

SOUTHERN CALIFORNIA



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GOVERNMENTS**

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Transportation Commission

MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

PLEASE NOTE TIME

***Thursday, September 6, 2012
10:00 a.m. – 12:00 p.m.***

**SCAG Main Office
818 W. 7th Street, 12th Floor
Policy Committee Room A
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

Agendas & Minutes for the Energy and Environment Committee are also available at: www.scag.ca.gov/committees/eec.htm

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Energy and Environment Committee
September 2012

Members

Representing

Chair*	1. Hon. Cheryl Viegas-Walker	El Centro	District 1
Vice-Chair*	2. Hon. James Johnson	Long Beach	District 30
*	3. Hon. Lisa Bartlett	Dana Point	TCA
	4. Hon. Denis Bertone	San Dimas	SGVCOG
	5. Hon. Brian Brennan	Ventura	VCOG
*	6. Hon. Margaret Clark	Rosemead	District 32
	7. Hon. Jeff Duclos	Hermosa Beach	SBCCOG
	8. Hon. Jordan Ehrenkranz	Canyon Lake	WRCOG
*	9. Hon. Mitchell Englander	Los Angeles	District 59
	10. Hon. Larry Forester	Signal Hill	Gateway Cities
*	11. Hon. David Gafin	Downey	District 25
*	12. Hon. Ed Graham	Chino Hills	District 10
*	13. Hon. Keith Hanks	Azusa	District 33
*	14. Hon. Sylvia Ballin	San Fernando	District 67
	15. Hon. Phil Luebben	Cypress	OCCOG
	16. Hon. Rafi Manoukian	Glendale	SFVCOG
	17. Hon. Thomas Martin	Maywood	Gateway Cities
*	18. Hon. Judy Mitchell	Rolling Hills Estates	District 40
	19. Hon. Sam Pedroza	Claremont	SGVCOG
	20. Hon. Jeffrey Prang	West Hollywood	WSCCOG
*	21. Hon. Lupe Ramos Watson	Indio	District 66
	22. Hon. Edward Scott	Rialto	SANBAG
*	23. Hon. Jack Terrazas		Imperial County
	24. Hon. Sam Toles	Cathedral City	CVAG
	25. Hon. Mark Waldman	La Palma	OCCOG
	26. Hon. Edward Wilson	Signal Hill	Gateway Cities
*	27. Hon. Dennis Zine	Los Angeles	District 50

* Regional Council Member

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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

SEPTEMBER 6, 2012

The Energy & Environment 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. Cheryl Viegas-Walker, 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

CHAIR'S REPORT

(Hon. Cheryl Viegas-Walker, Chair)

CONSENT CALENDAR

	<u>Time</u>	<u>Page</u>
<u>Approval Item</u>		
1. <u>Minutes of the July 5, 2012 Meeting</u>	Attachment	1

ACTION ITEMS

2. <u>Support of SCAG/Metro Joint Work Program Resolution and the Metro Countywide Sustainability Planning Policy</u> <i>(Art Leahy, Chief Executive Officer, Metro; Hasan Ikhata, Executive Director, SCAG)</i>	Attachment	20 mins.	6
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Recommended Action: Support approval of the SCAG/Metro Joint Work Program Resolution and support Metro Countywide Sustainability Planning Policy.

3. <u>Conformity Analysis for the 2013 Federal Transportation Improvement Program (FTIP)</u> <i>(Huasha Liu, Director of Land Use and Environmental Planning)</i>	Attachment	10 mins.	48
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Recommended Action: Recommend that the Regional Council approve the conformity analysis for the 2013 FTIP.

INFORMATION ITEMS

4. <u>Update on 2012 South Coast Air Quality Management Plan (AQMP)</u> <i>(Rongsheng Luo, SCAG Staff)</i>	Attachment	10 mins.	107
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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

SEPTEMBER 6, 2012

<u>INFORMATION ITEMS - continued</u>		<u>Time</u>	<u>Page No.</u>
5. <u>Orange County Transportation Authority (OCTA) Measure M2 Freeway Mitigation Program Overview</u> <i>(Christine Fernandez, SCAG Staff)</i>	Attachment	20 mins.	123
6. <u>Litigation Update</u> <i>(Justine Block, Deputy Legal Counsel)</i>	Attachment	5 mins.	133
7. <u>Draft Subcommittees Work Plans</u> <i>(Hasan Ikhata, Executive Director)</i>	Attachment	5 mins.	143
8. <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.	150

STAFF REPORT

(Jonathan Nadler, 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 Energy and Environment Committee meeting is scheduled for Thursday, October 4, 2012 at the SCAG Los Angeles Office.

Energy and Environment Committee
of the
Southern California Association of Governments
July 5, 2012

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG’S OFFICE.

The Energy and Environment Committee held its meeting at the SCAG Los Angeles Office. The meeting was called to order by the Hon. Cheryl Viegas-Walker, Chair. There was a quorum.

Members Present

Hon. Denis Bertone, San Dimas	SGVCOG
Hon. Margaret Clark, Rosemead	District 32
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. David Gafin, Downey	District 25
Hon. Ed Graham, Chino Hills	District 10
Hon. Keith Hanks, Azusa	District 33
Hon. James Johnson, Long Beach	District 30
Hon. Phil Luebben, Cypress	OCCOG
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Sam Pedroza, Claremont	SGVCOG
Hon. Lupe Ramos Watson, Indio	District 66
Hon. Jack Terrazas	Imperial County
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Dennis Zine, City of Los Angeles	District 50

Members Not Present

Hon. Lisa Bartlett, Dana Point	TCA
Hon. Brian Brennan, San Buenaventura	VCOG
Hon. Mark Calac	Pechanga Band of Luiseno Indians
Hon. Larry Forester, Signal Hill	GCCOG
Hon. Mario Hernandez, San Fernando	District 67
Hon. Rafi Manoukian, Glendale	SFVCOG
Hon. Thomas Martin, Maywood	GCCOG
Hon. Jeffery Prang, West Hollywood	WSCCOG
Hon. Ed Scott, Rialto	SANBAG
Hon. Sam Toles, Cathedral City	CVAG
Hon. Mark Waldman, La Palma	OCCOG
Hon. Edward Wilson, Signal Hill	Gateway Cities

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Cheryl Viegas-Walker, Chair, called the meeting to order at 10:05 a.m.

PUBLIC COMMENT PERIOD – None

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of agenda items.

CONSENT CALENDAR

Approval Items

1. Minutes of June 7, 2012 Meeting

A motion was made (Luebben) to approve the Consent Calendar with an amendment to reflect the correct EEC Attendance Sheet attachment. The motion was seconded (Clark) and approved with one (1) Abstention (Mitchell).

INFORMATION ITEMS

2. Puente Hills Landfill Closure

Paul Preshia, Division Engineer, Waste by Rail Section, Sanitation Districts of Los Angeles County, provided a brief presentation on what is involved in the closure and post-closure maintenance of the Puente Hills Landfill. Mr. Preshia briefed the committee on the Waste-by-Rail Project that the Sanitation Districts of Los Angeles County has undertaken and what happens to the waste once the landfill closes.

Waste-By-Rail is a concept of taking waste from Los Angeles County, loading it on a train and transporting it to a remote landfill site. Waste that is collected will be transported to the Puente Hills Material Recovery Facility where the recyclable materials will be removed leaving behind residual waste. The residual waste will be compressed and placed in containers. The containers will be taken to an intermodal facility, loaded on a train, and then transported to the Mesquite Regional Landfill where there is an intermodal facility, and then taken to the landfill.

In the short term, existing landfills throughout Southern California will absorb the tonnage coming into Puente Hills. In the long term and once economic conditions improve, waste will be exported by rail to Mesquite Regional Landfill located in Imperial County.

3. Draft 2012 South Coast Air Quality Management Plan (AQMP)

Jonathan Nadler, SCAG staff, reported that the Draft 2012 South Coast Air Quality Management Plan (AQMP) would be released for public comment in July and that the 2012 RTP/SCS is a component (i.e., Appendix IV-C) of the AQMP. In September 2012, SCAG will present an update to the EEC and the South Coast Air Quality Management District (SCAQMD) Executive Officer will make a presentation to the Regional Council (RC) [Note: Due to a change in the AQMP schedule, the SCAQMD Executive Officer's presentation to the RC is rescheduled for October 2012]. The final AQMP Appendix IV-C will be presented to the EEC for recommendation to the RC for approval in October [Note: Schedule revised for EEC and Regional Council consideration in November 2012]. Mr. Nadler introduced Dr. Elaine Chang, SCAQMD Deputy Executive Officer, Planning, Rule Development & Area Sources, who provided a briefing on the Draft 2012 South Coast AQMP.

Dr. Chang stated that the SCAQMD is required under the Clean Air Act (CAA) to prepare an air quality plan. Preparation of the Plan is an interaction between four agencies, SCAG, SCAQMD, Air Resources Board (ARB), and U.S. Environmental Protection Agency (EPA).

The SCAQMD is developing an integrated AQMP that seeks to set forth the most efficient strategy to achieve standards and reduction goals for multiple pollutants, including PM_{2.5} ozone, and greenhouse gases (GHG).

Although the 2012 AQMP is an integrated document, the federally required element of the Plan relates to the 24-hr PM_{2.5} State Implementation Plan for the South Coast, which is due to the U.S. EPA in December 2012. The South Coast is on course to meet the PM_{2.5} standard by 2014 with the inclusion of control measures in the Draft AQMP that consider further reductions from the NOx Regional Clean Air Incentives Market (RECLAIM) Program, under-fired charbroilers, livestock waste and curtailment of residential wood burning on only those days with predicted air quality of a certain harmful level. Pursuant to U.S. EPA requirements, the Plan also needs to provide one year's worth of emission reductions or air quality improvement as a contingency. Also included in the Draft 2012 AQMP is a "down payment" to address the 8-hour ozone 'Black Box' which is about two hundred tons of NOx equivalent emissions. Dr. Chang briefly discussed funding mechanisms to implement on- and off-road mobile source measures for ozone emission reductions and estimated minimum funding requirements for these programs. An updated 8-hour ozone SIP is due to U.S. EPA in 2015.

The SCAQMD plans to bring the Final 2012 AQMP to its Governing Board along with comments and responses from all the workshops and regional hearings in October 2012 [Note: Schedule revised to November 2012] and forward the document to the U.S. EPA by December 2012.

As a follow-up to the "Powering the Future" vision document prepared in 2011 by SCAQMD, ARB, and SCAG, the SCAQMD, ARB, and San Joaquin Valley Air Pollution Control District have developed a Joint Vision Document intended to identify opportunities for synergy and co-benefits. The current draft document is posted on the SCAQMD and ARB websites. The ARB has briefed its Board. The SCAQMD will brief its Board on July 13, 2012. The Joint Vision document is a resource for comprehensive multi-pollutant and GHG planning and not part of the AQMP or State Implementation Program (SIP).

4. Draft Conformity Analysis for the 2013 Federal Transportation Improvement Program (FTIP)

Due to time constraints, the committee determined that the written Staff Report would suffice in lieu of a presentation.

CHAIR'S REPORT

Chair Cheryl Viegas-Walker informed the committee that RC President Glen Becerra has proposed that SCAG form six (6) subcommittees in support of various elements of the 2012-2035 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS). As currently structured, four (4) of the subcommittees will report to the Transportation Committee, one (1) to EEC, and one (1) will report to the Community Economic and Human Development Committee. The Public Health Subcommittee has been assigned to the EEC. There has been discussion amongst the Executive/Administrative Committee (EAC) that perhaps it would be appropriate for the Goods Movement Subcommittee to also report to the EEC.

There was discussion regarding whether two of the new subcommittees rather than one subcommittee should report to the EEC and which RTP/SCS element would best fit under the purview of the committee.

A motion was made (Clark) to request that the Regional Council (RC) assign a second subcommittee to the EEC. The motion was seconded (Johnson) and unanimously approved.

A second motion was made (Mitchell) to request that the RC specifically assign the Goods Movement Subcommittee to the EEC. The motion was seconded (Johnson) and unanimously approved.

STAFF REPORT

Justine Block, SCAG Deputy Legal Counsel, provided an update regarding the *Imperial County Air Pollution Control District (ICAPCD) et al. v. U.S. Environmental Protection Agency (EPA)* litigation. On June 21, 2012 U.S. EPA held an Executive Level Interagency Consultation Meeting. U.S. EPA reported at this meeting, that a settlement agreement had been reached in principle, subject to final documentation, review & approval by the parties. However, the agreement will not immediately stay or terminate Federal Highway Administration (FHWA) sanctions, required to be imposed under the federal Clean Air Act. These sanctions are scheduled to go into effect on August 9, 2012, and are anticipated at this time to affect an estimated seven (7) projects in Imperial County. There are several local, state and federal requirements and processes that must be met before sanctions can be stayed or terminated. After the settlement agreement is finalized, staff plans to provide a complete report to the EEC on this matter.

Jacob Lieb, SCAG staff, informed the committee that SCAG's Legislative Report had two highlights this month. One is the passage of the State Budget and second is the passage of the Transportation Reauthorization Bill. Staff will report back to the committee on the transportation law at a subsequent meeting regarding National Environmental Policy Act (NEPA) delegation and environmental streamlining.

FUTURE AGENDA ITEMS

Metropolitan Transportation Authority (Metro) to provide a presentation on the I-710 incorporating zero emissions.

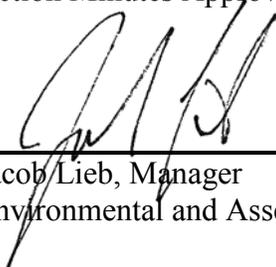
ANNOUNCEMENTS - None

ADJOURNMENT

Hon. Cheryl Viegas-Walker adjourned the meeting at 11:01 a.m.

The EEC will be dark in August. The next meeting of the Energy & Environment Committee will be held on Thursday, September 6, 2012 at the SCAG Los Angeles Office.

Action Minutes Approved by:



Jacob Lieb, Manager
Environmental and Assessment Services

Energy and Environment Committee Attendance Report

2012

Member (including Ex-Officio) LastName, FirstName	Date Appointed if after 1/1/12	Representing	X = County Represented					X = Attended			Black Shading = Dark			NM = New Member			Total Mtgs Attended				
			Imperial	Los Angeles	Orange	River side	San Bernardino	Ventura	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug		Sep	Oct	Nov	Dec
Bartlett, Lisa*		OCCOG			X				X	X	X			X							4
Bertone, Denis		SGVCOG		X					X	X	X	G	X	X	X						6
Brennan, Brian		VCOG						X	X		X	E									2
Clark, Margaret*		Rosemead		X					X	X	X	E	X	X	X						6
Duclos, Jeff	5/14/2012	SBCCOG		X								R	NM								
Ehrenkranz, Jordan		WRCOG					X		X		X	A			X						3
Englander, Mitchell*		Los Angeles		X								L									
Forester, Larry		Gateway Cities		X					X	X	X		X	X							5
Gafin, David*		Downey		X					X	X			X	X	X						5
Graham, Ed	5/3/2012	Chino Hills		X									NM	X	X						2
Hanks, Keith		Azusa		X						X	X	A	X	X	X						5
Johnson James		Long Beach		X					X	X	X	S		X	X						5
Luebben, Phil		Cypress			X				X	X		E	X	X	X						5
Manoukian, Rafi	5/3/2012	SFVCOG		X							NM	M		X							1
Martin, Thomas		GCCOG		X					X	X	X	B		X							4
Mitchell, Judy*		SBCCOG		X					X	X	X	L	X		X						5
Pedroza, Sam		SGVCOG		X					X	X	X	Y	X	X	X						6
Prang, Jeffery	3/1/2012	West Hollywood		X							NM			X							1
Ramos Watson, Lupe		CVAG					X			X	X		X	X	X						5
Scott, Edward		SANBAG						X													
Terrazas, Jack		Imperial County	X						X		X		X	X	X						5
Toles, Sam		CVAG					X														
Viegas Walker, Cheryl*		El Centro	X						X	X	X		X	X	X						6
Waldman, Mark		La Palma		X					X	X	X										3
Wilson, Edward		Signal Hill		X					X				X	X							3
Zine, Dennis*		Los Angeles		X					X	X	X			X	X						5
TOTALS			2	17	2	3	1	1													

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DATE: September 6, 2012

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

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

SUBJECT: Support of the SCAG/Metro Joint Work Program Resolution and the Metro Countywide Sustainability Planning Policy

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Support approval of the SCAG/Metro Joint Work Program Resolution and support Metro Countywide Sustainability Planning Policy.

