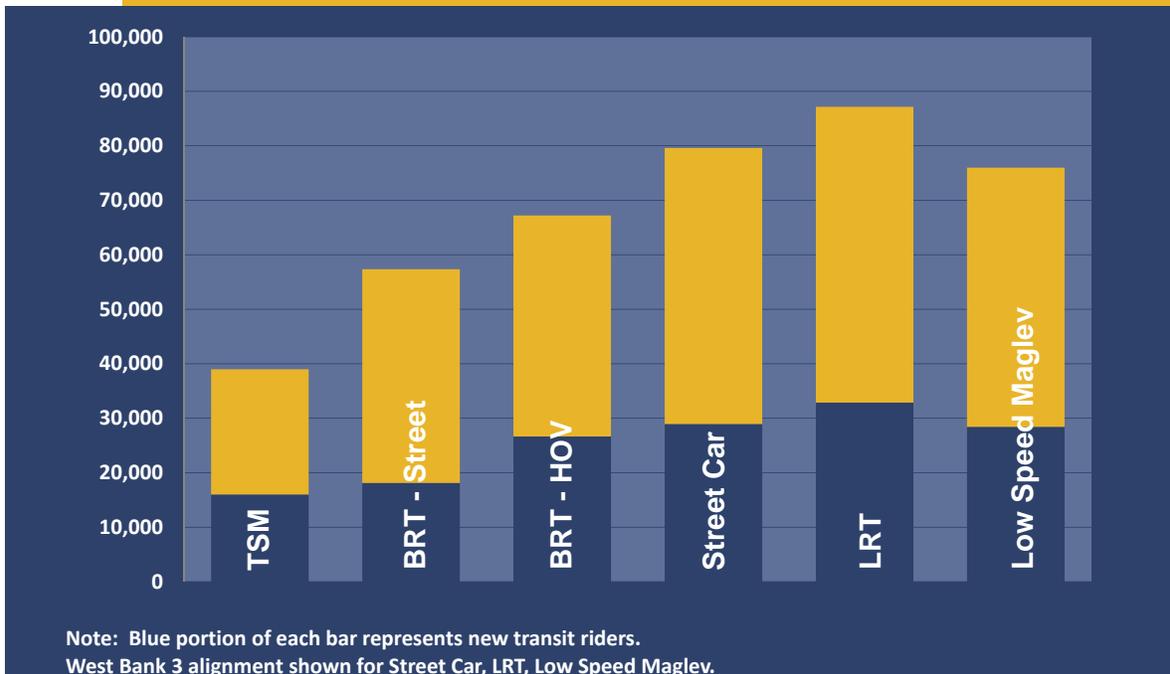
WEST SANTA ANA BRANCH

# Cost to Build



WEST SANTA ANA BRANCH

# Daily Ridership Estimates



Note: Blue portion of each bar represents new transit riders.  
West Bank 3 alignment shown for Street Car, LRT, Low Speed Maglev.



WEST SANTA ANA BRANCH

# Cost-Effectiveness

The Cost-Effectiveness Index (CEI) compares the cost of constructing and operating each alternative to the ridership it attracts and serves.

A CEI of **under \$25** is the goal when seeking federal funding.



Note: West Bank 3 alignment shown for Street Car, LRT, Low Speed Maglev.



WEST SANTA ANA BRANCH

# Environmental Impacts

- **Traffic:**
  - BRT, Street Car, LRT have major impacts from in-street operations
  - Low Speed Maglev has minor impacts from column placements
- **Visual & Aesthetics:**
  - Low Speed Maglev has major impacts due to elevated structure
  - LRT, Street Car have medium impacts from overhead catenary
- **Noise & Vibration:**
  - LRT has major impacts from steel wheel-on-steel rail operations
  - Low Speed Maglev and BRT have minor impacts
- **Parks, Cultural & Historic Resources:**
  - Low Speed Maglev has major impacts due to elevated structure
  - All other alternatives have minor impacts
- **Property Acquisition:**
  - All build alternatives require property for maintenance facility
  - Low Speed Maglev has major property impacts due to turning radius



WEST SANTA ANA BRANCH

## Staff Recommendations

- Reflect the technical evaluation, stakeholder and public input, and input from the two advisory committees
- Grouped by technology, alignments, stations, and phasing
- Recommendations are for further study by Metro and OCTA in future engineering/environmental phases (e.g., EIR/EIS)

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WEST SANTA ANA BRANCH

## Staff Recommendations

### Technology:

- No Build & TSM are required
- BRT is not recommended for further study
  - 2035 ridership demand exceeds capacity
  - Operates on congested highway system
  - Lack of community/stakeholder support
- Street Car is not recommended for further study
  - Similar cost to LRT without the same capacity
  - Vehicle issues (e.g., single cars, seating vs. standee)
  - No local operator experience (new staff, facilities)

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WEST SANTA ANA BRANCH

## Staff Recommendations

### Technology (continued):

- LRT is recommended for further study
  - Highest ridership, capacity, and stakeholder support
  - Connectivity/interoperability with Metro LRT system
- Low Speed Maglev is not recommended for further study:
  - Highest capital cost, least cost-effective, significant property acquisition, no U.S. system (lengthy/costly approval process), OCTA policy for unproven technologies
  - Note: Maglev is recommended by Steering Committee due to lowest noise, vibration, and traffic impacts, and lowest operating and maintenance cost

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WEST SANTA ANA BRANCH

## Staff Recommendations

### Northern Connection Alignments:

- West Bank 3 is recommended for further study
  - Serves higher number of cities and destinations, resulting in higher ridership and city/agency support, and connectivity to existing Metro rail system
- East Bank is recommended for further study
  - Recommended by advisory committees to allow for a second possible alignment north connecting to Los Angeles
- West Bank 1 and 2 are not recommended
  - West Bank 1 conflicts with high-power electrical transmission towers
  - West Bank 2 has cost and operational issues and capacity constraints

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WEST SANTA ANA BRANCH

## Staff Recommendations

### Southern Connection Alignments:

- Harbor Blvd./1<sup>st</sup> Street is recommended for further study due to higher ridership and fewer impacts
- Westminster Blvd./17<sup>th</sup> St./Main St. is not recommended for further study due to constrained street width, sensitive land uses, lower ridership
- Future study efforts should evaluate the most appropriate horizontal and vertical system configurations to maintain street lane capacity

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WEST SANTA ANA BRANCH

## Staff Recommendations

### Vertical Alignment:

- Future study efforts should evaluate an LRT alternative operating in a fully grade-separated configuration.

### Stations:

- Carry forward initial station locations identified in work sessions with cities/agencies
- Recognize that future studies may result in the shifting, relocating, and/or adding of stations
- Remove Bloomfield/Cerritos station from further consideration as requested by Steering Committee

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WEST SANTA ANA BRANCH

## Staff Recommendations

### Phasing:

- LA County segments are recommended to be implemented first
  - Project has Measure R funding in LA County and is in Metro Long Range Transportation Plan (LRTP)
  - Orange County has other transit priorities in Measure M and OCTA LRTP
- Within LA County, the decision on sequencing of minimum operable segments (MOS) to be determined by Metro after further study

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WEST SANTA ANA BRANCH

## Recommended Action

### Recommend that the Regional Council:

1. Accept the staff recommendations regarding the technology, stations, alignments, and phasing options that should be carried forward for further study; and
2. Authorize the Executive Director to finalize the AA report with the recommendations and forward to the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA) for further study.

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## AFFILIATED AGENCIES

Orange County  
Transit District

Local Transportation  
Authority

Service Authority for  
Freeway Emergencies

Consolidated Transportation  
Service Agency

Congestion Management  
Agency

Service Authority for  
Abandoned Vehicles

August 10, 2012

Mr. Glen Becerra, President, Regional Council  
Mr. Keith Millhouse, Chairman, Transportation Committee  
Southern California Association of Governments  
818 W. Seventh Street, 12th Floor  
Los Angeles, CA 90017

**Subject: Pacific Electric Right-of-Way/West Santa Ana Branch Alternatives  
Analysis Recommendations**

Dear President Becerra and Chairman Millhouse:

The Orange County Transportation Authority (OCTA) appreciates the opportunity to be involved in the preparation of the Pacific Electric Right of Way (PE ROW)/West Santa Ana Branch Alternatives Analysis (AA) Report. As owners of the right-of-way in Orange County, OCTA has the final decision on the technology/modal options that best fits the corridor for future engineering and environmental studies.

Throughout the preparation of the AA Report, OCTA staff worked with the Southern California Association of Governments (SCAG) to identify issues and concerns as it relates to the proposed transit uses along the PE ROW. During this effort, OCTA had expressed that the low-speed magnetic levitation alternative would not be supported along the PE ROW in Orange County based on policies adopted by the OCTA Board of Directors (Board) regarding emerging transportation technologies. We believe that proven technologies with real world data on costs and operations are more prudent choices for use of public funds.

On June 20, 2012, the AA Steering Committee approved the Technical Advisory Committee recommendations for the study, which included no-build, transportation systems management, light-rail transit, and low-speed maglev alternatives. Orange County representatives on the AA Steering Committee voted against the recommendations because bus rapid transit, which was the most cost-effective alternative, was excluded from consideration.

On July 23, 2012, the OCTA Board approved OCTA staff recommendations that oppose the AA Steering Committee's actions. The Board also reaffirmed

Mr. Glen Becerra  
Mr. Keith Millhouse  
August 10, 2012  
Page 2

OCTA's "right-of-way protection" principle for the PE ROW. In addition, staff was directed to work with SCAG's Executive Director, Hasan Ikhata, to address OCTA's concerns regarding the low-speed maglev alternative for further study.

Furthermore, OCTA has identified and is actively developing a set of transportation projects as part of the Measure M2 Program that includes potential transit uses along the PE ROW, from Riatt Street to Harbor Boulevard. The cities of Garden Grove and Santa Ana have proposed a streetcar system that would use this section of the PE ROW. As part of OCTA's recommendations, the Board directed staff to continue working with Garden Grove and Santa Ana on potential uses on the PE ROW, and provide utilization options on the remaining section of the PE ROW following the completion of the environmental document. A copy of the staff report is included as an attachment.

Thank you for having OCTA participate during the preparation of the AA Report, and we look forward to working with SCAG on addressing OCTA's issues and concerns regarding the alternatives recommended for further study.

Should you have any questions, please contact Will Kempton, OCTA Chief Executive Officer, at (714) 560-5584.

Sincerely,



Paul G. Glaab  
Chairman, OCTA Board of Directors

PGG:ea  
Attachment

c: OCTA Board of Directors  
Hasan Ikhata, Executive Director, SCAG  
Alan Wapner, Vice Chair, Transportation Committee, SCAG  
Will Kempton, Chief Executive Officer, OCTA  
Art Leahy, Chief Executive Officer, Los Angeles County Metropolitan  
Transportation Authority

**PACIFIC ELECTRIC RIGHT-OF-WAY (PEROW) / WEST SANTA ANA BRANCH (WSAB) CORRIDOR  
ALTERNATIVES ANALYSIS (AA) STUDY  
STAFF RECOMMENDATIONS**

The following project findings and staff recommendations are based on the technical evaluation results, community and stakeholder input, and input from the study's two advisory committees (Technical Advisory Committee [TAC] and Steering Committee). They are provided for consideration and approval by SCAG's Transportation Committee and Regional Council.

### **Project Findings**

The following project findings were developed with the TAC and confirmed by the Steering Committee.

- The AA study clearly identified that development of an effective transit system is imperative to meet the future mobility needs of the Corridor residents and businesses by providing vital linkages both within the Corridor and beyond to the expanding regional rail system.
- The publicly-owned, 20-mile long PEROW/WSAB Corridor ROW provides Corridor communities, and the region, with the unique opportunity to build a new transit system connecting to the regional rail system with minimal displacement impacts and right-of-way acquisition costs. The Corridor right-of-way would provide approximately 60 percent of the alignment length of the identified alternatives.
- There is a high-level of potential transit demand in the Corridor. All of the modes increase Corridor transit ridership and attract new riders. The guideway alternatives (Street Car, Light Rail Transit, and Low-Speed Magnetic Levitation) would attract and serve a significant number of new riders – people who do not currently use transit.
- The future Corridor ridership potential is so high that it exceeds the capacity that several of the modal alternatives could provide.
- While not universal, there is a significant level of city support for implementation of a future transit system as demonstrated by adopted transit-oriented plans and policies.
- There is a high level of community support for implementation of a future transit system as residents view congestion and mobility as worsening in the future.

### **Technology/Modal Options**

The recommendations for the six modal options included in the Final Set of Alternatives were:

- The ***No Build Alternative is required*** to move forward to provide a baseline comparison in future environmental evaluation study efforts. It should be noted that in the last set of community meetings, this alternative was overwhelmingly identified as not viable by the public as they voiced the strong opinion that the Corridor required a transit system with connections to the regional rail system to function successfully in the future.
- The ***Transportation System Management (TSM) Alternative is required*** to move forward to provide a baseline comparison in future environmental evaluation study efforts. This alternative was supported by the public as a way to address the region's transportation challenges in the

short term, but was not seen as providing a comprehensive long term solution. This alternative would provide additional bus transit service and capacity, but was projected to have the lowest ridership of the alternatives. The TSM Alternative could have negative impacts on traffic and air quality due to the large number of additional buses operating through the Corridor. The bus service improvements proposed in this alternative were not perceived to be attractive to new riders, nor were they viewed as permanent transportation system improvements that could support city economic development and revitalization needs and efforts. Many stakeholders did support provision of pedestrian and bicycle paths that was proposed in this alternative, which may be incorporated with the other alternatives.