EXECUTIVE SUMMARY:

Metro staff has developed a set of policy recommendations on a Countywide Sustainability Planning Policy for consideration of the Metro Board of Directors at the October 2012 meeting. Further, in close collaboration, SCAG and Metro staff have developed a Joint Work Program/Resolution to better coordinate the activities of the two agencies. Both of these efforts are consistent with and support the implementation of the approved 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (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; b) Develop external communications and media strategy to promote partnerships, build consensus and foster inclusiveness in the decision making process; and c) Provide practical solutions for moving new ideas forward

BACKGROUND:

Both SCAG and Metro have been jointly working on sustainability policies, projects, and programs for the past several years. A major goal of these two efforts is to support Metro's Call for Projects towards implementation of the RTP/SCS. Both items were approved at Metro's Ad Hoc Sustainability Committee Meeting on July 18, 2012.

SCAG/Metro Joint Work Program Resolution

SCAG and Metro staff have developed a Joint Work Program consisting of activities that both agencies are interested in planning and implementing, subject to budgetary constraints. The Resolution identifies 11 areas for increased collaboration between SCAG and Metro staff:

1. Regional CEO Working Group
2. Sustainable Transportation Demo projects
3. First-Last Mile Strategic Plan
4. Safe Routes to School

REPORT

5. Plug-in Electrical Vehicle Plan
6. Conservation Planning Policy
7. Active Transportation Funding
8. High Quality Transit Area Study
9. High Quality Transit Corridors Needs Assessment
10. Sustainability Performance Measurement
11. Develop Legislation Supporting Funding for Implementation Items

On July 18, 2012, the Metro Ad-Hoc Sustainability Subcommittee took action and recommended approval of the Resolution by the Metro Board of Directors. This recommendation will be forwarded to the October Metro Board of Directors meeting.

Metro Countywide Sustainability Planning Policy

Metro staff and consultants have developed a set of policy recommendations for the Metro Board in order to implement a Countywide Sustainability Planning Policy that implements the approved 2012-2035 RTP/SCS. They conducted a public agency workshop for input. It includes:

- Countywide Initiatives to plan and implement a countywide transportation system that increases mobility, fosters walkable and livable communities, and minimizes greenhouse gas and environmental impacts, and
- Sustainable Businesses Practices to minimize environmental impacts from the design, construction, operation, and maintenance of Metro's facilities and operations.

The proposed Policy identifies Evaluation Metrics, Place-based Policies, and key Principles and Priorities of a sustainable transportation system. The policy is currently out for additional public review. The Ad-Hoc Sustainability Subcommittee heard a status update on July 18, 2012. The Metro Board of Directors will consider approval on the policy at its October 2012 meeting.

CONCLUSION:

Both of attached activities have been developed to support implementation of approved 2012-2035 RTP/SCS. Staff recommends support of the Resolution and recognition of Metro's leadership in developing the county policy. Staff believes that these principles could be used as a model for other County Transportation Commissions contemplating similar actions.

FISCAL IMPACT:

None

ATTACHMENTS:

1. Draft Resolution on SCAG/Metro Collaboration
2. Draft Sustainability Planning Policy

RESOLUTION AUTHORIZING COLLABORATION BETWEEN LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) AND THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) TO IMPLEMENT THE 2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS)

Whereas, the development of a regional Sustainable Communities Strategy is required by state law under California's Sustainable Communities Strategy and Climate Protection Act, commonly referred to as Senate Bill 375, and is a critical element of achieving statewide greenhouse gas (GHG) reduction goals established in the Global Warming Solutions Act of 2006 (Núñez, Chapter 488, Statutes of 2006);

Whereas, a regional Sustainable Communities Strategy is a component of the Regional Transportation Plan that specifies how the GHG reduction targets established for a region by the California Air Resources Board (CARB) will be achieved;

Whereas, on April 4, 2012 the Southern California Association of Governments (SCAG) Regional Council unanimously approved the region's first RTP/SCS;

Whereas, the adopted RTP/SCS includes land-use and transportation strategies that will support the region in meeting the established GHG reduction targets of 8% per capita by 2020 and 13% per capita by 2035;

Whereas the Air Resource Board on June 4, 2012 accepted the Sustainable Communities Strategy as having met the GHG target;

Whereas, by virtue of having met the state established GHG target, local governments in the SCAG region may choose to access a streamlined process under the California Environmental Quality Act (CEQA) for certain types of qualifying development projects;

Whereas, the RTP/SCS provides additional co-benefits including reducing land consumption, infrastructure costs, household costs, health incidences as well as improving mobility and creating jobs;

Whereas, SCAG developed the RTP/SCS in collaboration with the LACMTA, other County Transportation Commissions, and local governments from the six county Southern California region through a bottoms-up, collaborative process that engaged a wide range of stakeholder groups, elected officials, special interest groups, and the general public through a series of workshops and public meetings;

Whereas, the RTP/SCS addresses many challenges including projected growth, changing demographics, climate change adaptation, housing needs, and transportation demands;

Whereas, the RTP/SCS includes a land-use strategy and growth forecast that focuses growth in High-Quality Transit Areas and along main streets, downtowns and other appropriate infill locations; shifts development from single-family towards multi-family residential development to reflect recent market trends; and promotes the implementation of Compass Blueprint Demonstration projects and other supportive land use implementation;

Whereas, the RTP/SCS includes transportation policies and investments that reflect the investments being made by the County Transportation Commissions through 2035; triple the amount of funding available in the previous RTP to support Active Transportation; emphasize and provide additional resources for transportation demand management strategies and transportation systems management; maintain a focus on efficient goods movement; and establish a financial plan that addresses deferred maintenance and includes new revenue sources and innovative financing techniques to transition our fuel tax-based system to a more direct, user fee approach;

Whereas, while SCAG develops the RTP/SCS, the land-use and transportation changes within it are largely driven by the actions of local governments and County Transportation Commissions, like the LACMTA, that program the majority of transportation funds flowing into the region;

Whereas, it is therefore critical that the LACMTA be engaged in the implementation of the plan in order for the plan's benefits to be realized, as well as, to ensure the region continues to make progress that can be reflected in the 2016 RTP/SCS;

Whereas, CARB through the AB 32 Cap-and-Trade Program will be providing funding for programs and projects throughout the state that reduce GHG emissions and help implement local climate action plans;

Whereas, the LACMTA Board approved a motion (September 23, 2010) endorsing the GHG reduction targets established by CARB, committed staff support in the development of the RTP/SCS, and submitted a letter in support of the final plan;

Whereas, the LACMTA has demonstrated leadership and strong support for advancing sustainable transportation options in the region through a broad range of actions including: investing in transit, establishing an Ad Hoc Sustainability Committee, maintaining a strong commitment to clean fuel buses, programming additional funding through the Call for Projects for bicycle infrastructure, advancing bicycle policies, promoting the inclusion of sustainability as a criteria in the Call for Projects program, directing for the development of an Active Transportation Agenda, approving applications for sustainability grant programs, and adopting policies that reduce the agency's environmental footprint as well as promote cleaner air, GHG reduction,

healthier communities, and a stronger economy through transportation planning and programming, among others;

Whereas, to continue to demonstrate countywide leadership on sustainability issues, the LACMTA Ad Hoc Sustainability Committee has endorsed and is providing direction on the development of a Countywide Sustainability Planning Policy to better integrate sustainability principles and priorities into the agency's planning functions and to provide a framework for fostering the implementation of federal, state, regional, and local sustainability policies and plans—including the RTP/SCS—across Los Angeles County;

Whereas, implementation of the LACMTA's Countywide Sustainability Planning Policy, in conjunction with the implementation of the RTP/SCS, will advance the LACMTA's mission of creating a more efficient and effective transportation system in concert with a broad set of sustainability priorities that are increasingly important to the LACMTA's funders and constituents;

Whereas, the LACMTA and SCAG currently collaborate on a broad range of initiatives to advance common transportation objectives, and it is in the interest of both agencies to continue to leverage resources toward achieving the common goals expressed in the RTP/SCS and the LACMTA's Countywide Sustainability Planning Policy and toward creating a more sustainable transportation system.

Now, therefore, be it resolved by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that the CEO is authorized to initiate and/or continue the following RTP/SCS implementation activities, to be referred to collectively as the **RTP/SCS Joint-Work Program**:

1. Appoint a representative to the **Regional Sustainability Working Group**, an effort initiated by the CEOs of County Transportation Commissions and led by SCAG, to actively work on the implementation of the RTP/SCS, document and monitor progress, and develop recommendations for opportunities in upcoming 2016-2040 RTP/SCS.
2. Develop and seek funding for a joint SCAG-LACMTA **Sustainable Transportation Demonstration Program** that will provide local agencies with planning, programming, and/or capital funds to implement Compass Blueprint projects or other innovative, multimodal approaches that exemplify the guidance in the LACMTA's Countywide Sustainability Planning Policy.
3. Continue with implementation of the **First-Last Mile Strategic Plan** to "extend" the station area and expand the reach of transit in the transit catchment area and at transit stops. The plan will include policies and guidelines that serve as a resource for local governments seeking to partner with the LACMTA and SCAG on improvements in transit catchment areas and inform the types and sizing of intermodal facilities (such as bicycle parking) that the LACMTA should aim to provide at its stations/stops. Additional funding will be sought for a second phase of the plan to implement demonstration projects that advance the guidance from the plan and to quantify the impact of these investments. Opportunities to

optimize access through programmatic, technology and/or marketing solutions in the transit catchment area will also be explored in future phases of the plan.

4. Continue to develop a **Countywide Safe Routes to School Strategic Plan** to identify a strategy to help local communities establish new Safe Routes to School (SRTS) programs and to sustain and enhance existing efforts. The strategic plan will include assessing current SRTS efforts and needs; coordinating with agencies, organizations, and stakeholders for exchange of information and ideas; identifying data needs and performance metrics; pursuing additional funding sources to increase SRTS investment in Los Angeles County and to provide technical resources to communities; and connecting agencies and organizations involved in SRTS with resources and information.
5. Continue to support SCAG and collaborate with regional stakeholders on the **Regional Plug-In Electric Vehicle (PEV) Readiness Plan**, to identify the best locations for charging infrastructure based on market demand and travel patterns. The Regional PEV Readiness Plan will become part of a larger effort to support regional sustainability while promoting economic development within the green technology sector. SCAG will continue to work with a diverse group of stakeholders to serve as a clearinghouse for zero and near-zero emission vehicle resources and implementation strategies. The key deliverables include a Regional PEV Readiness Plan and two model Subregional PEV Readiness Plans (South Bay and Western Riverside COGs). This effort is funded with grants obtained from the California Energy Commission and the U.S. Department of Energy.
6. Support SCAG in developing a **Conservation Planning Policy**, as recommended in the 2012-2035 RTP/SCS. This policy is intended to build upon already-established programs that assist with more efficient transportation project delivery, including but not limited to, OCTA's Measure M Environmental Mitigation Program and Riverside County's Multiple Species Habitat Conservation Plans (MSHCP). The policy will explore opportunities to optimize the use of transportation mitigation funds to support natural land restoration, conservation, protection and acquisition, and offers GHG emissions reduction benefits. The deliverables will likely include identification of priority conservation areas and the development of regional mitigation policies or approaches for the 2016 RTP/SCS.
7. Support SCAG to in exploring opportunities to **Expedite Active Transportation Funding** planned in the RTP/SCS to ensure local infrastructure is in place to support the expansion of the rail system at the time when new stations come on-line. This will include building off the First-Last Mile Strategic Plan to identify needs around new station areas and developing new financial tools to support these investments.
8. Support SCAG in conducting a **High Quality Transit Area Study** to review the incentive programs offered by the LACMTA and SCAG that could be better linked or leveraged to realize the RTP/SCS vision for reducing GHG emissions and capturing growth in High Quality Transit Areas (as defined in the RTP/SCS). The study should document existing rules and practices, consider best practices, and

provide recommendations for program modifications. The study will be initiated when additional funding or staff resources become available.

9. Support SCAG in pursuing funding for **High Quality Transit Corridors Needs Assessment** studies to better understand transit needs and transit capacity enhancements that will be required to accommodate additional growth planned for in the RTP/SCS.
10. Continue collaborative efforts to improve **Performance Measurement and Monitoring** of the benefits and co-benefits (health, greenhouse gas reduction, etc.) of transportation projects and plans through efforts such as the bicycle data clearinghouse and the Countywide Sustainability Planning Policy. Develop strategy to improve **Performance Measurement and Monitoring** of transportation projects and plans to provide a basis for quantifying the benefits of investments proposed in future RTP/SCSs.
11. Work with state and federal representatives to **Develop Legislation** in support of the above activities and the broader goals of the RTP/SCS.

Progress on these items shall be reported to the LACMTA Ad Hoc Sustainability Committee and SCAG's Energy and Environment Committee on a quarterly basis starting January 2013. A final report on the RTP/SCS Joint-Work Program shall be prepared by January 2014 and include recommendations to the LACMTA Board and SCAG Regional Council for inclusion in the 2016 RTP/SCS.

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Metro Countywide Sustainability Planning Policy

PUBLIC REVIEW DRAFT

July 11, 2012

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SECTION 1: OVERVIEW, PURPOSE & BACKGROUND

1.1 OVERVIEW

The Los Angeles County Metropolitan Transportation Authority (Metro) is dedicated to the sustainability of Los Angeles County's people, environment, and economy. Many people and organizations share these goals and are pursuing visions of sustainability in their own households, neighborhoods, businesses, cities, and region-wide. Metro's unique role in achieving a sustainable future is to plan, fund, construct, and operate a transportation system that improves residents' health and well-being, strengthens the economy, and enhances the natural environment.

The policy is a complement to Metro's efforts to improve air quality and increase transportation choices that have been underway for more than two decades. It is a tool for better defining the agency's long-term, desired sustainability outcomes in order to facilitate greater coordination and collaboration across transportation modes, planning disciplines (land-use, housing, environment, economic development, health, utilities), and government agencies.

The policy's focus on coordination and collaboration with respect to sustainability comes at a time of great opportunity, when Metro is significantly expanding its transit system and implementing highway improvements to enhance efficiency and effectiveness. To successfully implement these projects and gain support for future projects, Metro will be increasingly called upon to quantify its contributions to society, not just in terms of mobility, but with respect to a broad range of social, economic, and environmental indicators. This is evident from the Livability Principles¹ that influence funding decisions made by federal agencies, the addition of climate change metrics in Regional Transportation Plans (per Senate Bill 375), and the increased interest from local stakeholders in assessing the health impacts of transportation projects. The policy was developed in consideration of these factors to establish a planning framework for advancing the mission and goals of the agency in concert with a broader set of sustainability priorities.

1.2 PURPOSE

The Countywide Sustainability Planning Policy is a guide to:

- More fully integrate sustainability into the agency's planning functions,
- Complement and provide a framework for building upon federal, state, regional and local sustainability policies and plans, and
- Foster collaboration and inspire partnerships that will lead to more sustainable communities.

The policy demonstrates the agency's continued commitment to sustainability as a core business value and as a strategy for enhancing the quality, efficiency, and value of the transportation system for constituents.

¹<http://www.sustainablecommunities.gov/aboutUs.html#2>

The policy is organized into five sections:

1. Overview, Purpose & Background
2. Planning a Sustainable Transportation System
3. Planning Guidance
4. Policy Implementation & Impact
5. Conclusion

1.3 BACKGROUND

Metro is responsible for the continuous improvement of an efficient and effective transportation system for Los Angeles County. Adhering to this mission, one of Metro's principal values is a commitment to sustainability, encompassing reducing, re-using, and recycling internal resources and reducing greenhouse gas ("GHG") emissions. This commitment to sustainability is reinforced in the agency's business goals, which include sustaining the environment by reducing greenhouse gas emissions and increasing energy efficiency. "Sustainability" became an official part of the agency's work program in 2007 when the Board of Directors, with guidance from the Ad Hoc Sustainability Committee, adopted the Sustainability Implementation Plan. The Plan included the following Sustainability Mission and Vision, accompanied by a list of short-term and long-term projects through Fiscal Year 2012.

Mission: We will provide leadership in sustainability within the Los Angeles region without compromising our core mission of moving people efficiently and effectively.

Vision: We will be the leader in maximizing the sustainability efforts and its benefits to Los Angeles County's people, finances, and environment.

Within this overarching guidance, the Ad Hoc Sustainability Committee and supporting staff have generally focused on advancing strategies in three primary areas:

1. Leadership, Coordination, and Outreach: Lead the region's sustainability efforts by supporting internal coordination and by collaborating with regional stakeholders.
2. Sustainable Agency and Practices: Minimize environmental impacts from the design, construction, operation, and maintenance of Metro's facilities and operations.
3. Sustainable Regional Transportation System: Plan and implement a regional transportation system that increases mobility, fosters walkable and livable communities, and minimizes GHG emissions and environmental impacts.

The Countywide Sustainability Planning Policy is intended to define outcomes and establish measurements related to the third focus area: developing a Sustainable Regional Transportation System and as a result will further the first focus area related to

Leadership, Coordination and Outreach. The policy broadens Metro’s approach to sustainability from focusing on a particular project or transportation mode to developing a more holistic and system-based framework for sustainability analysis and planning. It also more fully embraces the social and economic elements of sustainability, in addition to the environmental dimensions.

SECTION 2: PLANNING A SUSTAINABLE TRANSPORTATION SYSTEM

2.1 PRINCIPLES & PRIORITIES

Sustainability is broadly understood as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The Countywide Sustainability Planning Policy refines this definition in the context of transportation planning through endorsement of the principles and priorities below. Metro’s policy will be to use these principles and priorities to bring greater clarity, meaning, and consistency to its approach for implementing the “sustainability” commitments currently reflected in its principal values, business goals, and sustainability mission and vision.

The policy is based on the three themes of “Connect, Create, and Conserve.” These themes are the summation of the principles and priorities discussed below. The principles align with the areas of responsibility within which Metro’s planning practices have the opportunity to influence sustainability outcomes—as a regional mobility provider (Connect), a project manager (Create), and a steward of public funds (Conserve). As illustrated in Figure 2.1, there are three priorities associated with each principle that highlight key social, economic, and environmental dimensions of sustainability to be advanced through the transportation planning process. Over time, these principles and priorities will increasingly be embedded in planning activities to:

- Align and optimize transportation strategies implemented through various planning programs toward a common vision of sustainability
- Evaluate proposals
- Inspire project design, creativity, innovation, and
- Guide and communicate sustainability performance

Successful implementation of all of these actions will require additional engagement with regional stakeholders to optimize the countywide benefits of Metro’s programs and plans.

Figure 2.1 Principles and Priorities



2.2 KEY CONCEPTS

Several inter-related key concepts underlie the policy and its approach to achieve priority outcomes. These are introduced in this section.

Green Modes

The policy and supporting documentation use the term “Green Modes” to describe a growing category of clean mobility options. These include walking, biking, rideshare, transit, and clean fueled vehicles. All of these options will be part of sustainable planning approaches, and have varying ability to achieve the full range of sustainability aims. For example, accidents involving pedestrians and bicyclists must be reduced for healthy community objectives to be achieved, all vehicles should increasingly be zero or near-zero emissions to achieve climate and environmental aims, and greater transit ridership will be required from a system productivity perspective to maximize mobility while limiting congestion growth. Emerging technologies that complement or even replace conventional travel modes are also considered part of the Green Modes range of choices.

Transportation and Land Use Integration

Transportation is such a familiar part of our lives that we can easily take its complexity for granted. Going to school or work, visiting a friend or going to the doctor’s office, enjoying the beach or the mountains – all of these require moving about in a complicated web of inter-related systems. Land-use patterns and the dispersion of places we travel, shape people’s need to travel and inform investments in the transportation network. In turn, transportation investments impact land-use by providing mobility options that may accommodate growth and heightened activity in existing communities or open up new land for development.

The interactions of these two systems—and the resulting impacts on travel demand—have significant implications for the sustainability of communities. For this reason, greater coordination and strategic planning between transportation and land-use agencies is required to achieve the priorities of the policy. In an effort to be inclusive and fully capture the diverse communities within Los Angeles County, the policy introduces a place-based planning framework as a tool for integrated planning and policy development at Metro in addition to more universally applicable strategies. The framework is described in Section 2.3.

Focusing on integrated planning to achieve sustainability outcomes is supported by State climate change regulations and is required at the regional level under Senate Bill 375 (SB 375). SB 375 establishes a process to help achieve statewide greenhouse gas reduction goals required as part of Assembly Bill (AB) 32. The legislation charges each Metropolitan Planning Organization (MPO) with developing a Sustainable Communities Strategy (SCS) to specifically address how integrated land use, housing, and transportation planning will lead to greenhouse gas emissions reductions from passenger vehicles within their respective regions. The Southern California Association of Governments (SCAG), the MPO for this region, has prepared a SCS as part of the 2012 Regional Transportation Plan (RTP). The RTP presents a growth vision for the region, which compiles local land-use data for 2020 and 2035. This growth vision

supports greater transit-use, walking, and biking by increasing opportunities for people to live and work in transit corridors and more compact communities.

This RTP/SCS provides a strong foundation upon which Metro and its partners can build. While SCAG assembles the RTP/SCS, the land-use and transportation changes within it are largely driven by the actions of local governments and County Transportation Commissions, like Metro, that control the majority of transportation funds flowing into the region. This policy and the place-based framework it presents are resources to facilitate continued progress within Los Angeles County toward reducing the climate impacts of the transportation network and meeting SB 375 requirements.

Bundling Strategies for Greatest Impact

“Bundling” strategies refers to the practice of implementing complementary strategies together in order to have a cumulative impact and create multiple benefits. Bundling recognizes the complexity of transportation and land use systems by addressing multiple factors in unified programs. An extensive body of travel performance research conducted over decades has established the fact that multiple-strategy approaches are most effective in terms of reliability and magnitude of positive change. Combined scenarios involving land use, transit, and pricing strategies are consistently shown to result in greater reductions in vehicle miles traveled (VMT) than single-strategy scenarios, in both the short and long term. A synthesis of regional modeling outputs undertaken for the California Air Resources Board reported that combined strategies in the three arenas of land use, transit, and auto pricing policies demonstrated the long-term potential for VMT reduction with results ranging from -14.5% (10 years) to -24.1% (40 years).² Bundling is also supported by the results of the original data analysis performed by Metro to support development of this policy, which is documented in a supplemental Technical Document. These findings support Metro’s participation in a full range of strategies at various scales in order to derive the greatest return on major investments.

Network Optimization

The success of the technology industry has been driven by advances in computing hardware that exponentially increase system connectivity and performance within the same physical envelope, for example, a microchip. To serve a growing population with increasingly scarce resources, the transportation industry is similarly challenged to take a new look at its hardware—a complex network of local roads, arterials, highways and rights-of-way—and find ways to improve connectivity and performance within largely the same footprint. Complete streets, transit-oriented development, congestion pricing, signal prioritization, real-time ride share matching, and smart technologies are leading us to a more efficient and effective transportation system. These advancements respond to the demands of a 21st century lifestyle where connectivity and time saving are highly prized and can be achieved by many different means.

²Rodier, Caroline J. (2009). A Review of the International Modeling Literature: Transit, Land Use and Auto Pricing Strategies to Reduce Vehicle Miles Traveled and Greenhouse Gas Emissions. Institute of Transportation Studies, University of California, Davis, Research Report UCD-ITS-RR-09-39.

Act Regionally and Locally

As a countywide agency serving millions of people per day, many of Metro's planning activities have focused on regionally significant trips and corridors that span many miles and may cross city boundaries. However, an increased focus on sustainable communities and on improved accessibility suggests that Metro's direct or indirect sponsorship of localized strategies may also be needed to advance regional goals. By adopting the principles in Section 2.1, Metro is committing itself to supporting initiatives aimed at intermodal connectivity, green modes, urban greening, and healthy neighborhoods. These priorities require implementation and attention to detail at the local level. Desired outcomes include a higher number of trips made by walking or cycling and growth in transit trips that benefit from more attractive walk and bike access. Land use changes for greater connectivity similarly support a higher number of non-drive trips and shorter trips across all modes for travelers in the region. These changes reduce vehicle miles traveled overall, taking local trips off the regional roadway network, and increasing active travel with commensurate health benefits. How these objectives are met will be largely based on the local conditions, extent of transit investments serving local communities, and innovative local solutions informed by regional and national experience.

2.3 PLANNING FRAMEWORK

The policy is based on a planning framework that organizes guidance and strategies into two elements: universal and place-based. This section describes the analysis that informed the development of the place-based portion of the framework and discusses applications in the context of the policy.

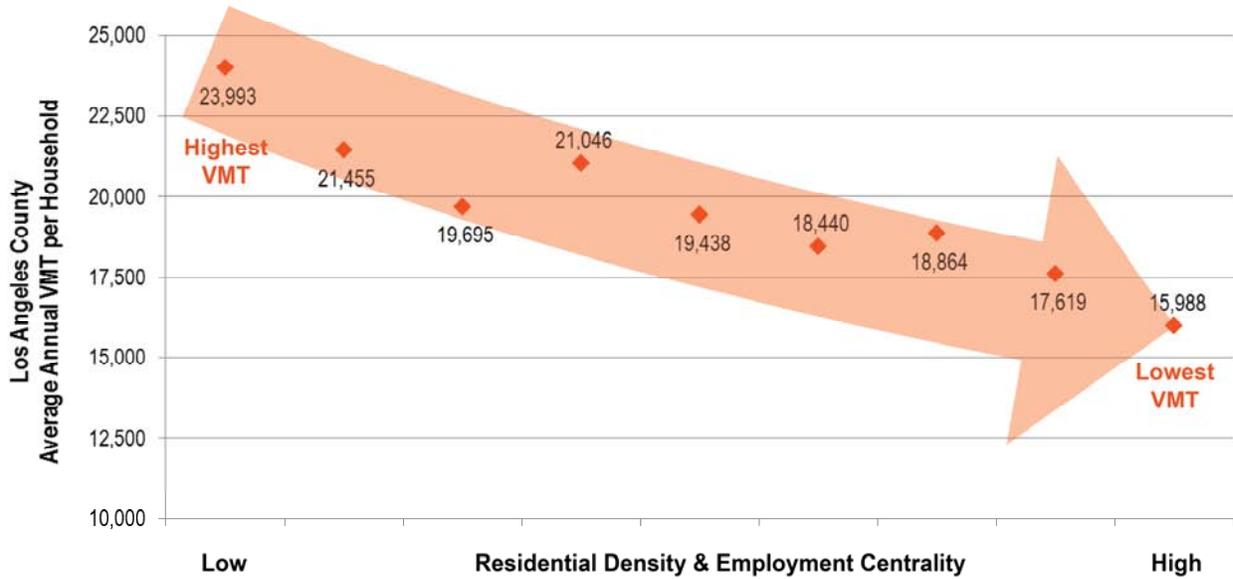
Place Types as a Tool for Integrated Planning

It is acknowledged that a county as large and diverse as Los Angeles County cannot and should not attempt to achieve sustainability outcomes through a prescriptive "one size fits all" approach. Recognizing this diversity the use of "place types" seeks to find solutions that are appropriate for areas with common characteristics. The place type is an increasingly popular foundation for better integrating transportation and land use planning. It allows planners to categorize a large number of places (e.g. station areas or neighborhoods) based on shared characteristics. The shared characteristics of neighborhoods grouped within a given place type can help illuminate shared issues or barriers, strategies to overcome these barriers, typical or desired performance on a range of measures, and particular types of investments that are needed.

Accessibility Clusters

This policy was developed using a place-sensitive approach that categorizes locations at the census tract level into four Accessibility Clusters. The clusters are defined by land-use conditions that were identified, through original local analysis, to have the greatest impact on travel behavior, as defined by vehicle miles traveled. These characteristics include net residential density (number of households per census tract) and job centrality (calculation based on the number of jobs and their distance from each tract). In general, the higher the residential density and job centrality for a given location, the less people need to drive to achieve their daily needs, as reflected in Figure 2.2.

Figure 2.2 Average Annual VMT for Typical Los Angeles County Household



The four clusters are illustrated below in Figure 2.3 and described in greater detail in Figure 2.4. Additional information on the methodology and analysis used to develop the clusters is included in Appendix A.

Figure 2.3 Accessibility Clusters

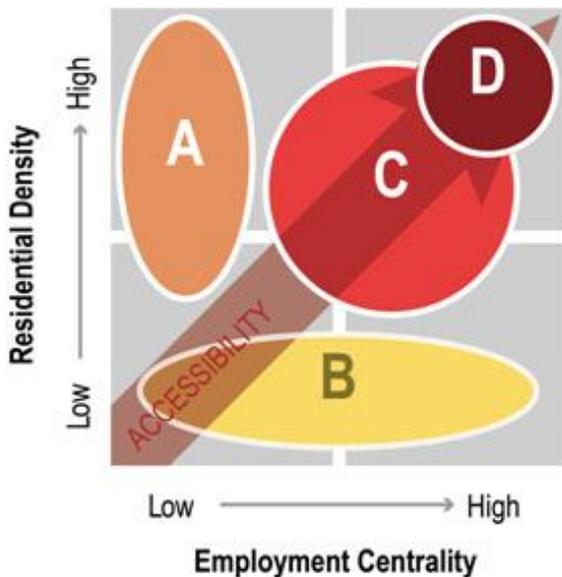


Figure 2.4 Summary of Accessibility Clusters

	Summary	Residential Density (HH/Res. Acre)	Job Centrality	Av. Annual VMT Per HH
<p>Cluster A</p> 	<p>Small districts and corridors with a higher density residential pattern, often serving as centers in lower density communities. While not as well-connected to the region's economic centers and the wide array of economic activity in the county, these areas are good candidates for sustainable local travel.</p> <p>Claremont, Pomona, Northeast Pasadena, many communities in the South Bay Cities</p>	Medium-High	Low	20,477
<p>Cluster B</p> 	<p>All locations in Cluster B have low average residential density. The job centrality of these places is varied, as shown to the right. Low density makes these places predominantly auto-oriented. Nearby downtowns and compact neighborhoods may be appropriate places for transit investments.</p> <p>Avocado Heights, Claremont-Indian Hill, Montebello, most communities in Palmdale</p>	Low	Low-High	23,275
<p>Cluster B <i>Special Use Areas</i></p>	<p>High job centrality places where there is no housing or where housing is a minor component, such as large industrial zones, warehousing, ports, and airports. Also includes places serving recreational or entertainment purposes.</p> <p>Port of Long Beach</p>	None/ Very Low	High	
<p>Cluster C</p> 	<p>Both residential and mixed-use areas near centers of economic activity and characterized by sufficient density to support growing use of walk, bike, and transit. Includes predominantly traditional single-family residential areas and historic downtown-adjacent neighborhoods with a compact feel.</p> <p>Venice, Van Nuys, Commerce, much of eastern San Fernando Valley</p>	Medium-High	Medium-High	18,717
<p>Cluster D</p> 	<p>Unique concentrations of economic, entertainment, and cultural activity, drawing large volumes of commuters and visitors every day. Host to a full range of horizontally- and vertically-mixed land uses, often with high capacity transit stations and corridors (present or planned).</p> <p>Downtown Long Beach, Downtown Los Angeles, Old Town Pasadena</p>	High	High	15,988

Understanding a place’s “accessibility” –residential density and job centrality—can help define appropriate sustainability strategies. For example, while walking to work may be a great option for more sustainable living in a location where many residents and jobs are close together (Clusters C and D); this option will likely not be widely available in locations where residents and jobs are far apart (Clusters A and B).

Applying the Framework to Real Places

The Accessibility Clusters are general. The policies presented in relation to each cluster will be relevant in many cases, but variation and a greater level of differentiation may be justified in particular circumstances. Any given corridor may traverse multiple Accessibility Clusters and judgment, data, and creativity will be needed to craft solutions and to customize strategies appropriate to the local community. Empirical data at a finer geographic scale should be used to confirm the relevance of the Accessibility Clusters and strategies.

SECTION 3: PLANNING GUIDANCE

3.1 INTRODUCTION

This section presents guidance to support Metro in implementing the principles and achieving the priorities established by the policy. The guidance recognizes that many of the priorities can be achieved simply by providing the opportunity for more people to drive less, and in more efficient vehicles. A reduction in vehicle miles traveled (VMT) is associated with the following benefits:

1. Reduced vehicular, bicycle, and pedestrian accidents
2. Reduced fuel use
3. Reduced traffic congestion, particularly during rush hour
4. Reduced emissions or criteria pollutants, resulting in reduced respiratory ailments especially for young children and older adults
5. Reduced greenhouse gas emissions (GHG)
6. Increased transit use, walking, and biking
7. Increased physical activity contributing to a reduction in diseases related to a sedentary lifestyle, such as obesity
8. Economic benefits through reduced transportation costs

When measures to reduce VMT are complemented by actions to increase the efficiency of vehicles, the whole range of sustainability priorities presented in the policy can be achieved. Even urban greening and environmental stewardship are optimized by providing opportunities for people to drive less, because reduced VMT allows for communities to build less infrastructure reducing energy, waste, land and water use, and emissions.