- The **Bus Rapid Transit (BRT) Alternative is not recommended** for further study as this alternative would not provide sufficient capacity to accommodate future Corridor ridership demand. While this alternative has the lowest initial capital cost among the build alternatives, funding for vehicle replacement costs would have to be found every 12-15 years. This 35-mile long alternative was not perceived to be attractive for getting people out of their cars as it would operate on the same congested highway system on either end of the dedicated 20-mile long PEROW/WSAB ROW, and not provide a high enough travel time savings. BRT was not viewed as being supportive of city economic development and revitalization needs and efforts, and many cities did not want this option to operate on the former PEROW through their communities. It should be noted that many cities did not want the ROW used for bus or BRT operations, and that street-running alignments would have to be identified through this portion of the Corridor if these modal alternatives are studied further. The cities were not supportive of BRT operations on the PEROW/WSAB ROW due to three key reasons: 1) they did not support any transit system use of the ROW; 2) they felt BRT services would work better, and integrate more closely with local bus services, on city streets; or 3) they wanted the ROW preserved for future use by a high-capacity guideway system.
- The **Street Car Alternative is not recommended** for further study primarily because this community-based alternative would not serve the identified more-regional Corridor trip purpose and length. It would not provide sufficient capacity to accommodate future Corridor ridership demand due to required single car operations. This option could not interline with the existing Metro rail system and facilities due to the low-floor design and different catenary requirements, as a result it would require all new facilities. This modal option's capital cost was identified to be similar to that of the LRT alternative, without providing sufficient capacity to serve forecasted ridership or connectivity with existing rail facilities.
- The **Light Rail Transit Alternative is recommended** for further study based on its projected ridership, which is the highest among all of the alternatives, and its ability to provide sufficient capacity for the projected Corridor demand. LRT would address the Corridor trip purpose and length, and allow for interlining with the Metro rail system and use of existing facilities and operational experience. It is the most cost-effective of the guideway alternatives, and has the highest community and stakeholder support among all of the alternatives. The resulting noise and vibration impacts could be mitigated based on long-term Metro experience and community precedence in addressing these impacts. While traffic impacts can be mitigated to a lower level

of impact, there still would be impacts that may be expected to be balanced by the resulting benefits.

- The **Low Speed Magnetic Levitation Alternative is not recommended** for further study primarily due to the cost and uncertainty of using an unproven technology, including the need for unknown changes to meet the federal and state regulatory setting, which would have related implementation cost and schedule impacts. This option would have the highest capital cost and the lowest cost-effectiveness when weighed against the resulting system ridership. This system must be totally grade-separated and would not allow the flexibility to meet different city vertical alignment needs related to development plans and existing city scale. Additionally, the OCTA has indicated that this option will not be considered or approved based on its adopted principles on transit technologies in its *2010 Long Range Transportation Plan*.

It should be noted that the advisory committees did recommend the Low Speed Maglev Alternative for further study as it was viewed as faster, quieter, cleaner, and safer, and as causing minimal traffic impacts when compared to the other alternatives. This alternative was also seen as the best long-term solution to meet the Corridor's future transportation needs, and advisory committee members expressed the belief that the technology would improve and become easier to implement in Southern California.

### **Alternative Descriptions**

Detailed descriptions for each of the modal alternatives was developed including the following three key elements: 1) **stations** identified in working sessions with the Corridor cities; 2) **vertical configuration** or whether the option would operate in an at-grade, aerial, or a combination of the two cross-section; and 3) **horizontal alignment** or how the system alignment would operate through the Corridor.

### **Stations**

An initial set of stations was identified in working sessions with affected Corridor cities and agencies and is presented in Attachments A and B. While future system design and station area land use planning and operational analysis may refine the location of these stations, the advisory committees confirmed the city-based location and number of stations identified in the AA study process with the understanding that any future study efforts identifying the more precise station locations may result in the shifting, relocating, and/or adding of stations. There was one exception: staff recommends the removal from further study of the Bloomfield Station in the City of Cerritos, as requested by the Steering Committee.

### **Vertical Alignment**

While the Low Speed Maglev Alternative was designed as an entirely grade-separated system, the Light Rail Transit Alternative was conceptually designed in a combination of at-grade and grade-separated operations based on Metro's *Grade Crossing Policy for LRT*. Staff recommends that future study efforts evaluate all alternatives operating in a fully grade-separated configuration, as requested by the advisory committees.

## Horizontal Alignment

Alignment options have been identified and studied for the three segments of the Corridor Study Area: the Northern Connection, PEROW/WSAB Corridor, and the Southern Connection areas.

**Northern Connection Area** – This portion of the Corridor Study Area extends from Los Angeles Union Station south to the Metro Green Line. Of the four alignment options studied in this section of the Corridor, the ***West Bank 3 Alternative is recommended*** for further study based on the higher number of key cities and destinations served, the resulting higher level of ridership, connectivity to the existing Metro rail system, and city/agency support. The ***East Bank 1 Alternative is recommended*** for further study, based upon the advisory committees' input, to allow for the consideration of two possible alignments north connecting to Los Angeles Union Station or other viable downtown Los Angeles terminus. Additional engineering, traffic, and right-of-way evaluation work is required to identify the most viable alignment and Metro rail system connections in the Little Tokyo and Union Station areas.

- The ***West Bank 1 Alternative is not recommended*** for further study as the proposed alignment along the west bank of the Los Angeles River is occupied by a system of high-power electrical transmission towers. There is insufficient room to add a transit system without negatively impacting electrical power operations.
- The ***West Bank 2 Alternative is not recommended*** for further study due to two findings. First, this alignment option would require a significant and costly structure to cross over the Redondo Junction, which is where the Alameda Corridor freight trains surface after traveling north in from the ports in a tunnel section. While initial engineering work has shown that it is possible to construct such a structure, the resulting transit system configuration may exceed current rail operational and passenger comfort standards. In addition, the proposed operation along the west bank of the Los Angeles River into Union Station is constrained by heavy activity related to the Metro Red Line storage and maintenance facility, and Metrolink and Amtrak operations.
- It should be noted that the East Bank Alternative was not recommended for further study by the Project Study Team primarily due to the heavy utilization and capacity constraints of this section of the regional freight and passenger rail system by the UPRR, Metrolink, and Amtrak, along with the proposed use by the future CHSR system. Passenger rail operations along this alignment would negatively impact operations related to the UP and Burlington Northern-Santa Fe (BNSF) intermodal facilities.

**PEROW/WSAB Corridor** – This portion of the Corridor Study Area extends from just short of the Metro Green Line in the City of Paramount south along the 20-mile long ROW of the former Pacific Electric Railway Company to Harbor Boulevard located in the cities of Garden Grove and Santa Ana. During the AA study, a center-running alignment along the PEROW/WSAB Corridor was studied. As this alignment is owned by Metro and OCTA and has sufficient ROW width to accommodate any of the selected transit options, along with related pedestrian and bicycle facilities (except at freeway underpasses), ***this alignment is recommended to be studied further to define the most appropriate alignment to meet system operational and city-specific development needs.***

**Southern Connection Area** – This portion of the Corridor Study Area extends from Harbor Boulevard, located in the cities of Garden Grove and Santa Ana, through the city of Santa Ana to the Santa Ana Regional Transportation Center (SARTC). Of the two alignments studied, which were identified with Santa Ana city staff, the Harbor Boulevard/1<sup>st</sup> Street/SARTC option provided higher ridership and fewer impacts to the city’s historic/cultural resources and sensitive land uses than the Westminster Boulevard/17<sup>th</sup> Street/Main Street option. Therefore, the ***Harbor Boulevard/1<sup>st</sup> Street/SARTC alignment is recommended*** for further study. Future study efforts should evaluate the most appropriate horizontal and vertical system configurations that maintain street lane capacity, working closely with Santa Ana city staff.

### **City-Specific Alignment Recommendations**

The following city-specific preferences should be addressed in any future study efforts:

- The City of Huntington Park City Council has adopted a resolution requesting the relocation of the Gage Station to Florence Boulevard, and the consideration of an alternative alignment that would travel north from the Randolph Street median alignment to connect north with the Metro-owned Harbor Subdivision to avoid operations on Pacific Boulevard.
- The City of Vernon has submitted a letter requesting that an alignment through their city consider operating in an elevated configuration and avoiding use of Pacific Boulevard.
- A letter was received from the Little Tokyo community requesting consideration of a station serving their community to be located along the West Bank 3 alignment alternative.

### **Phasing Options**

It is likely that a 35-mile long transit system would be built in segments known as Minimal Operable Segments (MOSs) to reflect funding availability and construction capacity issues. The ***Los Angeles County segments are recommended to be constructed first*** in recognition of project priorities and funding availability. Orange County is currently addressing other transit priorities identified in their renewed Measure M program and 2010 Long Range Transportation Plan. In Los Angeles County, the two MOSs identified as providing viable operational segments were:

- ***MOS 1*** – This 6.9-mile segment runs between Los Angeles Union Station and the Metro Green Line, and has five stations. This MOS would operate along street ROWs, the Harbor Subdivision, and the San Pedro Subdivision to a new Metro Green Line station.
- ***MOS 2*** – This 7.5-mile segment runs from the Metro Green Line (either from a new station located on the San Pedro Subdivision or from the existing Lakewood Boulevard Station) to the Los Angeles-Orange County Line, and has six stations. This MOS would operate south along the West Santa Ana Branch ROW to the county line.

The decision on the MOS sequencing will be based on future more detailed engineering and environmental review work. Construction of MOS 1 first and then extending the system south along the WSAB ROW towards Orange County would have several advantages. First, it would provide the Corridor transit system with the vital connections to downtown Los Angeles from the start. Secondly, it would provide the northern communities, who have lost and will continue to lose jobs, with the much needed

connections to the regional rail system for employment opportunities elsewhere in the region. These communities currently have a 15 percent transit mode share and providing improved transit service would build on and increase that ridership base, making the system viable from the start. In addition, constructing this section first would provide these communities with station area economic development and revitalization opportunities early in the process. The possible maintenance and storage yard facility sites are all located in this portion of the Los Angeles County section.

The major challenges related to this segment, whether constructed first or not, will be addressing the design challenges in this segment and securing use of two railroad rights-of-way for any future transportation project. Designing the portion of the system connecting north from the Metro Green Line into downtown Los Angeles must address significant challenges including: multiple freeway crossings; interfacing with freight and passenger rail operations and city street-running operations; integrating into developed residential neighborhoods and commercial and industrial areas; and minimizing impacts to the large number historic resources, including several significant bridges.

Operation on two railroad rights-of-way would require the cooperation of multiple rail agencies or possible acquisition: the San Pedro Subdivision and the Randolph Street median. The San Pedro Subdivision, which would be used to provide the connection north from the end of the PEROW/WSAB Corridor ROW in Paramount to downtown Los Angeles, is currently owned by the Ports of Long Beach and Los Angeles and the Union Pacific Railroad (UPRR) has the first right to repurchase the right-of-way. The median-running Randolph Street rail operations are now owned by UPRR for shuttling of empty rail cars to storage along the rail lines that run parallel to the Metro Blue Line.

While MOS 2 is projected to attract and serve more new riders, providing the important connections to downtown Los Angeles from the beginning will enhance the system's attractiveness to non-transit users. This segment also requires the construction of a system section north from the PEROW/WSAB Corridor ROW to the existing Metro Green Line Lakewood Boulevard Station in the center of Lakewood Boulevard to provide riders with a connection to the regional rail system via the Metro Green Line until MOS 1 is constructed. When the system is extended further north using the PEROW/WSAB Corridor ROW through the City of Paramount to connect with the San Pedro Subdivision, this connection would be removed. Extending the system south to the county line could position consideration of extension of the system into Orange County as proposed local transit systems are constructed and in operation. Additionally, timing of further project development could coincide with the possible renewal of Measure M, where new transit projects could be identified and included in the program.