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Demographic and market trends suggest that more people would choose to drive less, if they had attractive alternatives. According to the 2012 RTP/SCS, as the Baby Boomer generation gets older (the share of the population 65 years or older will increase from 11 percent in 2010 to 18 percent in 2035), there will be a greater demand and need for alternative transportation to serve non-drivers. Additionally recent studies, such as a joint report conducted by the Frontier Group and the U.S. PIRG Education Foundation, have highlighted an emerging trend that young people are driving less. Reasons for this are many, but include improvements that support alternative transportation. From 2001 to 2009, the average annual number of vehicle miles traveled by young people (16 to 34-year-olds) decreased from 10,300 miles to 7,900 miles per capita—a drop of 23 percent.³

While helping more people to drive less, and in more efficient vehicles is a fairly simple goal, the size of the county and its diversity of land-use patterns make achieving this goal complex. The guidance addresses this complexity by presenting “universal” policies (3.2) that should be considered in all types of locations and “place-based” policies (3.3) that provide alternative strategies for improving the sustainability of the transportation system in differing types of locations. The Planning Framework, Section 2.3 provides greater detail on the Accessibility Clusters as well as Appendix A.

3.2 UNIVERSAL POLICIES

The universal policies have relevance in many locations throughout the county, regardless of accessibility. The policy topics as presented do not reflect an order of importance.

The following policies should guide Metro’s activities countywide:

Policy Topic	Universal Policy (UP)
Implementation of SCAG Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)	<p>UP I: Promote regional compliance with state climate change law by supporting SCAG’s efforts to implement the <u>regionally-adopted, land-use and transportation vision</u> in the Regional Transportation Plan/Sustainable Communities Strategy (and outlined below), and encourage local jurisdictions to adopt supportive local policies. <i>(Metro does not have jurisdiction over land-use, but can advance regionally adopted land-use strategies through incentive programs, like TOD planning grants, and supportive transportation investments).</i></p> <ul style="list-style-type: none"> a) Support SCAG’s efforts to advance the following <u>regionally adopted land-use strategies</u>: <ul style="list-style-type: none"> i) Focus growth in areas well served by transit (also referred to as High-Quality Transit Areas). ii) Focus growth along main streets, downtowns, and other appropriate infill locations iii) Shift development from single-family towards multi-family residential development to reflect recent market trends,

³Frontier Group and U.S. PIRG Education Fund. (2012). Transportation and the New Generation: Why Young People Are Driving Less and What it Means for Transportation Policy. Retrieved June 15, 2012 from <http://www.uspirg.org/reports/usp/transportation-and-new-generation>.

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	<p>and</p> <ul style="list-style-type: none"> iv) Promote supportive land use implementation activities, including Compass Blueprint Demonstration projects, which are planning efforts led by local jurisdictions and funded by SCAG <p>b) Support SCAG’s efforts to advance the following <u>regionally adopted transportation strategies</u></p> <ul style="list-style-type: none"> i) Continue investments to improve the transportation system through 2035 as reflected in the plans of the County Transportation Commissions ii) Implement regional funding strategy to triple the resources available for Active Transportation, as compared to the 2008 Regional Transportation Plan iii) Emphasize and provide additional resources for transportation demand management strategies to reduce solo driving, including carpooling, transit, biking, walking, and flexible work schedules iv) Emphasize and provide additional strategies to support improved transportation systems management, including Express Lanes, tolling, and signal synchronization v) Maintain a focus on efficient goods movement to support the growth of the regional economy vi) Advance financial policies that emphasize system preservation to address deferred maintenance and that consider new revenue sources and innovative financing techniques to transition the fuel tax-based system to a more direct, user fee approach. <p>UP II: Draw from the recommendations included in the RTP/SCS to implement appropriate transportation mitigation measures for all projects.</p>
Green Design	<p>UP III: Implement and encourage local incorporation of green design techniques that minimize the environmental impact of transportation projects and/or support local urban greening; consider requiring green design techniques as a condition of funding when these techniques can be implemented without additional cost to project sponsors (i.e. native landscaping).</p>
Vehicle Technology	<p>UP IV: Leverage project development to facilitate the early adoption of zero and near-zero emission vehicles (fleet services, transit vehicles, clean trucks, passenger vehicles) and promote supportive regional and local policies.</p>
Local Access	<p>UP VI: Encourage and support land-use policies and transportation projects that seek to reduce trip lengths by reconnecting the street grid, increasing the mix of land-uses, providing mid-block crossings, reducing set-backs, and breaking up superblocks in new or (re)development projects, among other strategies.</p>
Performance Measurement	<p>UP VII: Pursue alternatives and/or supplements to the use of level of service and delay metrics, which prioritize mobility for the single occupancy automobile, in project evaluation and encourage regional and local agencies to consider a broader range of metrics to assess multimodal impacts.</p>
System Productivity	<p>UP VIII: Encourage through regional planning, funding policies, infrastructure investments, and promotion of supportive local policies (including parking management policies, road pricing, and other demand management and systems</p>

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	management policies/projects) strategies that seek to optimize transit service by increasing its competitiveness with automobiles.
Complete Streets	UP IX: Consistent with state law, explore opportunities in all projects to increase access for all users by making streets more “complete” and promote complete streets at the local level through partnerships and incentive programs.
Transit-Oriented Development	UP X: Pursue opportunities to realize appropriately-scaled, transit-oriented development in rail and bus corridors as part of corridor studies, project development, incentive programs and the promotion of supportive local policies (TOD Ordinances, land use and zoning changes, General Plan updates, etc).
Virtual Access	UP XI: Leverage project development to facilitate the early adoption of emerging technologies that complement or even replace conventional travel modes through virtual access, and promote supportive regional and local policies (telecommute programs).

3.3 PLACE-BASED POLICIES

Cluster A

Areas in Cluster A have moderate to high residential density with low job centrality. People living in these areas generally benefit from relatively short trip distances to local retail and services, but their limited access to major job centers and disparate geography often require long commutes to work. Some locations within this cluster include small commercial districts with higher density residential that serve as activity centers and/or sub-regional transportation hubs for surrounding low density communities. Areas falling into this cluster include many of the South Bay Cities, portions of the eastern San Fernando Valley such as the Reseda corridor, historic downtowns in places like Monrovia, and the area around the Newhall Metrolink station in Santa Clarita.

Residents in these communities should be able to easily access alternative commute options like commuter rail or bus, carpooling, and vanpooling. In many cases, residents should be able to take advantage of nearby retail districts without a car. Residents living along compact corridors such as Reseda can (and do) take rapid buses for their daily needs. However, in some cases walking and biking are unpleasant choices due to nearby auto-oriented corridors and a more suburban block pattern. Making these corridors more supportive of biking, walking, and reduced-speed vehicles can foster last mile connections to nearby regional transit options or commercial districts and may support community and economic development aims to capture a greater share of local spending.

Cluster A has the second-lowest rate of transit ridership (4.9%) for commute mode; 76% of commuters drive alone to work. These locations have the highest carpool share in LA County relative to locations within other clusters. If an additional 2% of solo driving commuters were to shift to 2-person carpools, nearly 10,000 single-occupant vehicle trips would come off the roads at peak hours. If the shift were to 3-person carpools, over 13,000 peak hour trips would come off the roads, compared to 2009 conditions.

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The following policies should guide Metro’s activities in Cluster A:

Policy Topics	Cluster A: Place-based Policies
Sustainable Transportation	A I: Support growing use of active and green modes through development and sponsorship of facilities and services promoting safe walking and biking, rideshare, transit, and low impact vehicles.
Local Government Planning	A II: Support local governments in planning and development activities that result in Transit-Oriented Development at select locations, focusing on mixed use centers.
Transit Services (Metro, Municipal and Local Transit Providers)	A III: Provide and encourage transit services reflecting area densities and design characteristics, focusing on commute and lifeline services to employment centers, key corridors, and feeder services.
Street Operations	<p>A IV: Implement, encourage and sponsor projects that create safe, attractive, and efficient conditions for walking, biking, transit-use, and slow speed vehicles.</p> <p>A V: In project development and sponsorship, prioritize efficiency projects that seek to better utilize existing capacity by all modes (i.e. signal timing, complete streets) over general capacity improvements.</p>

Cluster B

Cluster B includes locations that have in common an overall housing density lower than seven units per net acre. Within this classification are two distinct types:

- **Suburban/Rural Communities:** Communities meeting the low residential density criteria with low or medium job centrality, and
- **Special Use Areas:** Large industrial zones, ports and airports, and open space areas

This category includes places with a wide variety of conditions – from open space areas with almost no population, to low density outlying communities like most of Palmdale, to industrial areas such as the Port of Long Beach. These varied conditions require diverse transportation strategies, sometimes focused on goods movement, sometimes on responding to travel needs of residents and workers. Locations within Cluster B have the lowest rate of transit ridership (2.3%) for commute trips, less than half the rate of the Cluster A. Approximately, 83% of commuters within this cluster drive alone, while approximately 12% carpool to work.

Suburban/Rural Communities

Automobile travel will likely continue to be the most efficient means of local mobility for low density communities in Cluster B. Nonetheless, opportunities to drive less and in more efficient vehicles should be encouraged and supported by a variety of transportation policies and investments. Most of these communities have nearby compact neighborhoods, which can be the focal point for transit and ride-share opportunities.

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Actions to support telecommuting and the use of cleaner vehicles may be the most promising sustainable alternative for many low-density neighborhoods. This cluster has relatively high numbers of people working at home, and increasing the proportion of people working at home is an important strategy. Additionally, given the high percentage of drive alone work trips for this cluster, focusing on use of cleaner vehicles, including hybrids and electric, can have a considerable impact on emissions. If 5% of 2009 households in “B” cluster locations were to switch from conventional gasoline vehicles to electric or hybrid passenger cars, over 2.3 million daily and over 857 million annual vehicle miles would be driven in less carbon-intensive vehicles. Over 144,000 metric tons of CO₂ would be saved annually if these miles were traveled in hybrid cars, and over 284,000 metric tons if with electric cars (based on 2012 model year passenger vehicle averages).

Integrated land-use and transportation planning is of particular importance in these areas, where the transportation system may be less built out. If there is a local desire for greater development, Metro, through its partnership with SCAG, should support cities in undertaking visioning exercises in advance of capacity enhancements to determine the most effective strategies for limiting congestion and providing the transportation choices communities desire. Metro should discourage road capacity enhancements that may proceed or be inconsistent with the local land-use plans and the Regional Sustainable Communities Strategy.

The following policies should guide Metro’s activities in the Cluster B (Suburban/Rural Communities):

Policy Topics	Cluster B: Place-based Policies for Suburban/Rural Communities
Sustainable Transportation	B I: Support growing use of active modes for local trips and motorized green modes (rideshare, transit, clean fuel vehicles) for longer-distance trips through development and sponsorship of facilities and services.
Local Government Planning	B II: Work with local governments to identify specific transportation needs that can be met with green modes as well as opportunities to improve efficiency and safety of both goods movement and passenger travel. B III: Where greater development is desired, encourage cities to undertake planning exercises in advance of road capacity enhancements to determine the most effective strategies for limiting congestion and providing the transportation choices communities’ desire.
Transit Services (Metro, Municipal and Local Transit Providers)	B IV: Provide and encourage transit services reflecting area densities and design characteristics, focusing on lifeline services and commute services to employment centers, subregional transportation hubs, and feeder services.
Street Operations	B V: Implement, encourage, and sponsor projects that create safe, attractive, and efficient conditions for walking, biking, and transit use. B VI: In project development and sponsorship, prioritize efficiency projects that seek to better utilize existing capacity by all modes (i.e. signal timing, complete streets) over general capacity improvements.

Special Use Areas

Many areas of the county fall into the Special Use Areas category. These represent high job centrality places where there is no housing or where housing is a minor component of the place. Special Use Areas may include large industrial zones, ports, and airports, the latter of which has additional transit needs for users. The distinct mobility needs of these places, often focusing on goods movement, are recognized in the text below.

Sensitivity is needed to provide for goods movement in the more industrial areas in this cluster and related place type, particularly as trucks enter and exit these areas near population centers that are accommodating high volumes of people using all modes. As many of these industrial areas also fall adjacent to existing or planned fixed-guideway transit corridors, addressing these numerous mobility objectives is a high priority.

While mitigating potential mobility conflicts adjacent to centers or communities such as the Alameda Corridor, it is also critical to maximize the efficiency of major freeway and freight corridors in order to advance goals for economic prosperity. These places are more difficult to serve with transportation alternatives for commuters, but encouraging such alternatives can provide critical job access and support workforce development objectives.

It is important to note that open space areas are included in this category. While this type includes warehousing and manufacturing districts such as the City of Industry and areas around Los Angeles International Airport, it can also include a number of places serving recreational or entertainment purposes, such as the Arroyo Seco / Rose Bowl area of Pasadena.

Due to the unique nature of areas within the Cluster B: Special-Use Areas, the following policies should guide Metro’s activities in Cluster B only as they relate to industrial areas and goods movement corridors. No additional guidance for other types of Special Use Areas is provided beyond that recommended in the Universal Policies given the distinctiveness and specific characteristics of these locations.

Policy Topics	Cluster B: Place-based Policies for Special Use Areas (Industrial Areas and Goods Movement Corridors)
Sustainable Transportation	B VII: Support growing use of motorized green modes (clean fuel vehicles) through development and sponsorship of facilities and services.
Local Government Planning	<p>B VIII: Work with local governments to identify specific transportation needs that can be met with green modes as well as opportunities to improve efficiency and safety of both goods movement and passenger travel.</p> <p>B IX: Where greater development is desired, encourage cities to undertake planning exercises in advance of road capacity enhancements to determine the most effective strategies for limiting congestion and</p>

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	maximizing the efficiency of freight movement.
Transit Services (Metro, Municipal and Local Transit Providers)	B X: Provide and encourage transit services reflecting area densities and design characteristics, focusing on commute services to employment centers and subregional transportation hubs, and feeder services to fixed-guideway transit corridors.
Street Operations	B XI: Implement, encourage, and sponsor projects that give priority to goods movement through designated routes and corridors, while creating safe and efficient conditions for walking, biking, and transit use to address mobility conflicts in areas adjacent to population centers and nearby communities. B XII: In project development and sponsorship, prioritize efficiency projects that seek to better utilize existing capacity over general capacity improvements.

Cluster C

Cluster C includes sub-regional centers, neighborhoods, and districts where employment centers are nearby and residential densities are high enough to support local commercial activity. People living in these areas generally benefit from relatively short trip lengths, which make walking, biking, and transit use for a wide range of activities possible. The predominant development pattern in many of these places is the single-family detached home. As a result of its historic pre-war growth boom, Los Angeles County has a much higher single-family residential density pattern than most counties in major metropolitan regions and across the nation. These areas may be either residential or more mixed-use in nature. Cluster C includes historic downtown-adjacent neighborhoods with a compact feel like the Mid-City District of Los Angeles and the eastern San Fernando Valley including most of the City of Burbank.

Residents and workers in this cluster benefit from frequent and predictable transit service – including very high quality commute services. Transit-oriented development is a good fit in these communities with their established mix of relatively high housing density and proximity to jobs. Transit, walking, and biking facilities will help support the vibrant mix of uses that is possible in these places due to their density and proximity to jobs and other amenities.

Cluster C has the second-highest rate of transit ridership (7.1%) and second lowest rate of driving alone (76%) for commute travel. Nearly 11% of commuters in this cluster do not take an automobile to work. Households and businesses in these locations should see continued growth in attractive multimodal travel options, with a growing share of neighborhoods well-served by high quality all-day transit connecting to a wide variety of destinations.

Home to nearly 40% of the county’s residents, or 3.8 million people, locations within this cluster serve an important role in achieving the sustainability principles and priorities advanced by the policy. With wide participation, even small changes in travel behavior could lead to significant countywide progress. For example, if a 5 percent increase in transit commuters were achieved through a shift from solo drivers living in these

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locations, over 10,000 daily drive alone commute trips would be reduced, with a proportional increase in transit ridership.

The following policies should guide Metro’s activities in the Cluster C:

Policy Topics	Cluster C: Place-based Policies
Sustainable Transportation	C I: Provide mobility options to support car-free and one-car living through development and sponsorship of facilities and services promoting high levels of walk, cycling, and transit use for all types of trips.
Local Government Planning	C II: Support local governments in planning and development activities to create transit supportive densities and design features, with a focus on mixed use corridors and districts.
Transit Services (Metro, Municipal and Local Transit Providers)	C III: Provide and encourage local transit coverage, frequency, and reliability within close proximity to homes and businesses and with short headways or timed transfers, all-day; connect local service to high-quality transit investments (Bus Rapid Transit, Light and Heavy Rail) that provide access to destinations across LA County, Southern California, and the State.
Street Operations	C IV: Implement, encourage, and sponsor projects that give priority to transit and active modes except on key segments of through routes and goods movement corridors. C V: Implement, encourage, and sponsor projects that seek to increase the share of transit services operating in exclusive rights of way.

CLUSTER D

This cluster includes regional centers with concentrated economic, entertainment, and cultural activity. They are major destinations to which hundreds of thousands of commuters travel every day, and that also draw the region’s residents for more occasional activities like nightlife, cultural events, shopping, and dining. In some, but not all cases they offer 24-hour districts, where people can live, work, and play without ever stepping into a car. These places have a full range of horizontally- and vertically-mixed land uses with high capacity transit stops and corridors (present or planned). The urban character of residential and business districts in regional centers should complement the highest levels of multimodal connectivity at the local, regional, and statewide scale.

High levels of congestion are typical in regional centers, and peak hour conditions can last for much of the day. Relief comes when people can opt out of congestion by walking, biking, and taking transit operating in dedicated rights-of-way and given operating priority. Accessibility, which is the benefit of having places one needs to go located close by, is abundant, though mobility – conventionally understood as the ability to travel quickly in a private vehicle – may be in short supply.

This cluster covers areas with significant urban office centers such as the downtowns of Los Angeles, Pasadena, Century City, Glendale, Santa Monica, and Warner Center.

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This designation also includes more mixed-use but high-density locations such as Hollywood. A number of higher intensity industrial and entertainment areas such as Downtown Burbank – with large clusters of movie studio jobs - are also included.

Cluster D has the highest rate of transit ridership (17%--more than double the next cluster) and lowest rate of driving alone (66.2%) for commute travel. Additionally, over a quarter (23.7%) either walk, bike, or take transit to work. While households in these places also have the lowest VMT (15,988) in the county, these places don't consistently provide the mobility choices needed to make car-free and one-car living attractive and easy for all residents. Strategies in this cluster should emphasize increasing the attractiveness of walking and cycling, because of public health and environmental benefits and low cost relative to other transportation options. If solo drivers were to shift to those active travel modes so that the share of both walk and bike commute trips doubled relative to 2009 conditions, the drive alone commute would be reduced by over 62,000 people, nearly 10% of the number of drive alone commuters in this cluster in 2009.

The following policies should guide Metro's activities in Cluster D:

Policy Topics	Cluster D Place-Based Policy
Sustainable Transportation	D I: Provide mobility options to support car-free and one-car living through development and sponsorship of facilities and services promoting very high levels of walk, cycling, and transit use for all types of trips as well as carshare and rideshare.
Local Government Planning	D II: Support local governments in planning and development activities resulting in transit supportive densities and design features throughout Cluster D areas.
Transit Services (Metro, Municipal and Local Transit Providers)	D III: Provide and encourage local transit coverage, frequency, and reliability within close proximity to homes and businesses and with short headways or timed transfers, all-day (and potentially night owl service); connect local service to high-quality transit investments (Bus Rapid Transit, Light and Heavy Rail) that provide access to destinations across LA County, Southern California and the State.
Street Operations	D IV: Implement, encourage, and sponsor projects that give priority to transit and active modes, except on key segments of through routes and goods movement corridors. D V: Implement, encourage, and sponsor projects that seek to increase the share of transit services operating in exclusive right of way.

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SECTION 4: POLICY IMPLEMENTATION AND IMPACT

4.1 INTRODUCTION

As a core business value, sustainability should touch every aspect of transportation planning. This section provides direction for implementing the policy and evaluating its impact.

4.2 IMPLEMENTATION PLAN

The following implementation plan, though focused on Metro actions, will integrate sustainability into the agency's planning functions and foster collaboration and inspire partnerships that will lead to more sustainable communities.

Countywide Sustainability Planning Policy Implementation Plan		Initiation Timeframe	Participants
1. Performance Measurement and Monitoring			
1.1	Develop/Refine Sustainability Assessment Tools to evaluate the sustainability of projects and plans.	0-2 year	Countywide Planning
1.2	Include sustainability performance metrics in the Sustainability section of the Short Range Transportation Plan.	0-1 year	Countywide Planning
1.3	Evaluate and report on progress toward achieving policy goals by developing an annual report on the program and countywide performance metrics.	Annual	Countywide Planning
1.4	Include sustainability performance metrics in the Sustainability section of the Long Range Transportation Plan.	Next Cycle	Countywide Planning
1.5	Conduct before and after studies of projects funded through the Call for Projects to quantify impact.	Next Cycle	Countywide Planning, Highway Program
2. Integration of Sustainability Principles into Metro's Planning Functions			
2.1	Strengthen Call for Projects link to Metro's sustainability commitments.	0-1 years	Countywide Planning, Highway Program
2.2	Continue to offer the Transit Oriented Development Planning Grant Program and provide related technical support and resources to cities and the county, including a model TOD ordinance, to optimize the transit and sustainability benefits of land-use changes.	0-2 years	Countywide Planning
2.3	Per Board Direction, continue development of an Active Transportation and Design Policy that will advance the Context Sensitivity, Green Modes and Healthy Neighborhoods policy priorities.	0-2 years	Countywide Planning

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2.4 Organize staff webinars and briefings, as needed, to highlight trends and promote continuous learning within the department, as well as between departments, on sustainability issues.	Ongoing	Countywide Planning, Other Depts as applicable
2.5 Per Board Direction, develop Countywide Safe Routes to School initiative to promote active transportation among school-age children.	1-3 years	Countywide Planning
2.6 Per Board Direction, develop safe routes to transit programs that target youth, senior, and low-income populations.	1-4 years	Countywide Planning
3. Pilot Projects & Community Partnerships		
3.1 Subject to management and board approval, develop a Sustainable Transportation Grant Program to support city partners in implementing innovative capital or operations improvements that apply guidance from the policy. Seek funding from SCAG, AQMD, State Strategic Growth Council, and federal/state grants.	0-2 years	Countywide Planning
3.2 Per Board Resolution, partner with the Department of Public Health and Tree People to develop a Systemwide Urban Greening Plan to improve placemaking, increase environmental stewardship, and create livable streets around transit stations with funds awarded by the State Strategic Growth Council.	0-2 years	Countywide Planning
4. Outreach/Education		
4.1 External: Disseminate information on the policy, associated strategies, and tools to regional stakeholders and the greater public.	0-2 years	Countywide Planning
4.2 Internal: Disseminate information on the policy, associated strategies, and tools for inter- and intra-department coordination and collaboration.	0-2 years	Countywide Planning
4.3 Organize forums and workshops to promote and inform cities, industry professionals, and other stakeholders of best practices in the areas of active transportation, transportation demand management, and other sustainability topics.	Ongoing	Countywide Planning
5. Regional Planning & Policy Development		
5.1 Partner with SCAG to conduct a First-Last Mile Strategic Plan to explore opportunities to increase ridership through access improvements in the transit catchment area.	0-2	Countywide Planning
5.2 Serve on advisory committees to develop regional policies and plans that seek to implement the 2012 Regional Transportation Plan/Sustainable Communities Strategy.	0-4	Countywide Planning
5.3 Continue efforts to coordinate a Countywide Zero-Emissions Truck Collaborative to accelerate market adoption of zero and near-zero vehicles in Los Angeles County.	0-2	Highway Program, Countywide Planning

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	5.4 Provide leadership for the development of the 2016 Regional Transportation Plan/Sustainable Communities Strategy by working with SCAG and engaging other County Transportation Commissions to share best practices, advance innovation, and develop coalitions to advocate for greater federal and state funding.	0-4	CEO's Office, Countywide Planning
6. Funding			
	6.1 Seek federal, state, and local funds to implement planning guidance and strategies to advance both Metro's sustainability goals and those of the RTP/SCS.	0-4	Countywide Planning
Policy Updates			
	7.1 Review and consider updates to the policy at least every five years.		Metro Board, Countywide Planning

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4.3 EVALUATION METRICS

The policy includes a performance evaluation component that will track progress toward achieving Metro's policies and priorities. Because of the many factors involved in advancing these aims, the performance evaluation has several key parts:

- Tracking Metro's success at implementing strategies to advance the policy, to be accomplished through **Program Metrics**
- Tracking outcomes across the county, to be accomplished through **Countywide Performance Metrics**

The time frame for influencing outcomes can be lengthy, and full strategy implementation can likewise take several years. Therefore, the monitoring program will have a set of metrics that are monitored annually, and another set that are monitored less frequently.

Metro will evaluate and report on progress toward policy goals by monitoring the program activities and performance metrics shown in Figure 4.1. Evaluation metrics track key indicators that reflect progress toward multiple priorities.

Program Metrics

In years 1-5 following adoption of the policy, program metrics will track progress in integrating the framework into Metro activities through the completion of activities in the Implementation Plan. In subsequent years, program metrics will track system change – for example, programming of funds for projects including green mode or urban greening components.

Countywide Performance Metrics

Performance metrics will also track the countywide outcomes, which are influenced by Metro's activities as well as factors beyond the agency's direct control. The majority of these will be tracked annually (e.g., accidents and fatalities; and VMT). Other candidate performance metrics could be tracked on a five-year basis, such as the percent of housing and jobs near transit. The candidate metrics will be finalized based on data availability.

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Figure 4.1: Preliminary Program and Performance Metrics

Metrics		Connect	Create	Conserve	Measurement Interval
Program Metrics					
1	Actions Completed on Implementation Plan	X	X	X	Annual
2	Projects Incorporating Strategies in Appropriate Accessibility Clusters	X	X	X	Annual
Countywide Performance Metrics					
3	Vehicle Miles Traveled	X	X	X	Annual
4	Accidents	X	X	X	Annual
5	Transportation Fuel Usage	X		X	Annual
6	Congestion	X		X	Annual
7	Emissions	X	X	X	Annual
8	Transit Ridership	X		X	Annual
9	Walking/Biking Trips	X		X	TBD
10	Environmental Enhancements		X	X	Annual
11	Jobs Adjacent to Transit	X	X		TBD
13	Population Adjacent to Transit	X	X		3-5 years
14	Transit Service in Accessibility Clusters C and D	X		X	Annual
15	Population and Employment in Accessibility Clusters C and D			X	3-5 years

SECTION 5: CONCLUSION

Metro is committed to being a leader in sustainability for the region, while also providing for the continuous improvement of an efficient and effective transportation system for Los Angeles County. Adhering to these roles presents a multitude of challenges and opportunities. The Countywide Sustainability Planning Policy responds to these challenges and opportunities with principles, priorities, and strategies for advancing sustainability in transportation, based on the following key ideas:

1. The projects implemented through Measure R in the coming decades should be complemented by regional and local strategies that will help get the greatest possible benefit from these once-in-a-generation investments.
2. Every opportunity should be taken to leverage and highlight the collective benefits of efforts underway to achieve a more sustainable countywide transportation system, including, but not limited to, implementation of Measure R projects, Transit-Oriented Development (TOD) Planning Grants, Call for Projects funding, etc.
3. LA County's innumerable distinctive places require strategies that are customized and tailored to local circumstance.
4. Despite the importance of recognizing the different characteristics of different locations, commonalities point the way to appropriate choices of transportation strategies as Metro works to move millions of people throughout the county as well as advance the recommendations included in the RTP/SCS.
5. Partnerships with regional, subregional, and local agencies are essential to optimize the countywide benefits of Metro's programs and plans.

Application and successful implementation of the policy will require ongoing communication and partnering with regional and local stakeholders as well as support from Metro staff and the Board of Directors. Recognizing the importance of coordination and collaboration, Metro has carried out an extensive internal and external review process as part of the development of this policy. Over the course of the creation of the policy and its related research and analysis, Metro staff has actively engaged the Ad Hoc Sustainability Committee and enlisted feedback and support from its members. Additionally, staff from different Metro Departments has been pivotal in providing input to enhance the policy. Through an external outreach process, Metro has also reached out to local, subregional, and regional agencies and hosted broader stakeholder workshops to solicit feedback on the policy.

APPENDIX A

Accessibility Clusters and Index (AI)

The Accessibility Clusters are based on an Accessibility Index (AI) that gauges the extent to which community characteristics enable local residents and workers to drive less, either by reducing trip lengths, or by taking transit, walking, and biking. Improving accessibility and the attractiveness of trips by walk, bike, rideshare, and transit is critical to advancing many of the policy’s principles and priorities.

The index measures community characteristics at the census tract level based on two features: *net residential density* and *job centrality*.

- *Residential density* is calculated using the number of households in each census tract divided by the total net acreage of residential land. Data sources are the 2009 U.S. Census American Community Survey 5-year estimates and SCAG’s 2008 parcel level land use data.
- *Job Centrality* is a measure of employment accessibility calculated for each census tract. For use in the Accessibility Index, job centrality was derived using a gravity model which considered both number of jobs and their distance from each tract, with jobs in or near the tract having more weight than those at further distance. The model uses 2007 Longitudinal Employer Dynamics (LED) data provided by the U.S. Census.

Both characteristics have a strong influence on average annual distance driven –known as vehicle miles traveled (VMT) – as demonstrated by national and international academic research. Residential density and proximity to jobs are two of the most significant built environment characteristics influencing VMT in Los Angeles County.

In an effort to establish a meaningful set of Accessibility Indexes to assign to each census tract in the county, census tracts are divided into three categories based on residential density and job centrality as shown in Figure 1. The thresholds for the “high,” “medium,” or “low” categories are shown in the Figure.

Figure 1: Accessibility Index Performance Thresholds

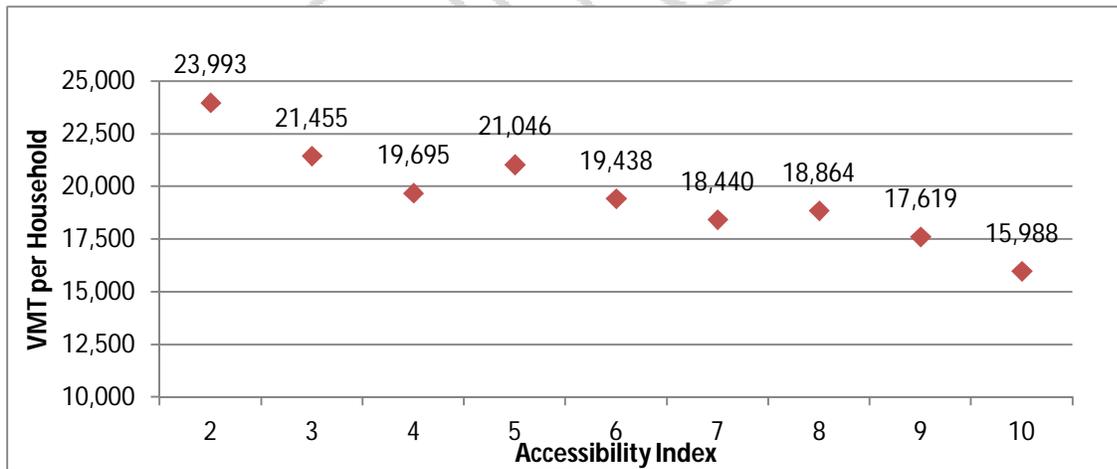
Bracket Threshold	Net Residential Density <i>Households / Res Acre</i>	Job Centrality <i>Gravity Model Index</i>
Low	0 to 7	0 to 52,300
Medium	7 to 14	52,300 to 71,500
High	14 and greater	71,500and greater

Each census tract is assigned an Index of 2 through 10, based on its residential density and job centrality characteristics. As shown in Figure 2, tracts can receive a maximum residential density score of 7 and a maximum job centrality score of 3. The scoring weighs residential density more strongly than job centrality because the analysis conducted for this policy indicates that it is more influential in reducing vehicle miles traveled. Figure 2 details how scores are assigned for each characteristic. Each of the Accessibility Index scores exhibits distinct average annual vehicle miles traveled for the typical Los Angeles County household (based on modeled results). The general trend is a negative correlation—as the Index increases to reflect higher density and greater job centrality, annual VMT decreases. This is shown in Figure 3.