**Attachment A**  
**Stations Identified during the AA Study Process**  
**For the LRT Alternative**

City	East Bank Alignment Stations	West Bank 3 Alignment Stations
Los Angeles	Union Station	Union Station
	Soto St.	7 <sup>th</sup> St. /Alameda St.
Vernon	Leonis/District Blvds.	Vernon Ave.
Huntington Park		Pacific Blvd./Randolph St.
	Gage Ave. (Florence Ave.)	Gage Ave. (Florence Ave.)
South Gate	Firestone Blvd.	Firestone Blvd.
Downey	Gardendale St.	Gardendale St.
Paramount	Green Line (new)	Green Line (new)
	Paramount Blvd./Rosecrans Ave.	Paramount Blvd./Rosecrans Ave.
Bellflower	Bellflower Blvd.	Bellflower Blvd.
Cerritos	183 <sup>rd</sup> St./Gridley Rd.	183 <sup>rd</sup> St./Gridley Rd.
	<del>Bloomfield Ave.*</del>	<del>Bloomfield Ave.*</del>
Artesia	Pioneer Blvd.	Pioneer Blvd.
Cypress	Cypress College	Cypress College
Anaheim	Knott Ave.	Knott Ave.
Stanton	Beach Blvd.	Beach Blvd.
Garden Grove	Brookhurst St.	Brookhurst St.
	Euclid St.	Euclid St.
Garden Grove/ Santa Ana	Harbor Blvd.	Harbor Blvd.
Santa Ana	Harbor Blvd./1 <sup>st</sup> St.	Harbor Blvd./1 <sup>st</sup> St.
	1 <sup>st</sup> St./Fairview St.	1 <sup>st</sup> St./Fairview St.
	1 <sup>st</sup> St./Bristol St.	1 <sup>st</sup> St./Bristol St.
	SARTC	SARTC

\*The Steering Committee recommended that the Cerritos/Bloomfield station be removed from further consideration.

**Attachment B**  
**Stations Identified during the AA Study Process**  
**For the Low Speed Maglev Alternative**

City	East Bank Alignment Stations	West Bank 3 Alignment Stations
Los Angeles	Union Station	Union Station
	Soto St.	7 <sup>th</sup> St. /Alameda St.
Vernon	Leonis/District Blvds.	Vernon Ave.
Huntington Park		Pacific Blvd./Randolph St.
	Gage Ave. (Florence Ave.)	Gage Ave. (Florence Ave.)
South Gate	Firestone Blvd.	Firestone Blvd.
Downey	Gardendale St.	Gardendale St.
Paramount	Green Line (new)	Green Line (new)
	Paramount Blvd./Rosecrans Ave.	Paramount Blvd./Rosecrans Ave.
Bellflower	Bellflower Blvd.	Bellflower Blvd.
Cerritos	183 <sup>rd</sup> St./Gridley Rd.	183 <sup>rd</sup> St./Gridley Rd.
	<del>Bloomfield Ave.*</del>	<del>Bloomfield Ave.*</del>
Artesia	Pioneer Blvd.	Pioneer Blvd.
Cypress	Cypress College	Cypress College
Stanton	Beach Blvd.	Beach Blvd.
Garden Grove	Brookhurst St.	Brookhurst St.
	Euclid St.	Euclid St.
Garden Grove/ Santa Ana	Harbor Blvd.	Harbor Blvd.

\*The Steering Committee recommended that the Cerritos/Bloomfield station be removed from further consideration.

**DATE:** September 6, 2012  
**TO:** Transportation Committee (TC)  
**FROM:** Rongsheng Luo, Program Manager, (213) 236-1994, [luo@scag.ca.gov](mailto:luo@scag.ca.gov)  
**SUBJECT:** Update on 2012 Air Quality Management Plan (AQMP)

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

**EXECUTIVE SUMMARY:**  
*SCAG staff will provide a status update on the Draft 2012 AQMP. The Draft 2012 AQMP, currently undergoing a public comment and review process, was jointly developed by the South Coast Air Quality Management District (AQMD), the California Air Resources Board (ARB), and SCAG.*

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

**BACKGROUND:**  
Pursuant to the Federal Clean Air Act (CAA), the State Implementation Plan (SIP) demonstrating attainment with the 2006 24-hour PM2.5 (fine particulate) national ambient air quality standard in the South Coast Air Basin must be submitted to the U.S. Environmental Protection Agency (EPA) by December 14, 2012. The 2012 PM2.5 SIP is being prepared by three (3) responsible agencies: the South Coast Air Quality Management District; the California Air Resources Board; and SCAG. The PM2.5 SIP demonstrates attainment of the federal 24-hour PM2.5 standard in the South Coast Air Basin by 2014 through adoption of all feasible measures. Once federally approved, the SIP becomes the legally enforceable plan for meeting the federal 24-hour PM2.5 standard by 2014.

In addition to the new PM2.5 SIP, the Draft 2012 AQMP updates the 8-hour ozone SIP in the 2007 AQMP with updated emissions inventories and projections as well as new commitments for short-term emission reduction from a set of new control measures. These measures implement the ozone reduction commitments in the 2007 AQMP. The Draft 2012 AQMP also addresses several state and federal planning requirements, incorporating new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and new meteorological air quality models. Finally, the Draft 2012 AQMP includes an update on the air quality status of the Salton Sea Air Basin (SSAB) in the Coachella Valley; a discussion of the emerging issues of ultrafine particle and near-roadway exposures; and an analysis of the energy supply and demand issues that face the Basin and their relationship to air quality.

The 2012 AQMP includes an important component relative to regional transportation planning and federal transportation conformity requirements -- the motor vehicle emissions budget, which sets an upper limit on which on-road transportation activities are permitted to emit. The emissions budgets established as part of the 2012 AQMP process and adopted in the final SIP will become the effective emission budgets for

# REPORT

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transportation conformity for the South Coast region for future Regional Transportation Plan (RTP)/Federal Transportation Improvement Program (FTIP) and RTP/FTIP amendments.

On July 5, 2012, Dr. Elaine Chang, AQMD Deputy Executive Officer, made a presentation to the EEC on the Draft 2012 AQMP. Subsequently, the Draft 2012 AQMP was released by AQMD for a 45-day public review period. AQMD has also held six (6) public workshops and made eight presentations to subregional Councils of Government throughout the AQMD region. Dr. Barry Wallerstein, AQMD Executive Officer, will present on the 2012 AQMP to the Regional Council (RC) on October 4, 2012.

At its November 1, 2012 meeting, the EEC will be presented with the Proposed Final 2012 AQMP Appendix IV-C, Regional Transportation Strategy and Control Measures (prepared by SCAG staff) for recommendation to the RC for adoption on the same day. Upon adoption by the RC, the Final 2012 AQMP Appendix IV-C will be forwarded to the AQMD for inclusion in the Final 2012 AQMP. The Final 2012 AQMP is scheduled to be presented to the AQMD Governing Board for adoption at its November 2, 2012 hearing. Subsequently, the PM2.5 SIP, which is inclusive of the components prepared by AQMD, SCAG, and ARB, will be submitted to U.S. EPA.

## **FISCAL IMPACT:**

Work associated with this item is included in the last FY11-12 Overall Work Program (10-025.SCG0164.01: Air Quality Planning and Conformity) and the current FY12-13 Overall Work Program (11-025.SCG0164.01: Air Quality Planning and Conformity).

## **ATTACHMENT:**

Draft 2012 AQMP Executive Summary

# **EXECUTIVE SUMMARY**

---

## **Introduction**

**Why Is This Draft Plan Being Prepared?**

**Is Air Quality Improving?**

**How Did the Recent Recession Affect Air Quality?**

**What Are the Major Sources Contributing to Air Quality Problems?**

**What Is the Overall Control Strategy in the 2012 AQMP?**

**Why Not Request The Full 5-Year Extension to Meet the 24-Hour  
PM2.5 Standard?**

**Why and How Is the 8-Hour Ozone Plan Being Revised?**

**Given the Current Difficult and Uncertain Economic Conditions,  
Shouldn't the District Wait Before Adding Additional Regulatory  
Refined Control Commitments into the SIP?**

**Is the 2012 AQMP Being Coordinated with the State's Greenhouse Gas  
Reduction Efforts?**

## INTRODUCTION

The long-term trend of the quality of air we Southern Californians breathe shows continuous improvement, although the slowing rate of improvement in ozone levels causes concern. The remarkable historical improvement in air quality since the 1970's is the direct result of Southern California's comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its Air Quality Management Plans (AQMP). Yet the air in Southern California is far from meeting all federal and state air quality standards and, in fact, is among the worst in the nation. Stemming from the preponderance of latest health evidence, new federal fine particulate (PM<sub>2.5</sub>) and 8-hour surface-level ozone standards are more stringent than the previous standards. To reach federal Clean Air Act (CAA) deadlines over the next two decades, Southern California must significantly accelerate its pollution reduction efforts.

Continuing the Basin's progress toward clean air is a challenging task, not only to recognize and understand complex interactions between emissions and resulting air quality, but also to pursue the most effective possible set of strategies to improve air quality, maintain a healthy economy, and coordinate efforts with other key public and private partners to meet a larger set of transportation, energy and climate objectives. To ensure continued progress toward clean air and comply with state and federal requirements, the South Coast Air Quality Management District (AQMD or District) in conjunction with the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG) and the U.S. Environmental Protection Agency (U.S. EPA) have prepared the Draft 2012 AQMP (Plan). The Plan employs the most up-to-date science and analytical tools and incorporates a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on-road and off-road mobile sources and area sources.

The Draft Plan demonstrates attainment of the federal 24-hour PM<sub>2.5</sub> standard by 2014 in the South Coast Air Basin (Basin) through adoption of all feasible measures. The Draft Plan an update a revision to the U.S. EPA approved 8-hour ozone control plan with new commitments for short-term NO<sub>x</sub> and VOC reductions and updated emissions inventories and projections.

The Draft 2012 AQMP also addresses several state and federal planning requirements, incorporating new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and new meteorological air quality models. This Plan builds upon the approaches taken in the 2007 AQMP for the South Coast Air Basin for the attainment of federal PM and ozone standards, and highlights the significant

amount of reductions needed and the urgent need to engage in interagency coordinated planning to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under federal Clean Air Act.

The Draft 2012 AQMP also includes an update on the air quality status of the Salton Sea Air Basin (SSAB) in the Coachella Valley, a discussion of the emerging issues of ultrafine particle and near-roadway exposures, and an analysis of the energy supply and demand issues that face the Basin and their relationship to air quality.

This Draft Plan as well as other key supporting information are available electronically and can be downloaded from the District's home page on the Internet (<http://www.aqmd.gov/aqmp/2012aqmp/index.htm>).

## **WHY IS THIS DRAFT PLAN BEING PREPARED?**

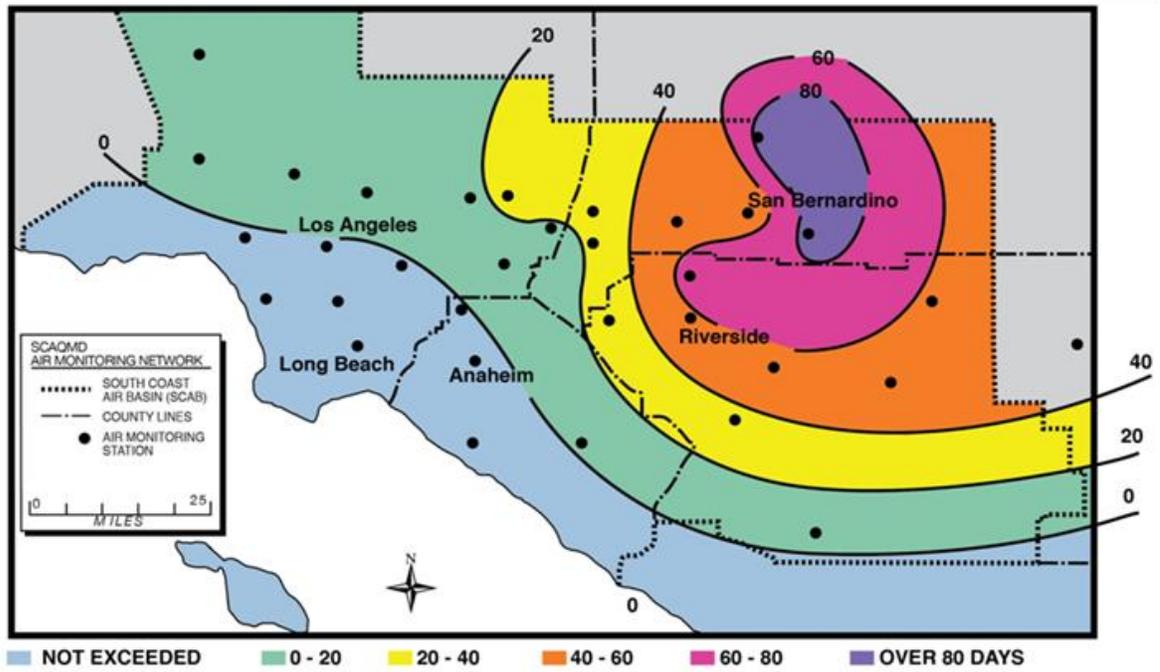
The federal Clean Air Act requires a 24-hour PM<sub>2.5</sub> non-attainment area to prepare a State Implementation Plan (SIP) which must be submitted to U.S. EPA by December 14, 2012. The SIP must demonstrate attainment with the 24-hour PM<sub>2.5</sub> standard by 2014, with the possibility of up to a five-year extension to 2019, if needed. U.S. EPA approval of any extension request is based on the lack of feasible control measures to move forward the attainment date by one year. The District's attainment demonstration shows that, with implementation of all feasible controls, the earliest possible attainment date is 2014, and thus no extension of the attainment date is needed.

In addition, the U.S. EPA requires that transportation conformity budgets be established based on the most recent planning assumptions (i.e., within the last five years) and approved motor vehicle emission models. The Draft Plan is based on the most recent assumptions provided by both CARB and SCAG for motor vehicle emissions and demographic updates and includes updated transportation conformity budgets.