Figure 2. Accessibility Index Calculation

Density	Centrality	Residential Density Points	Employment Centrality Points	Accessibility Index
High	High	7	3	10
	Medium	7	2	9
	Low	7	1	8
Medium	High	4	3	7
	Medium	4	2	6
	Low	4	1	5
Low	High	1	3	4
	Medium	1	2	3
	Low	1	1	2

Figure 3: Average Annual VMT for the Typical Los Angeles County Household by AI



Accessibility Clusters

The Accessibility Index serves as the foundation for grouping together the nine AI values into four clusters, as shown in Figure 4. The clusters are: A, B, C, D. The clusters are necessarily broad and cannot capture many important variations in local conditions. Subareas of local character are not well represented by the clusters given the county’s large size. Unique design, economic, cultural, and historic factors must be considered through the local planning process.

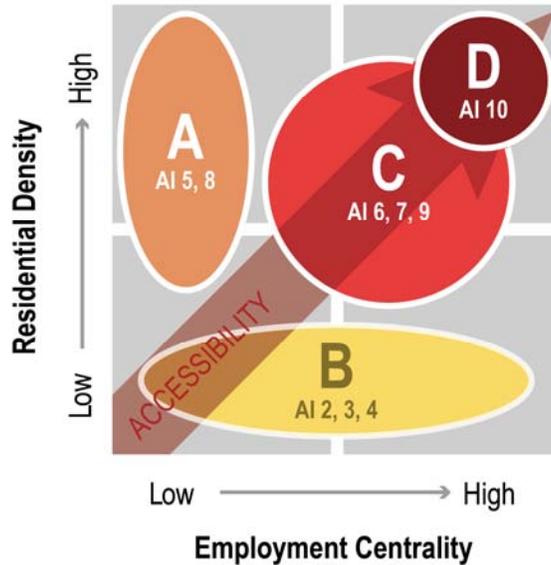


Figure 4: Accessibility Clusters

Each cluster matches distinct residential density and job centrality scores. Census tracts within each type are broadly characterized in Figure 4. The objective of the policy is not to move areas from lower to higher accessibility index clusters necessarily. Rather, it is to characterize clusters in such a way that “best fit” strategies can be identified that help advance the policy’s principles and priorities.

Figure 5: Summary of Accessibility Clusters

Cluster	Summary	AI	Residential Density (Hhd/Res. Acre)		Job Centrality	
Cluster A	Small districts and corridors with a higher density residential pattern, often serving as centers in lower density communities. While not as well-connected to the region’s economic centers and the wide array of economic activity in the county, these areas are good candidates for sustainable local travel.	5	7-14	Medium	Low	0-52,300
		8	14+	High	Low	0-52,300
Cluster B	All locations in this cluster have low average residential density. The job centrality of these places is varied, as shown in the data to the right and in Figure 2.4. Low density makes these places predominantly auto-oriented. Nearby downtowns and compact neighborhoods may be appropriate places for transit investments.	2	0-7	Low	Low	0-52,300
		3	0-7	Low	Medium	52,300-71,500
		4a	0-7	Low	High	71,500+
Cluster B <i>Special Use Areas</i>	High job centrality places where there is no housing or where housing is a minor component, such as large industrial zones, warehousing, ports, and airports. Also includes places serving recreational or entertainment purposes.	4b	0-7	None/ Very low	High	71,523+

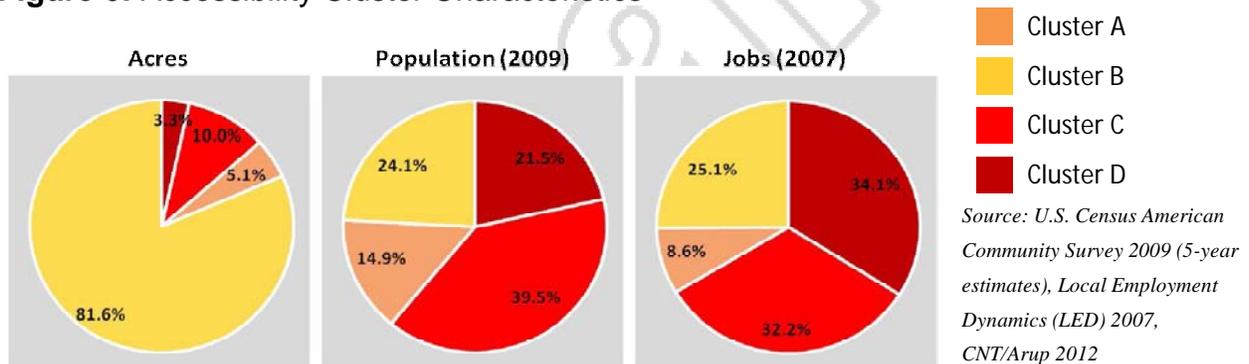
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Cluster C	Both residential and mixed-use areas near centers of economic activity and characterized by sufficient density to support growing use of green modes, including predominantly traditional single-family residential areas. Includes historic downtown-adjacent neighborhoods with a compact feel.	6	14+	High	Medium	52,300-71,500
		7	7-14	Medium	High	71,500+
		9	7-14	Medium	Medium	52,300-71,500
Cluster D	Unique concentrations of economic, entertainment, and cultural activity, drawing large volumes of commuters and visitors every day. Host to a full range of horizontally- and vertically-mixed land uses, with high capacity transit stations and corridors present or planned.	10	14+	High	High	71,500+

Source: CNT, Arup 2012

Each cluster represents a different share of the county's area, population, and jobs, as described by Figure 6. The clusters vary significantly across these metrics. For instance, areas in Cluster B cover over 81% of the county's land area but contain only about a quarter of the county's population and jobs. In contrast, areas in Cluster D contain over 34% of the jobs and 21.5% of the population, yet represent less than 3.3% of the acreage.

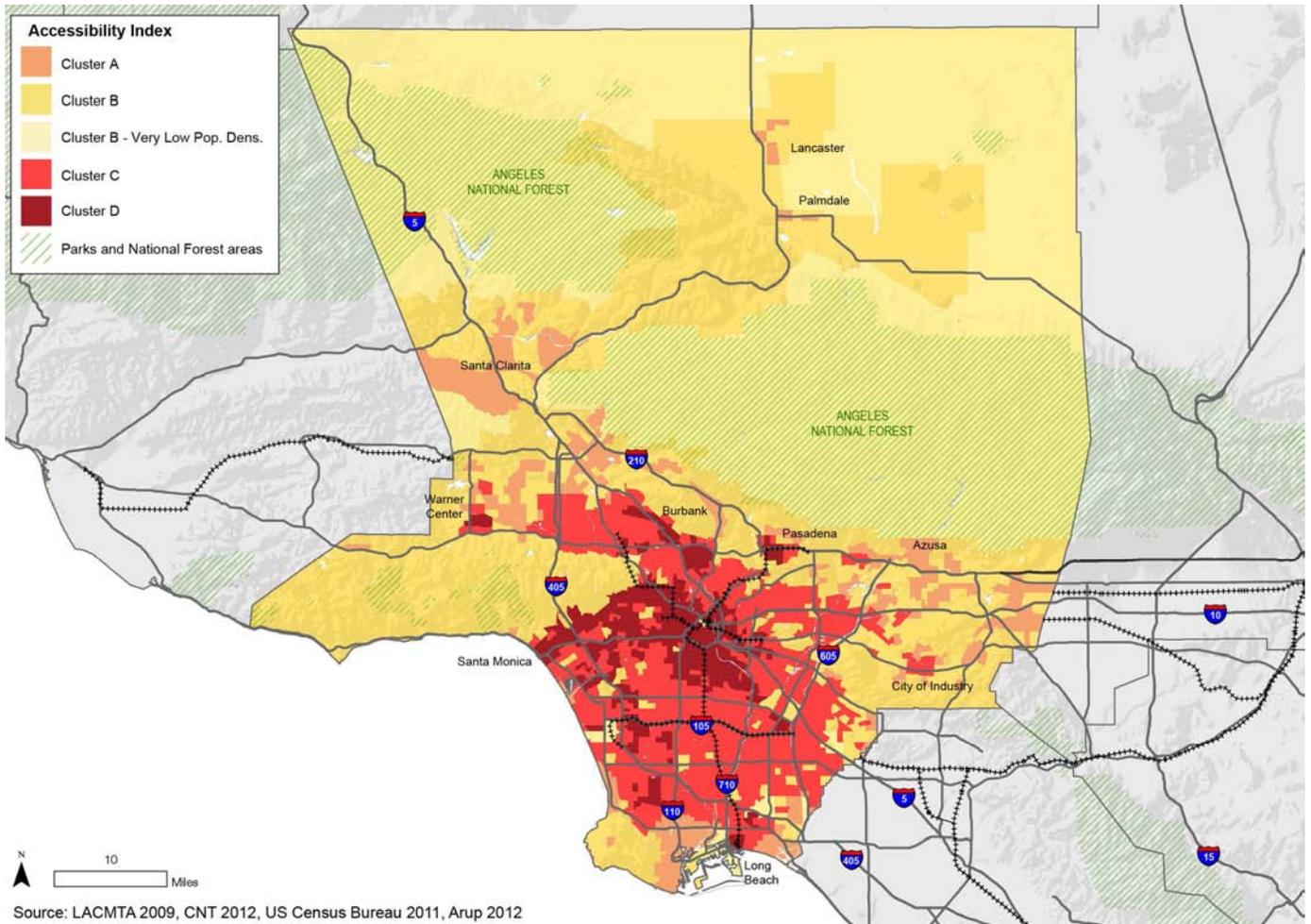
Figure 6: Accessibility Cluster Characteristics



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The four Accessibility Clusters are mapped below, in Figure 7, using residential density and employment centrality data at the census tract level. Residential density and employment centrality are dynamic and will change overtime. Metro and its partners should consider both current and future land-use plans when applying place-based policies. Empirical data at a finer geographic scale may also be necessary to confirm the relevance of Accessibility Clusters and associated strategies, especially in locations where census tracts cover large land areas.

Figure 7: 2009 Snapshot: Accessibility Clusters Across Los Angeles County



APPENDIX B

Sources

The planning framework offers an evidence-based approach to selecting transportation strategies based on policy objectives and on physical context. It relies on original analysis conducted specifically for the Metro Sustainable Community Planning Framework (SCPF) by the Chicago-based Center for Neighborhood Technology in order to establish the place types and Accessibility Index, and to illuminate the relationship between built environment, travel behavior, and socioeconomic factors. This analysis was conducted in the 4th quarter of 2011 and the first quarter of 2012, using data from a variety of sources. Further information can be found in the Metro Countywide Sustainability Planning Policy Technical Document.

The policy relies heavily on the following research and analysis, in addition to the original analysis undertaken for this effort:

LA County and SCAG regional activities focusing on implementation SB 375 and AB 32 as well as activities generally supporting improved transportation and land use integration. These include the many activities associated with the SCAG Sustainable Community Strategy and the Compass Blueprint, as well as sub-regional efforts such as the South Bay Cities Council of Government's *South Bay Sustainable Strategy: An Integrated Land Use and Transportation Strategy*.

Published research results that report on original analysis, such as Brian Taylor et al's, "Nature and/or nurture? Analyzing the determinants of transit ridership" in *Transportation Research Part A: Policy and Practice*, Volume 43, Issue 1, January 2009, in which the authors apply basic consumer economics theory to transit ridership, using the U.S. Census as a source for socioeconomic data, and the National Transit Database (NTD) compiled annually by the Federal Transit Administration as a source of transit data for 265 urbanized areas analyzed. Another study examining data from multiple regions is Garrick and Marshall's "Effect of Street Network Design on Walking and Biking" included in the Transportation Research Board's *Pedestrians 2010*.

Published professional guidance aimed specifically at providing an evidence-based foundation for application of an integrated transportation and land use strategy, such as the California Air Pollution Control Officers Association (CAPCOA) 2010 publication, *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures*.

Published syntheses of prior work that draw conclusions based on multiple sources in order to support policy and implementation choices. This project benefits from the growth in this category of work following adoption in California of the Sustainable Communities and Climate Protection Act of 2008 (SB 375) which has led to sponsorship of a very useful body of synthesis research by the State of California. Work by Carolyn Rodier, Susan Handy, Marlon Boarnet, and others is included in this category and was commissioned specifically to support SB 375 implementation. There are a growing number of this type of publication, sometimes with a specific focus on supporting efforts aimed at the growing use of green modes. One valuable example is the article by Ann Forsyth and Kevin Krizek, "Promoting Walking and Bicycling:

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Assessing the Evidence to Assist Planners” in *Journal of the Built Environment* VOL 36 NO 4. While many recent compilations focus on strategies to reduce vehicle miles traveled in support of climate-related goals, others focus on objectives that relate to SCPF objectives. These include the UC Transportation Center’s 2009 *Performance Measures for Complete, Green Streets: A Proposal for Urban Arterials in California*, by Elisabeth MacDonald, Rebecca Sanders and Alia Anderson.

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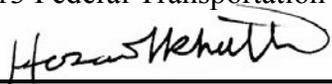
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DATE: September 6, 2012

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

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

SUBJECT: Conformity Analysis for the 2013 Federal Transportation Improvement Program (FTIP)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED EEC ACTION:

Recommend that the Regional Council approve the conformity analysis for the 2013 FTIP.

RECOMMENDED RC ACTION:

Approve the conformity analysis for the 2013 FTIP.

EXECUTIVE SUMMARY:

Pursuant to federal and state law, SCAG is responsible for developing the regional FTIP. The 2013 FTIP is a multi-modal list of capital improvement projects to be carried out over the next six fiscal-year period that implements the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG staff has determined that the 2013 FTIP meets the transportation conformity requirements set forth under the U.S. Department of Transportation's (DOT) Metropolitan Planning Regulations and U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

STRATEGIC PLAN:

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

BACKGROUND:

SCAG is the designated Metropolitan Planning Organization (MPO) under federal law and the multi-county designated transportation planning agency under state law for the six-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. The 2013 FTIP includes projects and programs totaling \$32.5 billion in fiscal years FY 2012/2013 to 2017/2018.

Under the U.S. DOT's Metropolitan Planning Regulations and U.S. EPA's Transportation Conformity Regulations, the Draft 2013 FTIP needs to pass five (5) conformity tests: 1) consistency with the plans and programs of the 2012-2035 RTP/SCS; 2) regional emissions analysis; 3) timely implementation of transportation control measures; 4) financial constraint; and 5) and interagency consultation and public involvement. The draft conformity analysis demonstrated a positive conformity finding and was presented to the EEC for information on July 5, 2012. The draft conformity analysis was released for a 30-day public review and comment as part of the 2013 FTIP document. Two (2) public hearings were also held as part of the public review process. The public comment period concluded August 3, 2012. All of the comments have been responded to and only one (1) organization provided comments on conformity including conformity findings, modeling, and transportation control measures (TCMs).

REPORT

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).

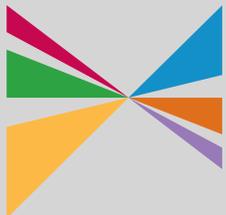
ATTACHMENTS FOR EEC:

1. Final 2013 FTIP Executive Summary Volume I of III
2. 2013 FTIP Response to Public Comments Matrix

ATTACHMENTS FOR RC:

Can be referenced in Agenda Item No. 5 – Final 2013 FTIP

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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Orange County: Shawn Nelson, Orange County | Leslie Daigle, Newport Beach | Paul Glaab, Laguna Niguel | Matthew Harper, Huntington Beach | Sukhee Kang, Irvine | Joel Lautenschleger, Laguna Hills | Michele Martinez, Santa Ana | Leroy Mills, Cypress | Brett Murdock, Brea | Kris Murray, Anaheim | John Nielsen, Tustin | Andy Quach, Westminster | Sharon Quirk-Silva, Fullerton

Riverside County: Jeff Stone, Riverside County | Jim Hyatt, Calimesa | Darcy Kuenzi, Menifee | Ron Loveridge, Riverside | Greg Pettis, Cathedral City | Lupe Ramos Watson, Indio | Ron Roberts, Temecula

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_{2.5} 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 NO₂ 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 PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).