## **IS AIR QUALITY IMPROVING?**

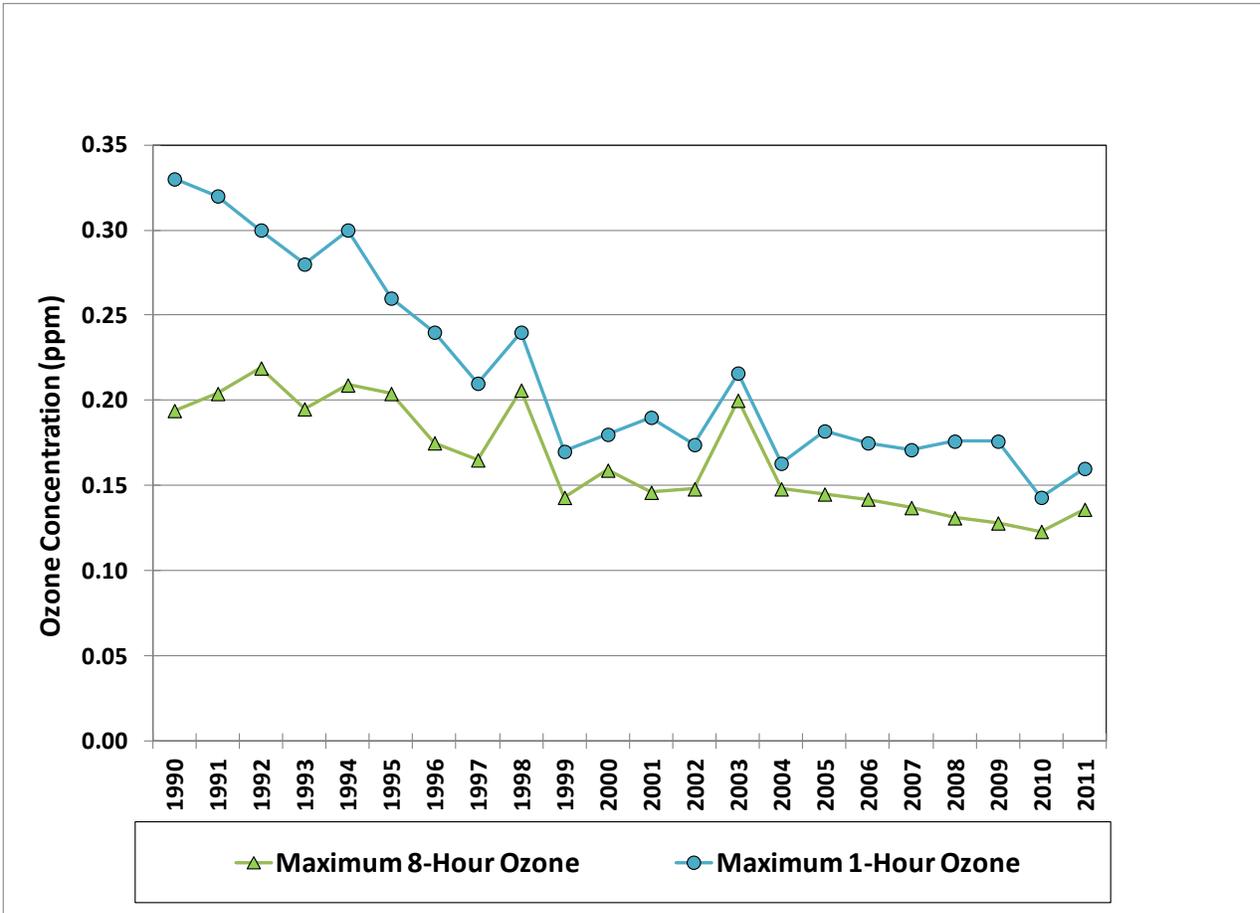
Yes. Over the years, the air quality in the Basin has improved significantly, thanks to the comprehensive control strategies implemented to reduce pollution from mobile and stationary sources. For instance, the total number of days on which the Basin experiences high ozone levels has decreased dramatically over the last two decades. As shown in Figure ES-1, the majority of exceedances occur in the mountains and valleys of

Southwestern San Bernardino County. The maximum 8-hour ozone levels measured in the Basin were well above 200 ppb in the early 1990s, and are now less than 140 ppb. Figure ES-2 shows the long-term trend in ambient 8-hour average and 1-hour average ozone levels since 1990. However, the Basin still exceeds the federal 8-hour standard more frequently than any other location in the U.S. Under federal law, the Basin is designated as an "extreme" nonattainment area for the 8-hour ozone standard.



**FIGURE ES-1**

2011 8-Hour Ozone: Number of Days Exceeding the Current Federal Standard  
(8-hour average ozone > 0.075 ppm)



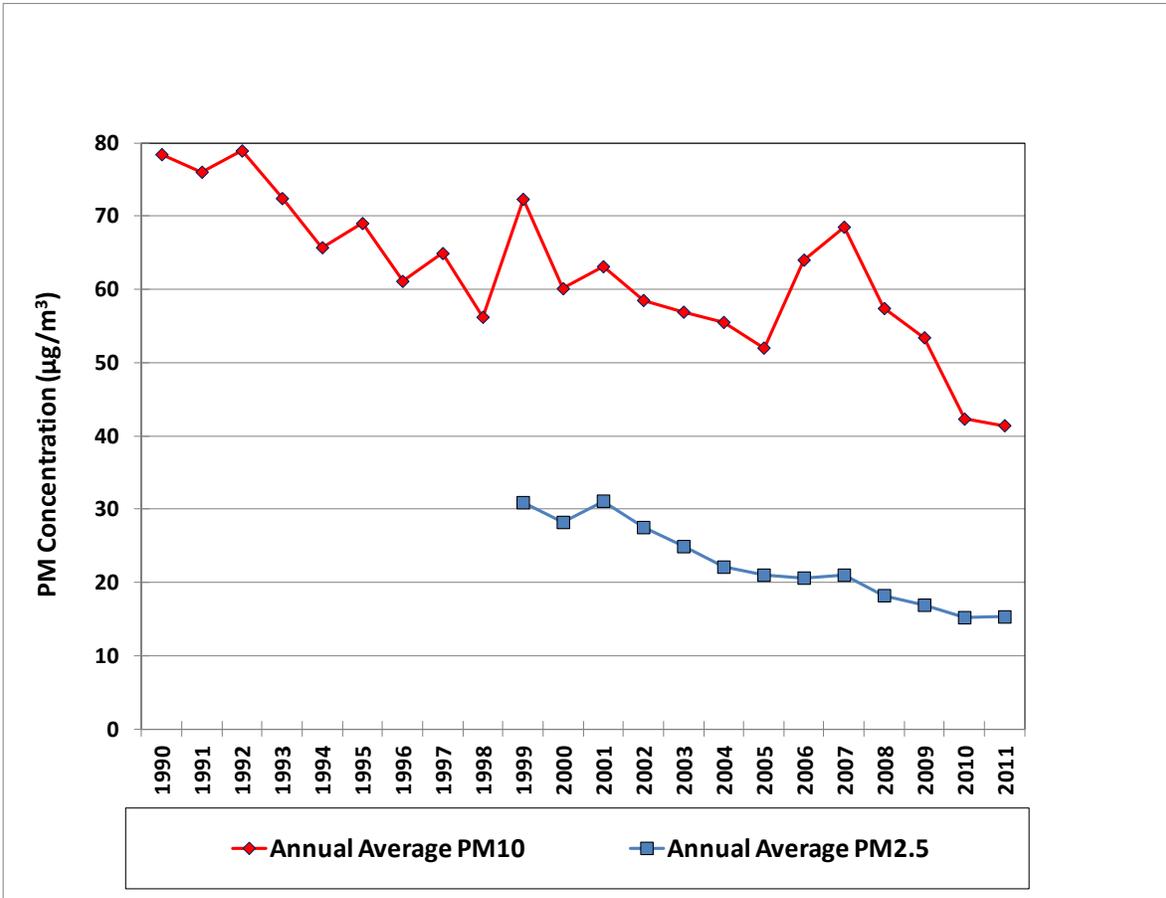
**FIGURE ES-2**

Maximum 1-Hour and 8-Hour Average Ozone Trends in the Basin

The rate of progress in improving ozone air quality has slowed for the last several years. The District has conducted extensive analysis, held technical forums, and reviewed all available scientific literature examining the issue of why progress has slowed, including the accuracy of emissions inventories, the effectiveness of control strategies, and the knowledge of photochemical processes. The overall result is that a strategy focusing primarily on NO<sub>x</sub> reductions has been deemed the best way to achieve long-term ozone attainment objectives. However, a recurring policy question is whether another approach, such as significant VOC reductions, would be as effective at reducing ozone levels. But given that NO<sub>x</sub> reductions are needed not only to achieve the ozone standards but also to achieve the PM<sub>2.5</sub> standards, and given that a heavy VOC reduction strategy alone could not achieve the ozone standards, a NO<sub>x</sub>-heavy control strategy is considered best. VOC reductions are, however, still needed to provide additional ozone benefits, especially in the western areas of the Basin.

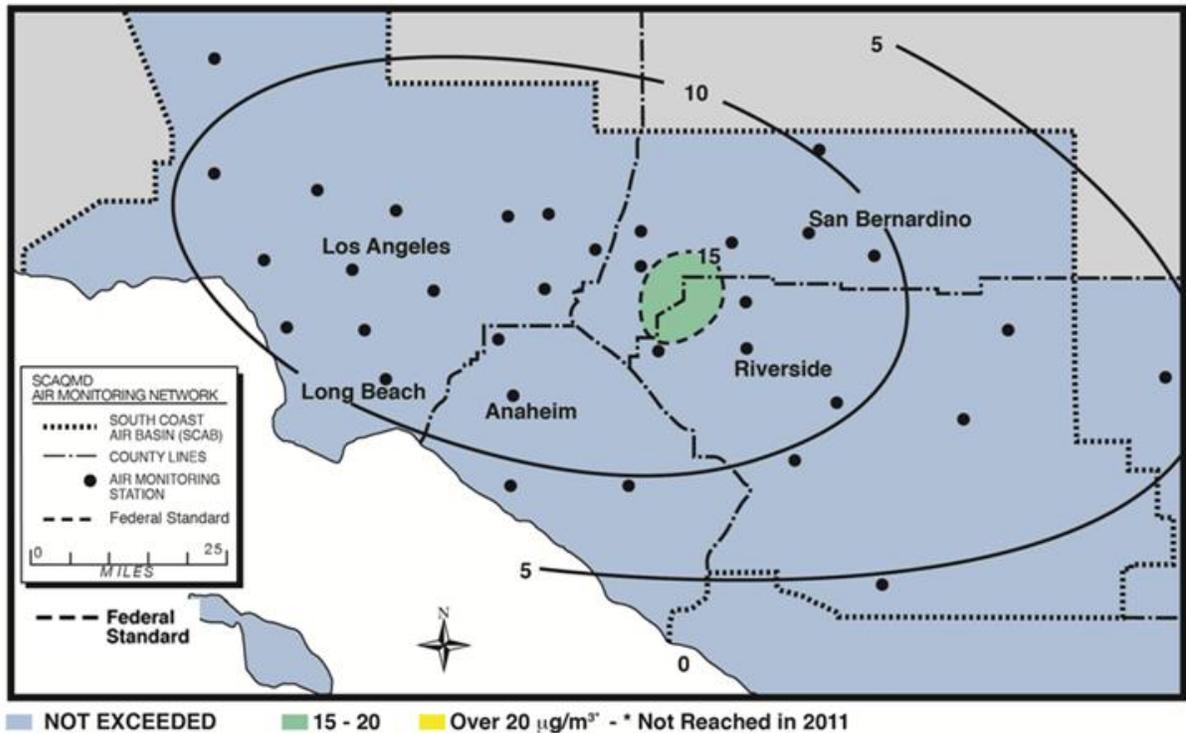
Relative to the 1-hour ozone standard, which was revoked by the U.S. EPA in favor of the new 8-hour ozone standard, the past air pollution control programs have had an overall positive impact. The number of days in which the Basin exceeds the federal 1-hour ozone standard has continually declined over the years. But as seen in Figure ES-2, the rate of progress has slowed since 2000. The Basin currently still experiences ozone levels over the revoked 1-hour federal standard on approximately 5% of the days. U.S. EPA guidance has indicated that while certain planning requirements remained in effect, a new SIP would not be required if an area failed to attain the standard by the attainment date. However, recent litigation and court decisions have suggested that there is likely a need for the District to prepare a new 1-hour ozone SIP in the near future. If a 1-hour ozone SIP is requested by U.S. EPA, the SIP would be due within 12 months of such a SIP call. The attainment demonstration in the SIP would have to show attainment within 5 years with a potential 5-year extension, which would be a similar time frame as the 1997 8-hr ozone standard deadline of 2023. Based on previous modeling estimates, the control strategies that are needed to attain the 8-hour ozone standard are nearly identical to those that would be needed to attain the 1-hour ozone standard.

Both PM<sub>10</sub> and PM<sub>2.5</sub> levels have improved dramatically over the past two decades. Annual average PM<sub>10</sub> concentrations have been cut in half since 1990, and likewise, annual average PM<sub>2.5</sub> concentrations have been cut in half since measurements began in 1999 (Figure ES-3). The Basin has met the PM<sub>10</sub> standards at all stations and a request for re-designation to attainment is pending with U.S. EPA. In 2011, both the annual PM<sub>2.5</sub> standard (15 µg/m<sup>3</sup>) and the 24-hour PM<sub>2.5</sub> standard (98<sup>th</sup> percentile greater than 35 µg/m<sup>3</sup>) were exceeded at only one air monitoring station, Mira Loma, in Northwestern Riverside County (Figure ES-4). The primary focus of this Draft 2012 AQMP is to bring the Basin into attainment with the 24-hour PM<sub>2.5</sub> standard.



**FIGURE ES-3**

Maximum-Site Annual Average PM10, PM2.5 Trends in the Basin



**FIGURE ES-4**

2011 PM2.5: Annual Average Concentration Compared to the Federal Standard  
(Federal standard = 15 µg/m<sup>3</sup>, annual arithmetic mean)

In 2011, the Basin did not exceed the standards for carbon monoxide, nitrogen dioxide, or sulfur dioxide<sup>1</sup>.

Although exposure to pollution has decreased substantially in the Basin through several decades of implementing pollution controls, increases in the population over that time have made further emissions reductions more difficult. Many sources, such as automobiles and stationary sources, have been significantly controlled. However, increases in the number of sources, particularly those growing proportionately to population, can offset the potential air quality benefits of past and existing regulations. The net result is that unless additional steps are taken to further control air pollution, growth itself may begin to reverse the gains of the past decades.

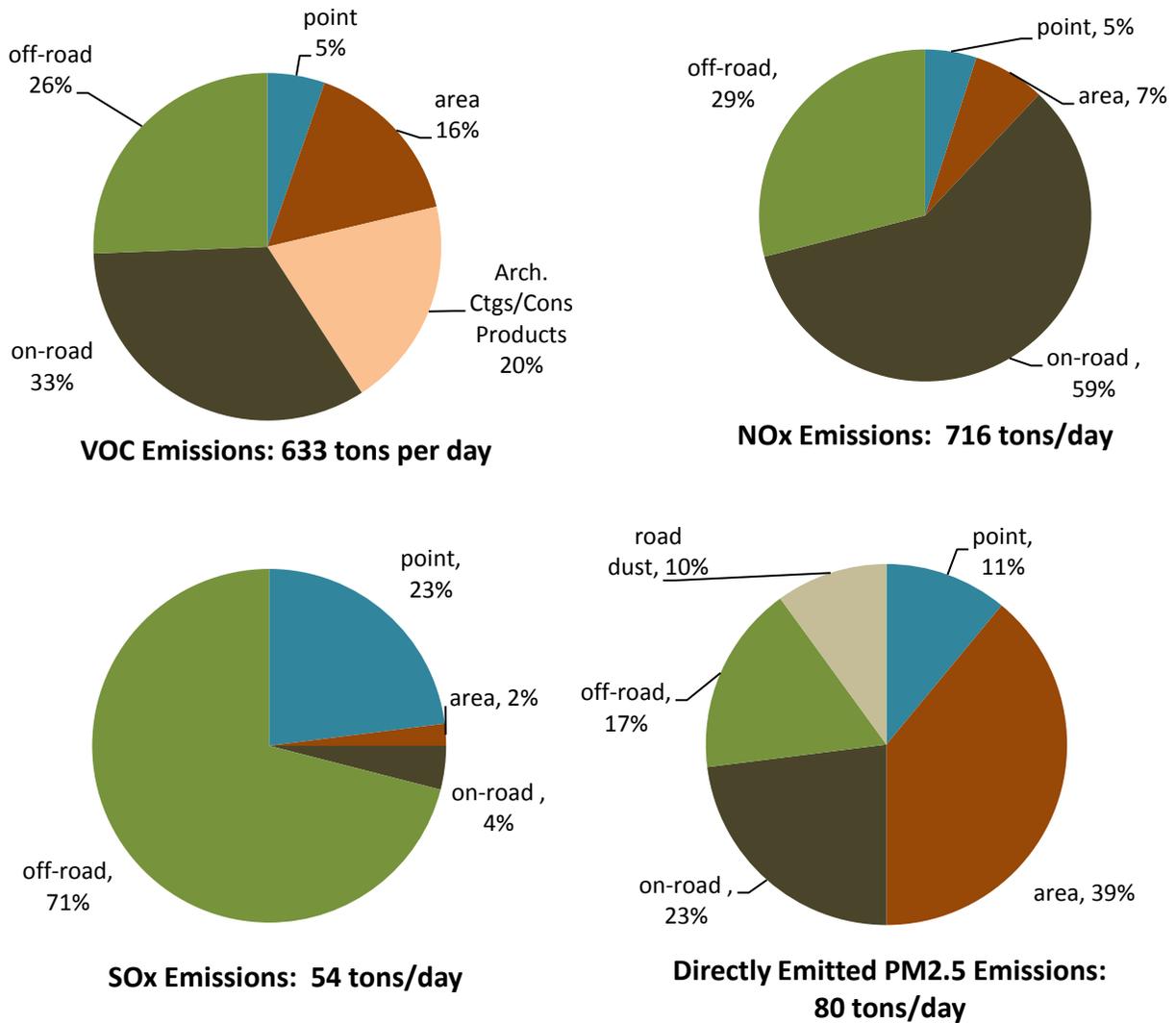
<sup>1</sup> U.S. EPA recently revised the NO<sub>2</sub> and SO<sub>2</sub> air quality, but analysis to date shows continued compliance with these newly mandated levels.

## **HOW DID THE RECENT RECESSION AFFECT AIR QUALITY?**

As shown above, air quality has improved over the last five years. Many factors affect air quality, including meteorological conditions, emissions, and control programs designed to reduce those emissions. The recession that began in late 2007, and continued reduced economic activity in the Basin, has also impacted pollutant emission levels. For example, goods movement activity declined by more than 20%, construction activity dropped by approximately 40%, and high fuel prices led to less vehicle miles travelled. It is difficult to determine exactly which portion of the air quality gains seen over the last five years are related to the economic downturn, but a rough estimate suggests that 15 - 20% of the recent improvements in air quality are attributable to economic factors. As the economy recovers, commercial activity will increase, and there is the potential for some emissions increases. The Draft 2012 AQMP utilizes the most recent economic data and projections, including data from SCAG, which include some levels of economic growth. Using these assumptions, the analysis demonstrates that air quality will continue to improve in the future, but not to the degree necessary to achieve air quality standards without additional control programs.

## **WHAT ARE THE MAJOR SOURCES CONTRIBUTING TO AIR QUALITY PROBLEMS?**

Figure ES-5 shows the sources of NO<sub>x</sub>, VOC, SO<sub>x</sub>, and direct PM<sub>2.5</sub> emissions for 2008. PM<sub>2.5</sub> levels benefit from reductions in all four pollutants. On a per ton basis, the greatest PM<sub>2.5</sub> benefit results from SO<sub>x</sub> and direct PM<sub>2.5</sub> emissions reductions. In the Basin, ozone levels benefit from both NO<sub>x</sub> and VOC reductions.



**FIGURE ES-5**

Relative Contribution by Source Category to 2008 Emission Inventory  
(VOC & NOx – Summer Planning; CO, SOx, & PM2.5 – Annual Average Inventory)

**WHAT IS THE OVERALL CONTROL STRATEGY IN THE 2012 AQMP?**

The Draft 2012 AQMP outlines a comprehensive control strategy that meets the requirement for expeditious progress towards attainment with the 24-hour PM2.5 NAAQS in 2014 with all feasible control measures. The strategy also includes specific measures to implement Clean Air Act Section 182(e)(5) measures to assist attaining the

8-hour ozone standard by 2023. The 2007 AQMP demonstrated attainment with the 2023 8-hour ozone standard using a provision of the federal CAA, Section 182(e)(5) that allows credit for emissions reductions from future improvements in control techniques and technologies. These “black box” emissions reductions are still needed to show attainment with the 2023 8-hour ozone NAAQS. Accordingly, these Section 182(e)(5) reductions still account for about 65% of the remaining NO<sub>x</sub> emissions reductions needed in 2023. Given the magnitude of these needed emission reductions, it is critical that the Basin maintain its continuing progress and work actively towards achieving as many near-term emissions reductions as possible, and not wait until subsequent AQMPs to begin to address this looming shortfall.

As stated above, the only air monitoring station that is currently exceeding or projected to exceed the 24-hour PM<sub>2.5</sub> standard by 2014 is Mira Loma in Western Riverside County. Consistent with U.S. EPA guidance, seasonal or episodic controls that focus on bringing the Mira Loma station into compliance can be considered as a method to bring the Basin into attainment.

The control measures contained in the Draft 2012 AQMP can be categorized as follows:

*Basin-wide Short-term PM<sub>2.5</sub> Measures.* Measures that apply Basin-wide, have been determined to be feasible, will be implemented by the 2014 attainment date, and are required to be implemented under state and federal law

*Episodic Control Measures to achieve air quality improvements..* Measures that only apply during high PM<sub>2.5</sub> days and will only be implemented as needed to achieve the necessary air quality improvements.

*Section 182(e)(5) Implementation Measures.* Measures that provide for necessary actions to maintain progress towards meeting the 2023 8-hour ozone NAAQS, including regulatory measures, technology assessments, key investments, and incentives.

*Transportation Control Measures.* Measures generally designed to reduce vehicle miles travelled (VMT) as included in SCAG’s 2012 Regional Transportation Plan.

Many of the control measures proposed are not regulatory in form, but instead focus on incentives, outreach, and education to bring about emissions reductions through voluntary participation and behavioral changes needed to complement regulations.

## **WHY NOT REQUEST THE FULL 5-YEAR EXTENSION TO MEET THE 24-HOUR PM2.5 STANDARD?**

The U.S. EPA deadline for meeting the 24-hour PM2.5 NAAQS is 2014, with a possible extension of up to five years. The extension is not automatic, and approval of an extension request will be based on a demonstration that there are no additional feasible control measures available to move up the attainment date by one year. As demonstrated in Chapter 5 of this Draft 2012 AQMP, with the existing control program the Basin can attain the 24-hour PM2.5 standard by 2019, the latest possible attainment date with a full five-year extension granted by U.S. EPA. Under the federal CAA, the Basin must achieve the federal NAAQS “as expeditiously as practicable.” Therefore, if feasible measures to advance attainment are available, they must be adopted and implemented in the SIP. With all feasible measures implemented, including the episodic controls proposed, the Basin can achieve attainment by 2014 without requesting an extension.

## **WHY AND HOW IS THE 8-HOUR OZONE PLAN BEING UPDATED?**

Given the continuing challenge of achieving the magnitude of emissions reductions needed to meet the federal 2023 8-hour ozone deadline, this Plan updates the previous 8-hour ozone plan with new emission reduction commitments from a set of new control measures, which implement the 2007 AQMPs Section 182(e)(5) commitments. The 2023 deadline is fast approaching and the magnitude of needed emission reductions remains about the same as it was in the 2007 AQMP. It is not a prudent or efficient strategy to wait for future plans and controls to achieve all of these reductions when they are possible today. Thus, these Draft 2012 AQMP measures serve as a down payment for the much larger reductions that will be needed in future years.

The U.S. EPA approved the 8-hour ozone SIP portion of the 2007 AQMP in 2011. The submittal of the Draft 2012 AQMP will update certain portions of that SIP submittal. Namely, the base year and future year emissions inventories will be updated. Second, the new Section 182(e)(5) implementation control measures will be submitted into the SIP with commitments for corresponding emissions reductions.

**GIVEN THE CURRENT DIFFICULT AND UNCERTAIN ECONOMIC CONDITIONS, SHOULD THE DISTRICT WAIT BEFORE ADDING REFINED CONTROL COMMITMENTS INTO THE SIP?**

No. The PM<sub>2.5</sub> measures are required to be submitted by December 14, 2012. As for ozone, the challenges are too great, the stakes too high, and the deadlines too soon. Waiting until the last few years to try and achieve the necessary emission reductions will make the efforts more difficult, disruptive, and probably more expensive. However, the district remains sensitive to the current economic climate and the struggles that many local businesses are experiencing. That is why this Draft 2012 AQMP strives to identify the most cost-effective and efficient path to achieve federal clean air standards. A number of the measures proposed in the Plan are voluntary incentive and/or education programs that aim to achieve emission reductions without imposing new regulatory requirements. The episodic control approach seeks to minimize overall cost and economic impacts by focusing on the limited numbers of days and locations still experiencing the exceedances of the federal standards.

Furthermore, the effort to achieve multiple clean air goals will require significant public investments in the region over a long period of time. These investments need to be accomplished in an optimum fashion starting now. This also has the potential to create new Southern California jobs in clean technology sectors such as renewable power, energy efficiency, clean products, and advanced emissions controls. Fulfilling this unique opportunity to concentrate these clean air investments and jobs in the region where the air quality problems exist will require strong partnerships among all levels of government and business interests.