Finding: The 2013 FTIP regional emissions for PM₁₀ 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_{2.5} 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 19th and 26th, 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 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

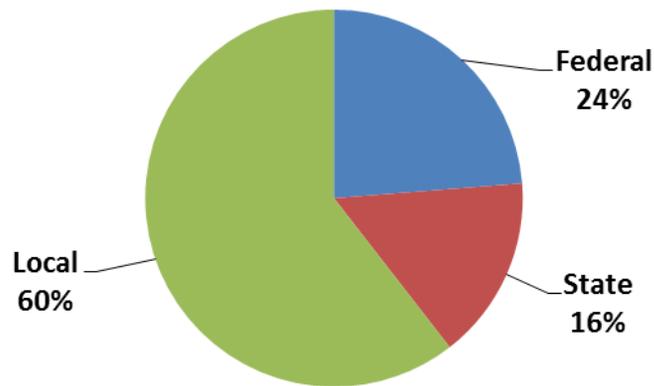


Figure 1 Summary of 2013 FTIP by Funding Source (in 000's)				
	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
2012/13	\$ 2,010,509	\$1,994,712	\$ 4,651,318	\$ 8,656,539
2013/14	\$ 1,129,811	\$1,067,283	\$ 3,110,771	\$ 5,307,865
2014/15	\$ 1,029,174	\$ 756,208	\$ 4,074,886	\$ 5,860,268
2015/16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

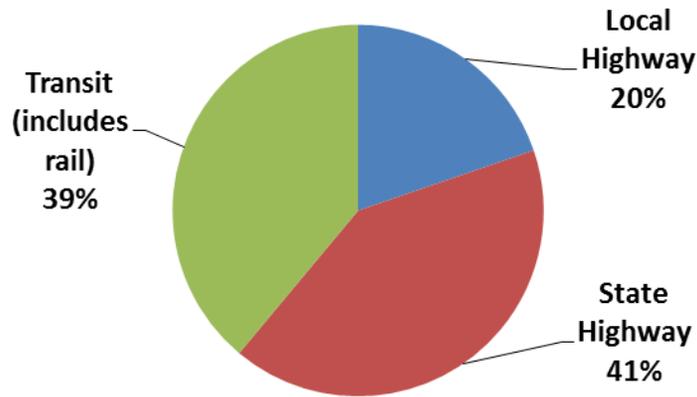
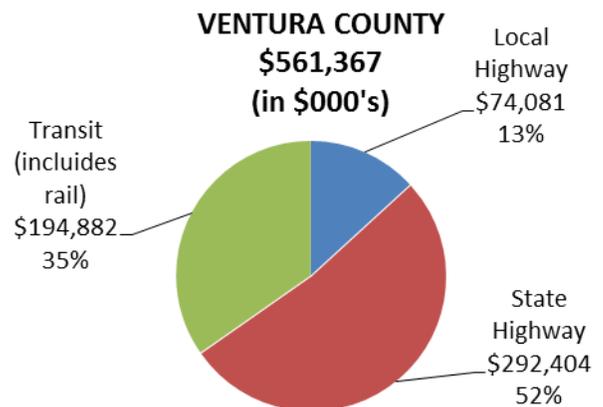
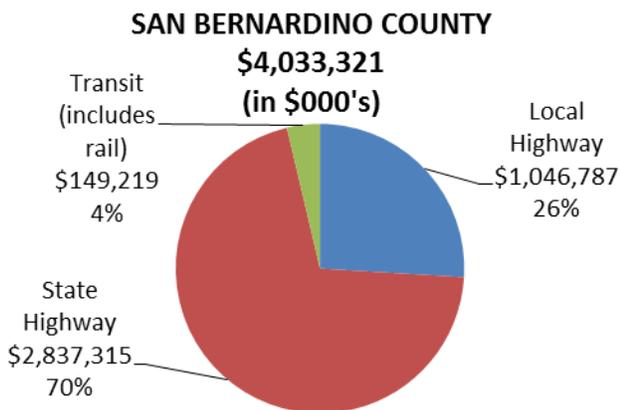
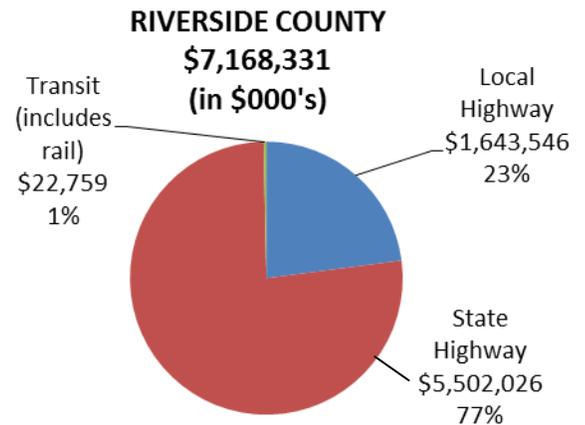
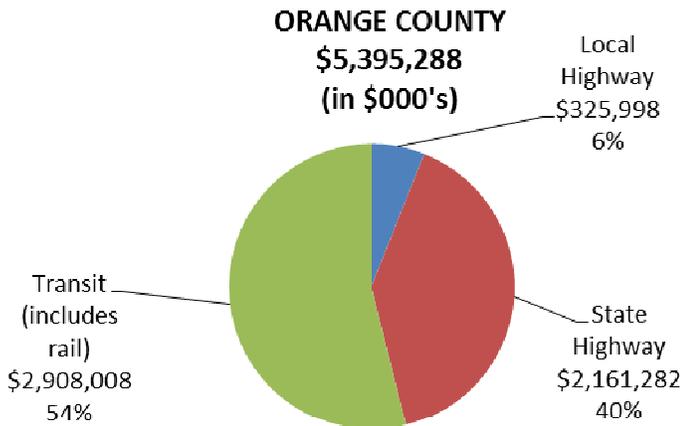
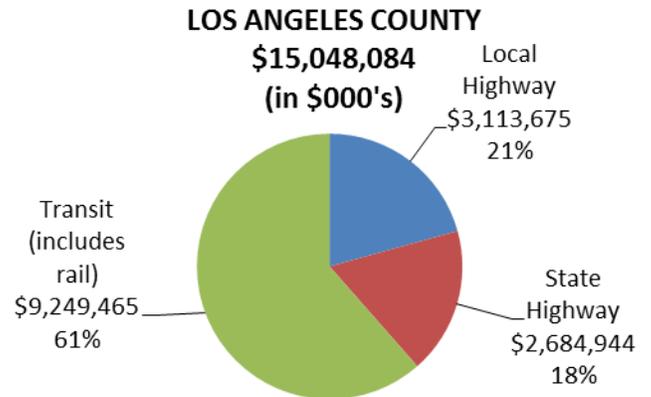
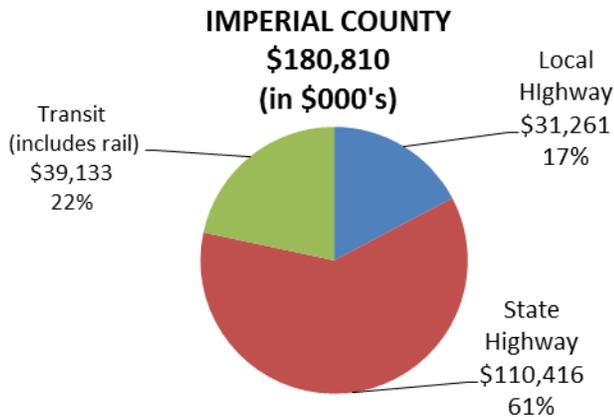


Figure 2 Summary of 2013 FTIP by All Programs (in 000's)				
	<i>Local Highway</i>	<i>State Highway</i>	<i>Transit (includes rail)</i>	<i>Total</i>
2012/13	\$ 1,641,709	\$ 4,523,823	\$ 2,491,007	\$ 8,656,539
2013/14	\$ 1,600,882	\$ 1,649,967	\$ 2,057,016	\$ 5,307,865
2014/15	\$ 1,164,124	\$ 2,281,977	\$ 2,414,167	\$ 5,860,268
2015/16	\$ 828,724	\$ 2,982,238	\$ 2,335,557	\$ 6,146,519
2016/17	\$ 815,072	\$ 1,769,180	\$ 2,147,694	\$ 4,731,946
2017/18	\$ 323,540	\$ 381,202	\$ 1,118,156	\$ 1,822,898
Total	\$ 6,374,051	\$ 13,588,387	\$ 12,563,597	\$32,526,035
% of Total	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://rtpscsc.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.

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 19th and 26th, 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 to view these notices). The Draft 2013 FTIP was posted on the SCAG website and distributed to libraries throughout the region.

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



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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"> 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. 2. Metrics should prioritize and identify the best return on investment within the region and focus exclusively on active transportation. 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. <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

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
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>http://www.dot.ca.gov/hq/transprog/oftmp.htm</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>	

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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>RE: 2013 Federal Transportation Improvement Plan</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

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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>	

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				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	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.	
					AB 1358 requires cities and counties to plan for a balanced, multimodal transportation network. As	

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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>Section I Conformity Requirements & Findings</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>Section II Regional Emissions Analysis</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"> ● 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"> ○ Access to active transportation networks ○ Extensiveness of active transportation networks (is there a network or are there missing links) ○ Access to transit by active transportation ○ Access to a variety of land uses within ½ mile for walking and 3 miles for biking ○ Roadway speed ○ Collision rates ○ Crossing distances at intersections ○ Intersection density ○ Percentage of residents able to drive (Children and elderly often cannot) ○ Person throughput instead of vehicle throughput ● The “Mode Choice Model Outputs” need to 	<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"> • In addition to highway and transit network assignments under “Network Assignment Model Outputs,” the active transportation network needs to be considered and analyzed. <p>Bicycle and Pedestrian Networks</p> <ul style="list-style-type: none"> • 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. <p>Non-Motorized Trips</p> <ul style="list-style-type: none"> • 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. 	<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>Section IV Financial Plan</p> <ul style="list-style-type: none"> • 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. 	<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 & 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. 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 & 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 Bonnie Holmes-Gen	Communities NRDC Executive Director Move LA American Lung Association in California.	<p>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.</p> <p>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.</p> <p>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</p>	<p>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</p>	

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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 21st 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"> • 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 	<p>SCAG has included additional information explaining that the FTIP was prepared in accordance with SCAG's Public Participation Plan</p>	

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				<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"> • 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. • 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 	<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>	

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				<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>	

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					<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>	

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				<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 http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_EnvironmentalJustice.pdf. The 2013 FTIP Executive Summary and Technical Appendix II Section V was updated to address Environmental Justice.</p>	

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				<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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DATE: September 6, 2012

TO: Energy and Environment Committee (EEC)

FROM: Rongsheng Luo, Program Manager, (213) 236-1994, luo@scag.ca.gov

SUBJECT: Update on 2012 Air Quality Management Plan (AQMP)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

As a follow-up to the Draft 2012 AQMP presentation made at the July 5, 2012 EEC meeting by Dr. Elaine Chang, Deputy Executive Officer of the South Coast Air Quality Management District, SCAG staff will provide a status update on the Draft 2012 AQMP.

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 PM_{2.5} (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 PM_{2.5} SIP is being prepared by three (3) responsible agencies: the South Coast Air Quality Management District (AQMD); the California Air Resources Board (ARB); and SCAG. The PM_{2.5} SIP demonstrates attainment of the federal 24-hour PM_{2.5} 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 PM_{2.5} standard by 2014.

In addition to the new PM_{2.5} 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 emissions budgets for

REPORT

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

Since Dr. Elaine Chang's presentation to EEC on July 5, 2012, 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 (8) 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 the November 1, 2012 EEC meeting, the members 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).

ATTACHMENTS:

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_{2.5}) 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_{2.5} standard by 2014 in the South Coast Air Basin (Basin) through adoption of all feasible measures. The Draft Plan is an update and revision to the U.S. EPA approved 8-hour ozone control plan with new commitments for short-term NO_x 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_{2.5} 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_{2.5} 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.

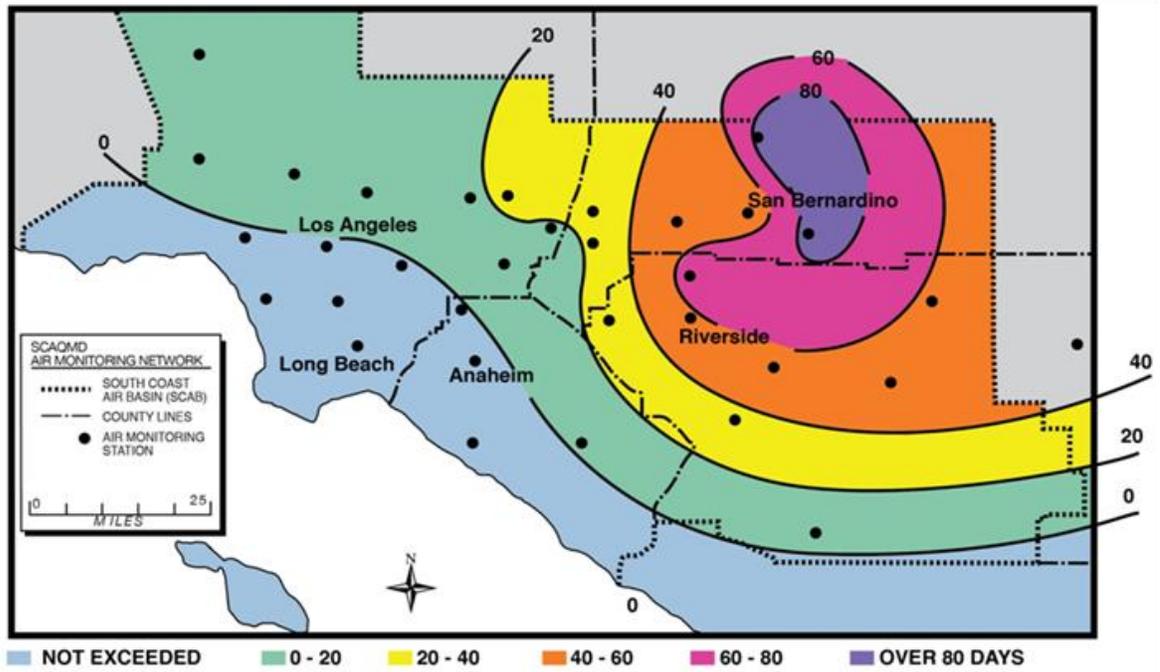


FIGURE ES-1

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

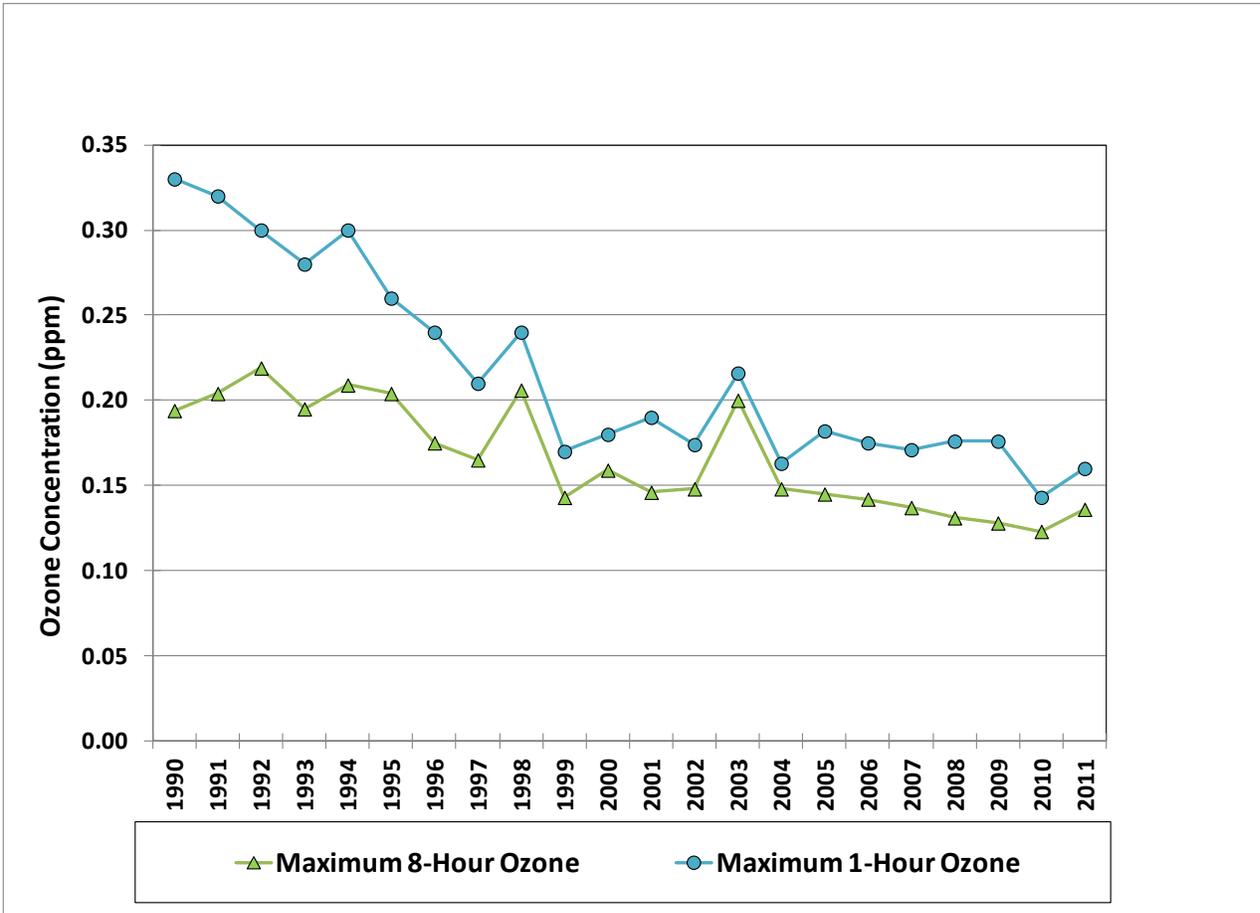


FIGURE ES-2

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_x 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_x reductions are needed not only to achieve the ozone standards but also to achieve the PM_{2.5} standards, and given that a heavy VOC reduction strategy alone could not achieve the ozone standards, a NO_x-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 PM₁₀ and PM_{2.5} levels have improved dramatically over the past two decades. Annual average PM₁₀ concentrations have been cut in half since 1990, and likewise, annual average PM_{2.5} concentrations have been cut in half since measurements began in 1999 (Figure ES-3). The Basin has met the PM₁₀ standards at all stations and a request for re-designation to attainment is pending with U.S. EPA. In 2011, both the annual PM_{2.5} standard (15 µg/m³) and the 24-hour PM_{2.5} standard (98th percentile greater than 35 µg/m³) 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_{2.5} standard.