**IS THE 2012 AQMP BEING COORDINATED WITH THE STATE'S GREENHOUSE GAS REDUCTION EFFORTS?**

The Basin faces several ozone and PM attainment challenges, as strategies for significant emission reductions become harder to identify and the federal standards continue to become more stringent. California's Greenhouse Gas reductions targets under AB32 add new challenges and timelines that affect many of the same sources that emit criteria pollutants. In finding the most cost-effective and efficient path to meet multiple deadlines for multiple air quality and climate objectives, it is essential that an integrated planning approach is developed. Responsibilities for achieving these goals span all levels of government, and coordinated and consistent planning efforts among multiple government agencies are a key component of an integrated approach.

To this end, and concurrent with the development of the 2012 AQMP, the District, the Air Resources Board, and San Joaquin Valley Air Pollution Control District engaged in a joint effort to take a coordinated and integrated look at strategies needed to meet California's multiple air quality and climate goals, as well as its energy policies. California's success in reducing smog has largely relied on technology and fuel advances, and as health-based air quality standards are tightened, the introduction of cleaner technologies must keep pace. More broadly, a transition to zero- and near-zero emission technologies is necessary to meet 2023 and 2032 air quality standards and 2050 climate goals. Many of the same technologies will address air quality, climate and energy goals. As such, strategies developed for air quality and climate change planning should be coordinated to make the most efficient use of limited resources and the time needed to develop cleaner technologies. The product of this collaborative effort, the draft *Vision for Clean Air: A Framework for Air Quality and Climate Planning*, examines how those technologies can meet both air quality and climate goals over time. A public review draft of this document is now available at <http://www.aqmd.gov/aqmp/2012aqmp/> and serves as context and a resource for the 2012 AQMP.

**DATE:** September 6, 2012

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

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

**SUBJECT:** Draft Subcommittee Work Plans

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

For Information Only; No Action Required.

**EXECUTIVE SUMMARY:**

*Six (6) new Subcommittees were created by the Regional Council as part of the implementation strategy of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Their Charters were approved at the July 5, 2012 meeting. One of the key deliverables for the Subcommittees is the development of a Work Plan, which will include action steps for implementation of the 2012-2035 RTP/SCS.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

At the April 5, 2012 meeting, the RC unanimously approved a motion to form various Subcommittees as part of the implementation strategy for the 2012-2035 RTP/SCS. These Subcommittees are: 1) Active Transportation; 2) Goods Movement; 3) High-Speed Rail and Transit; 4) Public Health; 5) Sustainability; and 6) Transportation Finance.

These Subcommittees will facilitate information exchange and policy development around their respective emphasis areas, identify regional priorities, and help facilitate the implementation of the 2012-2035 RTP/SCS. Purview of the Subcommittees will not be restricted as they may consider other related tasks.

The RC approved the charters of the subcommittees at its meeting on July 5, 2012. SCAG President Glen Becerra plans to announce the appointments for the subcommittees at today's meeting. Staff has prepared draft Work Plans consistent with their approved Charters for review by the Subcommittees. Key deliverables for the Subcommittees have been proposed for their review and discussion. The attached Work Plans are subject to revisions once the Subcommittees convene.

**FISCAL IMPACT:**

Funds are included in the FY2012-2013 budget.

**ATTACHMENTS:**

1. Draft Active Transportation Subcommittee Work Plan
2. Draft Goods Movement Subcommittee Work Plan
3. Draft High-Speed Rail & Transit Subcommittee Work Plan
4. Draft Public Health Subcommittee Work Plan
5. Draft Sustainability Subcommittee Work Plan
6. Draft Transportation Finance Subcommittee Work Plan



## ACTIVE TRANSPORTATION SUBCOMMITTEE

### Deliverables:

1. Action plan for moving forward implementation of key Active Transportation strategies identified in the 2012–2035 RTP/SCS
2. Recommendations to Policy Committees, which may include the following:
  - Policy Recommendations
  - Updated Methods, processes and performance measures
  - Technical Studies and projects
  - Funding Strategies
  - Stated roles for local government agencies and stakeholders.

### Meeting #1

#### Overview of Goals/Objectives

**Objective:** Introduce The Goals and Objectives of committee. There will also be an overview of existing active transportation infrastructure, planned infrastructure, and what other cities/countries are doing.

- ◆ Overview of existing and planned system
- ◆ Changes in federal /State laws and Regulations
- ◆ Overview of success stories in other metro areas/cities

**Action:** *Develop Initial suite of policy recommendations for 2016 RTP/SCS development*  
*Potential Presenters:* Hasan Ikhmeta, Allen Crawford (Long Beach), Greg Nord (OCTA), SCAG

### Meeting #2—Joint Meeting

#### The 2012-2035 RTP/SCS (Joint Meeting with Public Health and Sustainability Subcommittees)

**Objective:** Review 2012 RTP/SCS and implementation actions and strategies

- ◆ Current SCAG policies and planned programs and projects related to addressing Active Transportation, Public Health, and Sustainability (HQTAs, future call for projects, etc.)
- ◆ Reauthorization of transportation funding as it applies to Active Transportation, Public Health, and Sustainability programs
- ◆ Current and possible performance measures for Active Transportation, Public Health, and Sustainability

*Potential Presenters:* SCAG Staff, Compass Blueprint Grantees

### Meeting #3

#### Safety, Active Transportation and the Built Environment

**Objective:** Identify practices to increase safety and increase active transportation usage

- ◆ The Four Types of Bicyclists
- ◆ Review of California Strategic Highway Safety Plan strategies for Active Transportation
- ◆ Review of Safe Routes to School programs and childhood obesity
- ◆ Review of First Mile/Last Mile Transit options such as “Bike Share”

**Action:** *Establish performance measures linking Active Transportation to Environmental Justice*  
*Potential Presenters:* Brian Alconcel (Caltrans), Rye Baerg (SRTS), Derek Fretheim (BikeNation),

### Meeting #4—Joint Meeting

#### Sustainability and Equity (Joint meeting with Public Health and Sustainability Subcommittees)

**Objective:** Identify the impacts of sustainability-focused planning on environmental justice and equity

- ◆ Copenhagen—Case Study in Active Transportation; Reclaiming Streets for People (Cycloviva); Active Transportation and immigrant communities
- ◆ Address comments on the need to adequately address affordable housing and public health issues for low-income and underserved communities
  - Is there a correlation between transit-oriented development and gentrification?
  - Post redevelopment, is there an effective model of affordable housing provision?
  - What are the connections between jobs housing balance and housing affordability?

*Potential Presenters:* Andrea Hricko (USC), Michael Woo (Cal Poly Pomona), Cecilia Estolano (Estolano LeSar Perez), Shelley Poticha (HUD), Representative from Housing Authority of LA, Representative from Affordable Housing Developer, Derek Freithem (BikeNation), SANBAG, Allison Mannos (City of Lights/Multicultural Communities for Mobility)

### Meeting #5—Joint Meeting

#### Financing and Implementation (Joint Meeting with Transportation Finance Subcommittee)

**Objective:** Understand options for leveraging transportation funding for Active Transportation; other innovative financing options; and strategies for biking/walking

- ◆ MAP-21 provisions for Active Transportation and implications for regional initiatives
- Other revenue sources to support Active Transportation opportunities for project delivery and system preservation

**Action:** *Establish recommendations for Active Transportation Implementation funding*  
*Potential Presenters:* SCAG Staff

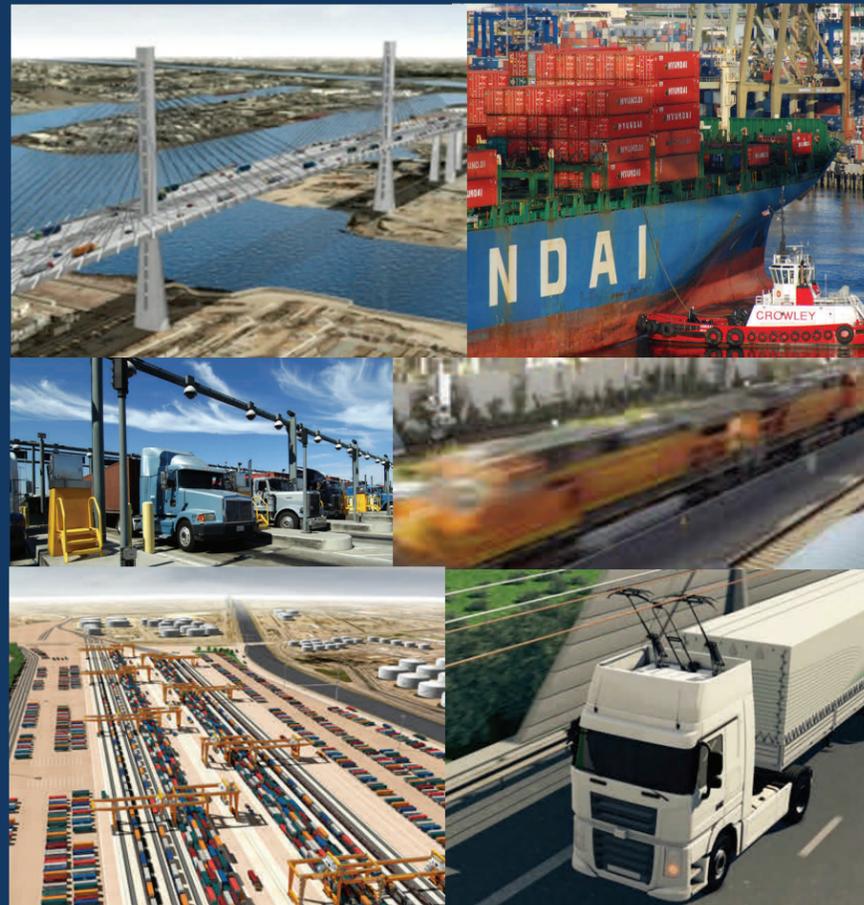
### Meeting #6

#### 2012-2035 RTP/SCS Implementa- tion Action Plan and 2016 RTP/SCS Development

**Objective:** Review and recommend steps for implementation of 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

- ◆ Review policies and recommendations developed during previous meetings make final recommendations to SCAG Policy Committees

**Action:** *Develop Report delineating recommendations to Policy Committees*  
*Potential Presenters:* SCAG



## GOODS MOVEMENT SUBCOMMITTEE

### Deliverables:

1. Action Plan for moving forward implementation of key strategies identified in the 2012-2035 RTP/SCS (e.g., next steps for East West Freight Corridor)
2. Framework for the development of the goods movement plan for the upcoming 2016 RTP/SCS
  - Emphasis on funding/financing opportunities for critical regional goods movement initiatives

### Meeting #1

#### Overview of Goods Movement Plan, Emerging Issues, and Work Plan

**Objective:** Introduce critical components of the goods movement plan and establish subcommittee work plan

- ◆ Review Comprehensive Regional Goods Movement Plan and Implementation Strategy
- ◆ Review of Border Crossing Study
- ◆ Present work plan for subcommittee and steps to achieve deliverables
- ◆ Review 2016 RTP/SCS development schedule

**Action:** Approve Goods Movement Subcommittee Work Plan

*Potential Presenters:* SCAG, Cambridge Systematics, ICTC, HDR

### Meeting #2

#### Key Functions and Markets, and Economic Impacts of Goods Movement

**Objective:** Understand key functions and markets, and economic impacts of goods movement

- ◆ Identify opportunities to improve competitiveness of Southern California goods movement
  - Understand supply chain strategies to improve key nodes of the transportation system
  - Understand local jurisdiction policies impacting goods movement
  - Identify warehousing/manufacturing location and workforce development strategies
- ◆ Evaluate economic benefits of goods movement

*Potential Presenters:* SCAG, POLA/POLB, CSULB, John Husing, John Isbell, Gill Hicks, Majestic Realty, BCOs, terminal operators, CTA, railroads, labor representatives, manufacturing, NAIOP

### Meeting #3

#### Goods Movement Environmental Action Plan and Emerging Technologies

**Objective:** Identify next steps to implement Goods Movement Environmental Action Plan

- ◆ Overview of Goods Movement Environmental Action Plan
- ◆ Update on Zero-Emission Demonstration Project and Regional Zero-Emission Collaborative
- ◆ Review of partner agency initiatives (CARB, AQMD, POLA/POLB Technology Advancement Program)

*Potential Presenters:* SCAG, Metro, AQMD, CARB, POLB/POLA, Siemens, other OEMs

### Meeting #4—Joint Meeting

#### Public-Private-Partnerships, Innovative Financing, and Strategies for Goods Movement

**Objective:** Understand options for leveraging private sector participation; other innovative financing options; and strategies for good movement

- ◆ MAP-21 provisions for TIFIA and implications for regional initiatives
- ◆ Viable revenue sources to support PPP opportunities for project delivery and system preservation
  - Goods movement funding and financing options

*Potential Presenters:* Nossaman, FHWA Office of Innovative Finance, financial institutions, county transportation commissions, SCAG, California Finance Authority, Tioga Group (NCFRP Report 15), POLA/POLB

### Meeting #5

#### Regional Freight Corridor Planning and Next Steps

**Objective:** Review regional freight corridor planning efforts and identify next steps

- ◆ Overview of regional freight corridor network planning efforts
  - I-710 South EIR/EIS and East-West Freight Corridor
- ◆ Identify emerging issues and considerations for a regional freight corridor network through the Inland Empire

*Potential Presenters:* SCAG, SANBAG, SGVCOG, Metro, City of Industry, City of Diamond Bar, City of Ontario, CTA

### Meeting #6

#### 2012-2035 RTP Implementation Action Plan and 2016 RTP Goods Movement Framework

**Objective:** Identify action plan for regional goods movement planning and integration of key strategies into 2016 RTP/SCS

- ◆ Review Action Plan for moving forward implementation of key strategies
- ◆ Discuss emerging issues for consideration in 2016 RTP/SCS

**Action Item:** Recommend action plan steps for regional goods movement planning and integration of key strategies into 2016 RTP/SCS

*Potential Presenters:* County Transportation Commissions, POLA/POLB, BNSF/UP Railroads, private and community stakeholders, AQMD, CARB, EPA, SCAG



## HIGH-SPEED RAIL AND TRANSIT (HSRT) SUBCOMMITTEE

### Deliverables:

1. Action Plan for implementation of key strategies identified in the 2012-2035 RTP/SCS
2. Reports on transit/rail best practices and broad policy framework related to HSRT for the 2016 RTP/SCS
3. Road Map for the development of the passenger rail and transit element of the 2016 RTP/SCS

### Meeting #1

#### Overview of Work Plan and Update on Rail/Transit Issues

**Objective:** Review current rail planning efforts, discuss recent and upcoming legislation and implications, and establish subcommittee work plan

- ◆ 2016 RTP/SCS development schedule; work plan for subcommittee and steps to achieve deliverables
- ◆ Regional rail update, including review of RTP blended approach to CA HSR
- ◆ Updates on MAP-21 and Measure R Extension

**Action:** Approve High-Speed Rail and Transit Subcommittee Work Plan

**Potential Presenters:** CA HSRA, LOSSAN, Metrolink, Metro, FTA, SCAG

### Meeting #2

#### Southern California High-Speed Rail MOU

**Objective:** Initiate development of a coordinated regional vision for passenger rail service

- ◆ Southern California High-Speed Rail MOU
  - Presentation of projects and improvements, costs and benefits
  - MOU Working Group: Next Steps
- ◆ SCAG regional rail planning, coordination, and vision

**Potential Presenters:** county transportation commissions, Metrolink, SCAG

### Meeting #3

#### Public Transit Best Practices and Issue Areas for 2016 RTP/SCS

**Objective:** Review best practices for public transit and identify key issues and policy areas for further evaluation as part of the development of the 2016 RTP/SCS

- ◆ Regional public transit update and future service plans
- ◆ Increasing transit ridership and attracting new riders
  - Presentation of nation-wide best practices (e.g. first-mile/last-mile, smart cards & e-tickets, inter-modal and inter-agency coordination)
  - Draft strategies and recommendations for further evaluation

**Potential Presenters:** SCAG, county transportation commissions, transit operators

### Meeting #4

#### Transit-Oriented Development

**Objective:** Understand opportunities and constraints, and identify key strategies, for successful Transit Oriented Development (TOD) in a post redevelopment environment

- ◆ TOD / land use nexus
- ◆ Economic development and job creation
- ◆ Rail and transit planning at the city level in the post CRA environment

**Potential Presenters:** Roger Moliere/Metro and other county transportation commissions, cities, Center for Transit-Oriented Development, Cecilia Estolano/ELP

### Meeting #5—Joint Meeting

#### Revenue Strategies—Joint Subcommittee Meeting

**Objective:** Understand options and identify strategies to fund specific modal initiatives (e.g., commuter rail, transit, active transportation, transportation demand management)

- ◆ Trends, emerging tools, and opportunities for funding modal initiatives
- ◆ Funding high-speed rail
- ◆ Update on Express Travel Choices Study and emerging regional congestion pricing strategies

**Potential Presenters:** APTA, FTA, Denny Zane, HSRT, Metrolink, county transportation commissions, financial institutions, cities, City of Portland, New York City DOT, SCAG

### Meeting #6

#### Wrap Up and 2016 RTP/SCS HSRT Framework

**Objective:** Identify key issues and policy areas for integration into the passenger rail and transit elements of the 2016 RTP/SCS

- ◆ Presentation of draft subcommittee deliverables
- ◆ Discuss emerging issues for consideration in 2016 RTP/SCS

**Action:** Approve framework for development of passenger rail and transit elements of the 2016 RTP/SCS

**Potential Presenters:** SCAG



## PUBLIC HEALTH SUBCOMMITTEE

### Deliverables:

1. Action Plan for moving forward implementation of key strategies identified in the 2012–2035 RTP/SCS
2. Recommendations to Policy Committees, which may include the following:
  - Policy recommendations
  - Updated methods, processes, and performance measures
  - Technical Studies and projects
  - Funding strategies
  - Stated roles for local government agencies and stakeholders

### Meeting #1

#### Why Public Health Matters

**Objective:** Introduce current public health issues and its importance in regional and local planning

- ◆ Overview of the common mission and perspectives of planning and public health, which include improving the quality of life, assessing existing and future needs, and relying on a variety of stakeholders to develop supportive policies and programs

**Action:** Approve Sustainability Subcommittee Work Plan

*Potential Presenters:* Dr. Robert K. Ross (The California Endowment), Amy Buch (Orange County Health Care Agency), Manal Aboealta (Prevention Institute), Julia Caplan (Public Health Institute), Linda Rudolph (California Department of Public Health)

### Meeting #2–Joint Meeting

#### The 2012–2035 RTP/SCS (Joint Meeting with Active Transportation and Sustainability)

**Objective:** Review 2012–2035 RTP/SCS and implementation actions and strategies

- ◆ Current SCAG policies and planned programs and projects related to addressing Active Transportation, Public Health, and Sustainability (HQTAs, future call for projects, etc.)
- ◆ Reauthorization of transportation funding as it applies to Active Transportation, Public Health, and Sustainability programs
- ◆ Current and possible performance measures for Active Transportation, Public Health, and Sustainability

*Potential Presenters:* SCAG Staff, Compass Blueprint Grantees

### Meeting #3

#### Public Health and the Built Environment

**Objective:** Understand the intersections between public health and the built environment

- ◆ Links between health risks and particular aspects of the built environment, including transportation infrastructure, infill development, sustainable design, open space, etc.
- ◆ Review how transportation decision-making can better support public health objectives, including reduced crashes and pollution emissions and increased physical activity

*Potential Presenters:* Dr. Richard Jackson (UCLA School of Public Health), Jonathan Fielding (LA County Department of Health), Tina Zenzola (Safe and Healthy Communities Consulting), Representative from STAR Community Index

### Meeting #4–Joint Meeting

#### Sustainability and Equity (Joint Meeting with Active Transportation and Sustainability)

**Objective:** Identify the impacts of sustainability-focused planning on environmental justice and equity

- ◆ Copenhagen—Case Study in Active Transportation; Reclaiming Streets for People (Cyclovía); Active Transportation and immigrant communities
- ◆ Address comments on the need to adequately address affordable housing and public health issues for low-income and underserved communities
  - Is there a correlation between transit-oriented development and gentrification?
  - Post redevelopment, is there an effective model of affordable housing provision?
  - What are the connections between jobs housing balance and housing affordability?

*Potential Presenters:* Andrea Hricko (USC), Michael Woo (Cal Poly Pomona), Cecilia Estolano (Estolano LeSar Perez), Shelley Poticha (HUD), Representative from Housing Authority of LA, Representative from Affordable Housing Developer, Derek Freithem (BikeNation), SANBAG, Allison Mannos (City of Lights/Multicultural Communities for Mobility)

### Meeting #5

#### Healthy Places, Healthy Regions

**Objective:** Understand other aspects of healthy communities beyond the built environment

- ◆ Current innovative policies and programs policymakers are developing in order to increase access to a variety of healthier options in their communities
- ◆ Address current issues related to encouraging physical activity, Safe Routes to Schools, open space and recreation, and other ways to promote public health beyond the built environment

*Potential Presenters:* Lark Galloway-Gilliam (Community Health Councils), Alexa Delwiche (L.A. Food Policy Council), Dr. Goetz Wolff (UCLA), Representative from American Lung Association; Representative from Robert Wood Johnson Foundation, Representative from Safe Routes to Schools

### Meeting #6

#### Recommendations

**Objective:** Review and recommend steps for implementation of 2012–2035 RTP/SCS and framework for development of 2016 RTP/SCS

- ◆ Review list of initial proposals and finalize recommendations to policy committees

**Action:** Recommend steps for moving forward key strategies from 2012–2035 RTP/SCS and framework for development of 2016 RTP/SCS

*Potential Presenters:* SCAG Staff



## SUSTAINABILITY SUBCOMMITTEE

### Deliverables:

1. Action Plan for implementation of key land-use & local development strategies identified in the 2012–2035 RTP/SCS
2. Recommendations to Policy Committees, which may include the following:
  - Policy recommendations
  - Updated methods, processes, and performance measures
  - Technical Studies and projects
  - Model Ordinances

### Meeting #1

#### Defining and Measuring Sustainability

**Objective:** Introduce the tools, and data needs for modeling regional sustainable scenario development.

- ◆ Overview of the data needs and current challenges regarding modeling sustainable scenario systems
- ◆ Update on demographic changes in transportation choices and settlement patterns
- ◆ Work plan for subcommittee and steps to achieve deliverables

**Action:** Approve Sustainability Subcommittee Work Plan

**Potential Presenters:** Peter Calthorpe (CA), Marlon Boarnet (USC), Randall Crane (UCLA), Steven Finnegan (Automobile Club of Southern California)

### Meeting #2—Joint Meeting

#### The 2012-2035 RTP/SCS (Joint Meeting with Active Transportation, and Public Health)

**Objective:** Review 2012–2035 RTP/SCS and implementation actions and strategies

- ◆ Current SCAG policies and planned programs and projects related to addressing Active Transportation, Public Health, and Sustainability (HQTAs, future call for projects, etc.)
- ◆ Reauthorization of transportation funding as it applies to Active Transportation, Public Health, and Sustainability programs
- ◆ Current and possible performance measures for Active Transportation, Public Health, and Sustainability

**Potential Presenters:** SCAG staff, Compass Blueprint Grantees

### Meeting #3

#### The Future of the Real Estate and Building Industries

**Objective:** Understand new trends in real estate development and sustainable building practices

- ◆ Review the challenges and opportunities facing both greenfield and infill development
- ◆ Discuss the factors that influence locational choices for firms and households
- ◆ Strategies for subregions to address workforce housing issues

**Potential Presenters:** Lucy Dunn (OCBC), Mott Smith (Infill Builders Association), Devon Hartman (Every Watt Matters), Walker Wells (Green Alliance), Representative from (US Green Building Council), Representative from (Building Industry Association), Representatives from (CBRE)

### Meeting #4—Joint Meeting

#### Sustainability and Equity (Joint Meeting with Active Transportation, and Public Health)

**Objective:** Understand the impacts of sustainability-focused planning on environmental justice and equity

- ◆ Copenhagen—Case Study in Active Transportation; Reclaiming Streets for People (Cyclovia); Active Transportation and immigrant communities
- ◆ Address comments on the need to adequately address affordable housing and public health issues for low-income and under-served communities
  - Is there a correlation between transit-oriented development and gentrification?
  - Post redevelopment, is there an effective model of affordable housing provision?
  - What are the connections between jobs housing balance and housing affordability?

**Potential Presenters:** Andrea Hricko (USC), Michael Woo (Cal Poly Pomona), Cecilia Estolano (Estolano LeSar Perez), Shelley Poticha (HUD), Representative from Housing Authority of LA, Representative from Affordable Housing Developer, SANBAG, Allison Mannos (City of Lights/Multicultural Communities for Mobility)

### Meeting #5

#### Sustainability and the Regional Economy

**Objective:** Discuss the relationship between regional sustainable development strategies, and economic development strategies

- ◆ Discuss the relative benefits and costs of regional sustainability
- ◆ Discuss performance monitoring of economic growth and sustainable development
- ◆ Understand the relationship between livability, quality of life and economic desirability

**Potential Presenters:** Wally Baker (GLUE Council), Steve Levy (Center for the Continuing Study of the CA Economy), Chris Thornberg (Beacon Economics), April Economides (Green Octopus Consulting), Bob Bunyan (Orange County Workforce Investment Board)

### Meeting #6

#### Recommendations

**Objective:** Review and recommend steps for implementation of 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

- ◆ Review and recommend steps for 2012-2035 RTP/SCS implementation and identify emerging issue to address in development of 2016 RTP/SCS

**Action:** Recommend steps for moving forward key strategies from 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

**Potential Presenters:** SCAG,



## TRANSPORTATION FINANCE SUBCOMMITTEE

### Deliverables:

1. Action Plan for moving forward implementation of key strategies identified in the 2012–2035 RTP/SCS
2. Identify economic benefits for expediting RTP/SCS projects delivery
3. Framework for the development of the financial plan for the upcoming 2016 RTP/SCS

### Meeting #1

#### Overview of Financial Plan, Emerging Issues, and Work Plan

**Objective:** Introduce critical components impacting ability to achieve fiscal constraint and establish subcommittee work plan

- ◆ Overview of the financial plan and discussion of key emerging issues (costs and revenues)
- ◆ Update on statewide needs assessment and associated revenue options
- ◆ Review 2016 RTP/SCS development schedule
- ◆ Work plan for subcommittee and steps to achieve deliverables

**Action:** Approve Transportation Finance Subcommittee Work Plan

**Potential Presenters:** Marty Wachs/Brian Taylor, Lucy Dunn, California Transportation Commission staff, USDOT Office of Transportation Policy, CBO/LAO, SCAG

### Meeting #2

#### Managing System Costs and Expediting Project Delivery

**Objective:** Understand components of system costs and identify strategies to better manage costs

- ◆ Review of system cost components—trends, risks, and economic implications
  - Incorporating full life-cycle costs in planning, programming, and financing
- ◆ Strategies to better manage costs and expedite project delivery

**Potential Presenters:** Dr. Wallace Walrod (SCAG economic consultants), Caltrans economic division, ENR, OCTA, SANBAG, SCAG

### Meeting #3

#### System Preservation Needs

**Objective:** Understand the cost of system preservation and identify adequate, reliable revenue sources to achieve a state of good repair

- ◆ Investment in system preservation as a cost containment strategy
  - Assessment of highways, local streets and roads, transit, and other modal system preservation needs
- ◆ Funding options for system preservation

**Potential Presenters:** Caltrans SHOPP, AASHTO, City of Ontario, Pat DeChellis (Deputy Director LACDPW), OCTA, Metrolink, SCAG

### Meeting #4—Joint Meeting

#### Public-Private-Partnerships, Innovative Financing, and Strategies for Goods Movement

**Objective:** Understand options for leveraging private sector participation; other innovative financing options; and strategies for good movement

- ◆ MAP-21 provisions for TIFIA and implications for regional initiatives
- ◆ Viable revenue sources to support PPP opportunities for project delivery and system preservation
  - Goods movement funding and financing options

**Potential Presenters:** Nossaman, FHWA Office of Innovative Finance, financial institutions, county transportation commissions, SCAG, California Finance Authority, Tioga Group (NCFRP Report 15), POLA/POLB

### Meeting #5—Joint Meeting

#### Revenue Strategies—Joint Subcommittee Meeting

**Objective:** Understand options and identify strategies to fund specific modal initiatives (e.g., commuter rail, transit, active transportation, transportation demand management)

- ◆ Trends, emerging tools, and opportunities for funding modal initiatives
- ◆ Funding high-speed rail
- ◆ Update on Express Travel Choices Study and emerging regional congestion pricing strategies

**Potential Presenters:** APTA, FTA, Denny Zane, HSRT, Metrolink, county transportation commissions, financial institutions, cities, City of Portland, New York City DOT, SCAG

### Meeting #6

#### 2012-2035 RTP/SCS Implementa- tion Action Plan and 2016 RTP/SCS Financial Plan Framework

**Objective:** Review and recommend steps for implementation of 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

- ◆ Review and recommend steps for 2012-2035 RTP/SCS implementation and identify emerging issue to address in development of 2016 RTP/SCS

**Action:** Recommend steps for moving forward key strategies from 2012-2035 RTP/SCS and framework for development of 2016 RTP/SCS

**Potential Presenters:** County transportation commissions, Metrolink, Caltrans, FHWA/FTA, SCAG

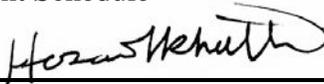
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**DATE:** September 6, 2012

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

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

**SUBJECT:** Preliminary Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Development Schedule

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

**EXECUTIVE SUMMARY:**  
*SCAG staff has developed a preliminary draft schedule for stakeholder input that provides a summary of development and phasing for the 2016-2040 RTP/SCS.*

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

**BACKGROUND:**  
On April 4, 2012, the Regional Council of SCAG adopted the 2012-2035 RTP/SCS: Towards a Sustainable Future. Staff has conducted a review of the public participation and stakeholder participation process and determined that there are opportunities for improving the participation process for the 2016 update. As a result, the attached draft schedule has been prepared for stakeholder input.

This schedule provides a preliminary summary of development and phasing for the 2016-2040 RTP/SCS and both the technical framework and timeline for collaboration with regional stakeholders are presented. The schedule was designed to highlight the major actions and policy areas that will require RC input.

**FISCAL IMPACT:**  
Funds are included in the FY2012-2013 budget.

**ATTACHMENT:**  
2016-2040 RTP/SCS Draft Preliminary Development Schedule

# SCAG's DRAFT Preliminary Schedule for Development of the 2016-2040 RTP/SCS as of August 2012

On April 4, 2012, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. The RTP/SCS was the culmination of a multi-year effort involving stakeholders from across the SCAG Region. SCAG plans to build upon the success of its recent efforts and continue the vision for sustainable growth in the next planning cycle. This schedule provides a preliminary summary of development and phasing for the 2016-2040 RTP/SCS. Both the technical framework and timeline for collaboration with regional stakeholders are presented in detail. It is important to note that as development of the 2016-2040 RTP/SCS solidifies, changes may be made to account for input from our governing bodies and our partner agencies.

<b>2012</b> Basic Approach/Framework and Program Set up	<b>2013</b> Establishing Technical Bases and Data Collection	<b>2014</b> Focus on Major Policy Directions	<b>2015</b> Establishing the Plan and Engaging the Public	<b>2016</b> Finalizing the 2016-2040 RTP/SCS
<div style="text-align: center; margin-bottom: 10px;"> </div> <div style="border: 1px solid #0070C0; padding: 5px; margin-bottom: 10px;"> <b>SEPTEMBER 2012-MARCH 2013</b>                      New SCAG Subcommittees to begin policy development around their respective emphasis areas and identify regional priorities                 </div> <div style="text-align: center; margin-bottom: 10px;"> </div> <div style="border: 1px solid #0070C0; padding: 5px; margin-bottom: 10px;"> <b>JULY-SEPTEMBER 2012</b> <ul style="list-style-type: none"> <li>Determine the basics: What will be the base year/horizon year? How will this match up with available data from national and state-wide resources?</li> <li>Development of Draft Framework and Approach/Methodology: How will we get there?</li> <li>Data/GIS, Model/Tool Development: What will be the tools used to quantify outcomes?</li> <li>Identify uncertainties: What factors are outside our control? (e.g. ARB GHG Target revisions, planning for jurisdictions that require 4 year housing element cycle?)</li> </ul> </div> <div style="border: 1px solid #0070C0; padding: 5px; margin-bottom: 10px;"> <b>OCTOBER-DECEMBER 2012</b>                      Roll out the framework and methodology for development of the 2016-2040 RTP/SCS                 </div> <div style="margin-top: 10px;"> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #92D050; border: 1px solid #0070C0; margin-right: 5px;"></span> Public Outreach and Input from Local Jurisdictions</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FFD700; border: 1px solid #0070C0; margin-right: 5px;"></span> SCS Development for Delegated Subregions</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FFB6C1; border: 1px solid #0070C0; margin-right: 5px;"></span> Staff Actions in Relation to Policy/Plan Development</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ADD8E6; border: 1px solid #0070C0; margin-right: 5px;"></span> Regional Council Policy Committees/Subcommittees Milestones</li> </ul> </div>	<div style="border: 1px solid #92D050; padding: 5px; margin-bottom: 10px;"> <b>JANUARY-MARCH 2013</b>                      Work with local jurisdictions to collect necessary data for use in the 2016-2040 RTP/SCS (general plan, existing land use, zoning, housing unit demolitions, etc.)                 </div> <div style="border: 1px solid #ADD8E6; padding: 5px; margin-bottom: 10px;"> <b>FEBRUARY-MAY 2013</b>                      Findings from the Subcommittees will be presented at SCAG's Regional Council, Policy Committees, and General Assembly                 </div> <div style="border: 1px solid #92D050; padding: 5px; margin-bottom: 10px;"> <b>APRIL-JUNE 2013</b>                      Communicate with jurisdictions and stakeholders about the implementation of SCAG's work plan for the 2016-2040 RTP/SCS                 </div> <div style="border: 1px solid #FFB6C1; padding: 5px; margin-bottom: 10px;"> <b>DECEMBER 2013</b>                      Complete preliminary calibrations to SCAG's technical models                 </div>	<div style="border: 1px solid #92D050; padding: 5px; margin-bottom: 10px;"> <b>JANUARY-SEPTEMBER 2014</b>                      Obtain input from cities and counties for SCAG's Growth Forecast and develop list of local scenario planning options, through one-on-one meetings and subregional workshops, as applicable                 </div> <div style="border: 1px solid #FFD700; padding: 5px; margin-bottom: 10px;"> <b>JANUARY 2014</b>                      Subregions sign letter of intent to accept SCS delegation and submit this document to SCAG                 </div> <div style="border: 1px solid #FFB6C1; padding: 5px; margin-bottom: 10px;"> <b>APRIL-MAY 2014</b>                      SCAG submits its regional GHG reduction methodology and GHG Reduction Targets to ARB (pending further discussion)                 </div> <div style="border: 1px solid #ADD8E6; padding: 5px; margin-bottom: 10px;"> <b>MAY 2014</b>                      SCAG's General Assembly &amp; Regional Council                 </div> <div style="border: 1px solid #92D050; padding: 5px; margin-bottom: 10px;"> <b>SEPTEMBER 2014</b>                      Deadlines for input from local jurisdictions on SCAG's Growth Forecast, and for County Transportation Commissions (CTCs) to provide preliminary input on all planned projects to SCAG for the RTP/SCS                 </div> <div style="border: 1px solid #ADD8E6; padding: 5px; margin-bottom: 10px;"> <b>OCTOBER-DECEMBER 2014</b>                      Seek policy input/direction from Policy Committees and Regional Council on: the Scope of the Program Environmental Impact Report and RTP/SCS Strategies                 </div> <div style="border: 1px solid #FFB6C1; padding: 5px; margin-bottom: 10px;"> <b>DECEMBER 2014</b>                      Growth Forecast, Land Use Patterns, and Preliminary Financial Assumptions for the RTP/SCS to be completed                 </div>	<div style="border: 1px solid #FFB6C1; padding: 5px; margin-bottom: 10px;"> <b>JANUARY-MARCH 2015</b>                      Development of alternatives for achieving SCAG's regional GHG reduction targets, as set by ARB, and conformity emission budgets set in applicable State Implementation Plans                 </div> <div style="border: 1px solid #FFD700; padding: 5px; margin-bottom: 10px;"> <b>MARCH 2015</b>                      Delegated Subregions complete their Sustainable Communities Strategies and submit their plans to SCAG                 </div> <div style="border: 1px solid #92D050; padding: 5px; margin-bottom: 10px;"> <b>MARCH 2015</b>                      Final input on planned projects from the CTCs for the Draft 2016-2040 RTP/SCS                 </div> <div style="border: 1px solid #92D050; padding: 5px; margin-bottom: 10px;"> <b>APRIL-JUNE 2015</b>                      Conduct county-specific Draft 2016-2040 RTP/SCS Planning Workshops to fulfill SB 375 outreach requirements (16 workshops minimum, including extensive outreach for public participation)                 </div> <div style="border: 1px solid #ADD8E6; padding: 5px; margin-bottom: 10px;"> <b>MAY 2015</b>                      SCAG's General Assembly &amp; Regional Council                 </div> <div style="border: 1px solid #ADD8E6; padding: 5px; margin-bottom: 10px;"> <b>SEPTEMBER 2015</b>                      Joint Policy Committees recommend Regional Council to release the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment                 </div> <div style="border: 1px solid #ADD8E6; padding: 5px; margin-bottom: 10px;"> <b>OCTOBER 2015</b>                      RC approves the release of the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment                 </div> <div style="border: 1px solid #92D050; padding: 5px; margin-bottom: 10px;"> <b>OCTOBER 2015</b>                      Conduct extensive outreach to cities, counties, stakeholders, and the public on the Draft 2016-2040 RTP/SCS and PEIR to fulfill State &amp; Federal requirements. Start of public input on the Draft RTP/SCS document                 </div> <div style="border: 1px solid #92D050; padding: 5px; margin-top: 10px;"> <b>OCTOBER 2015-MARCH 2016</b>                      Conduct workshops with Elected Officials and other appropriate outreach to fulfill State &amp; Federal outreach requirements                 </div>	<div style="border: 1px solid #FFB6C1; padding: 5px; margin-bottom: 10px;"> <b>FEBRUARY 2016</b>                      Conclude and finalize Economic &amp; Job Creation Analysis Component of the 2016-2040 RTP/SCS                 </div> <div style="border: 1px solid #ADD8E6; padding: 5px; margin-bottom: 10px;"> <b>MARCH 2016</b>                      Joint Policy Committees recommend approval to Regional Council of proposed Final PEIR, conformity determination, and 2016-2040 RTP/SCS                 </div> <div style="border: 1px solid #ADD8E6; padding: 5px; margin-bottom: 10px;"> <b>MAY 2016</b>                      Regional Council certifies Final PEIR and approves conformity determination and 2016-2040 RTP/SCS                 </div> <div style="text-align: center; margin-top: 10px;"> </div>