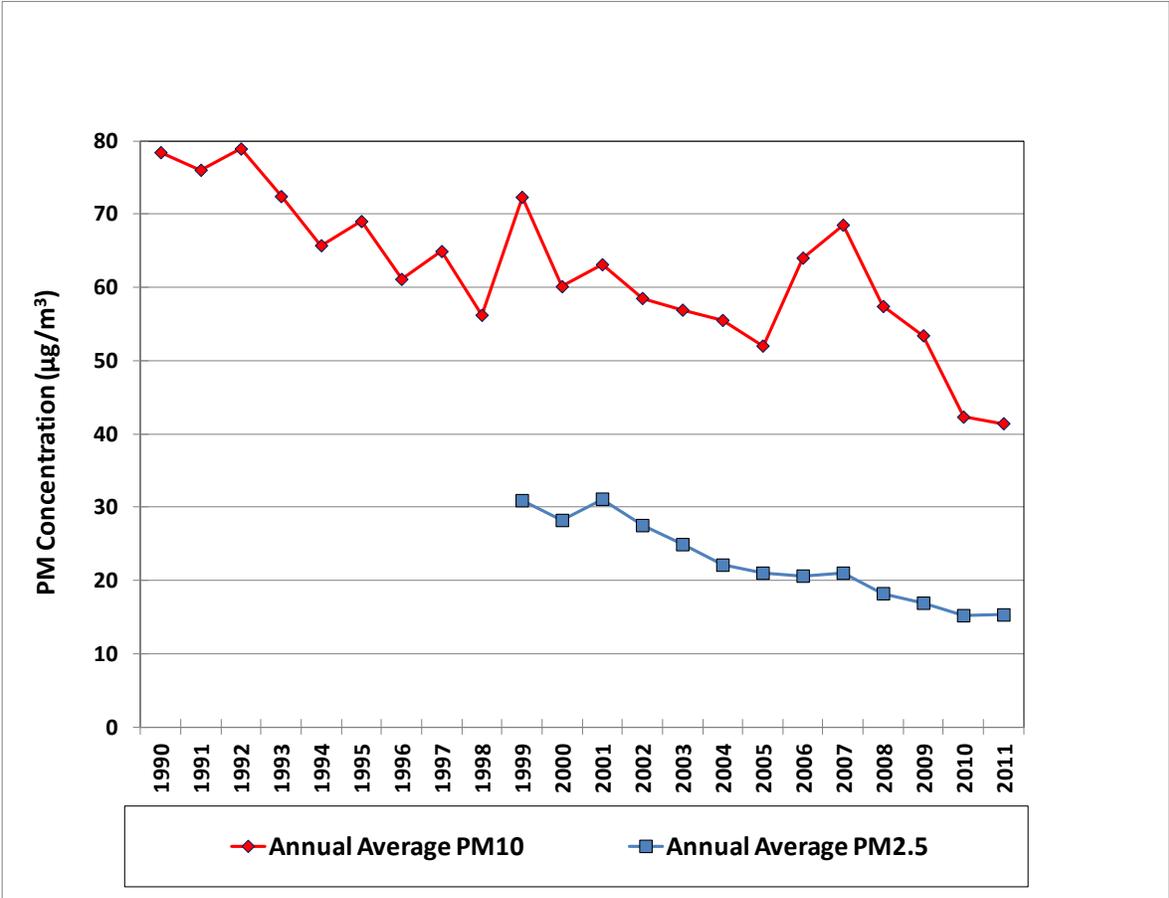


FIGURE ES-3

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

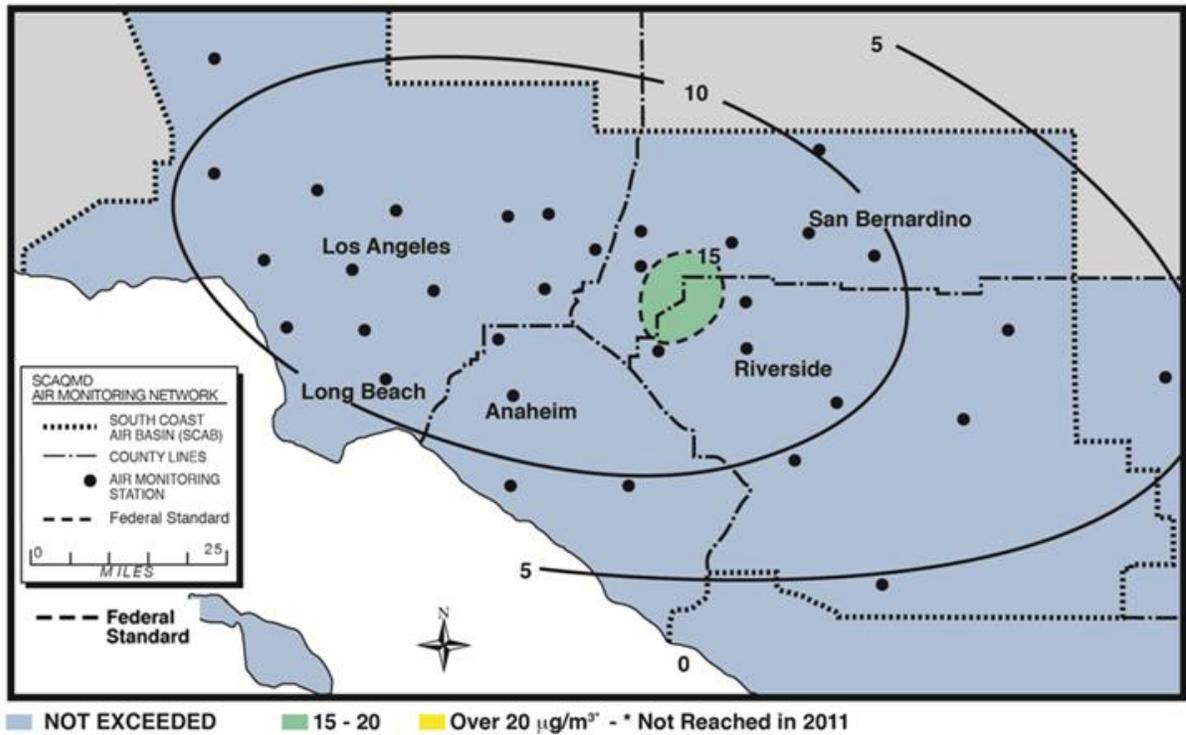


FIGURE ES-4

2011 PM_{2.5}: Annual Average Concentration Compared to the Federal Standard
(Federal standard = 15 µg/m³, annual arithmetic mean)

In 2011, the Basin did not exceed the standards for carbon monoxide, nitrogen dioxide, or sulfur dioxide¹.

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.

¹ U.S. EPA recently revised the NO₂ and SO₂ 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_x, VOC, SO_x, and direct PM_{2.5} emissions for 2008. PM_{2.5} levels benefit from reductions in all four pollutants. On a per ton basis, the greatest PM_{2.5} benefit results from SO_x and direct PM_{2.5} emissions reductions. In the Basin, ozone levels benefit from both NO_x and VOC reductions.

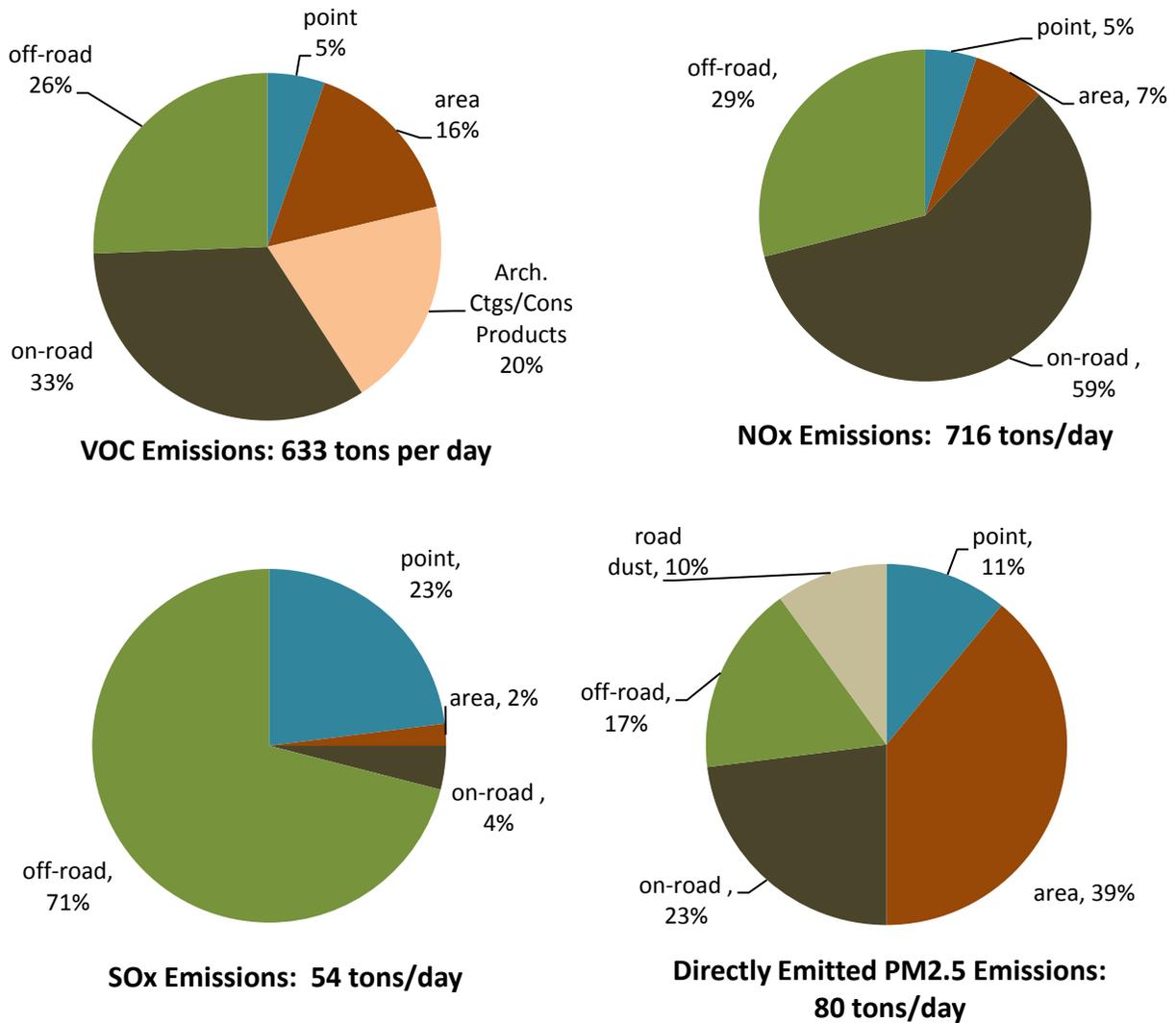


FIGURE ES-5

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_x 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_{2.5} 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_{2.5} 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_{2.5} 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_{2.5} 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: Energy and Environment Committee (EEC)
FROM: Christine Fernandez, Senior Regional Planner, (213) 236-1923, fernande@scag.ca.gov
SUBJECT: Orange County Transportation Authority (OCTA) Measure M2 Freeway Environmental Mitigation (EMP) Program Overview

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
Orange County Transportation Authority (OCTA) staff will present OCTA's freeway Environmental Mitigation Program (EMP), a program developed to provide a comprehensive approach to open space mitigation in exchange for streamlined Measure M2 project approvals.

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:
Dan Phu, OCTA Environmental Programs Manager, and Monte Ward, OCTA Consultant, will provide an overview of OCTA's EMP. The EMP was developed as part of Measure M2, Orange County's half-cent sales tax for transportation improvements that was renewed by voters in November 2006. The EMP provides for allocation of at least five percent of the total Measure M2 freeway budget for comprehensive environmental mitigation to offset impacts from the thirteen (13) M2 freeway improvement projects, resulting in just over \$300 million (2011 updated estimates) of open space funding over the life of the program (2011 through 2041). The EMP allocates funds for land acquisitions and habitat restoration projects to facilitate the permitting processes through state (California Department of Fish and Game) and federal (United States Fish and Wildlife Service) resource agencies. Properties are purchased from willing sellers and permanently preserved as open space. Funded restoration projects restore preserved open space lands to their native habitat and include the removal of invasive plant species. To date, OCTA's EMP has successfully preserved over 950 acres of open space lands and funded approximately 400 acres of habitat restoration projects. A master agreement between OCTA, Caltrans, and state and federal resource agencies was approved in January 2010. The agreement allows for higher-value environmental protection benefits such as habitat protection, connectivity and resource preservation in exchange for streamlined project approvals for the thirteen (13) M2 freeway projects. Concurrently, OCTA is working on a separate but parallel path to obtain regulatory permits from the State Water Resources Control Board and Army Corps of Engineers to comply with Sections 401 and 404 of the Clean Water Act requirements.

REPORT

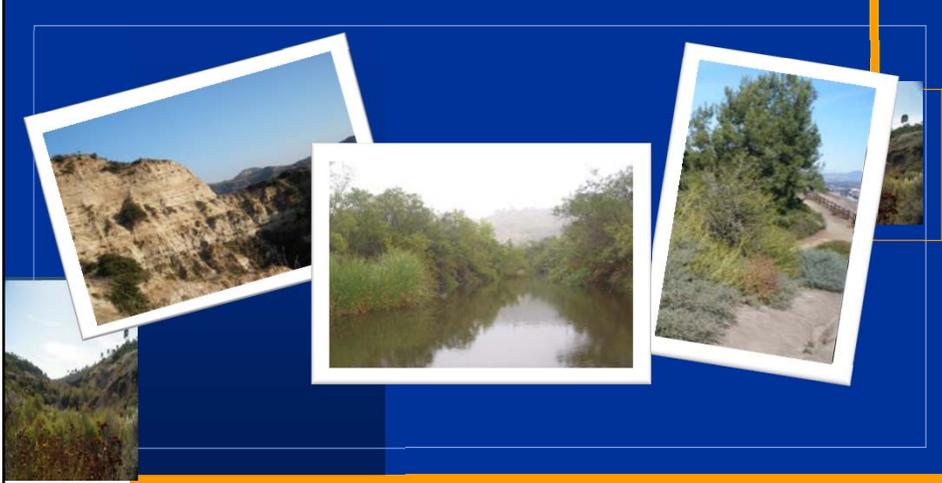
SCAG included substantial discussion of, and committed to, a conservation strategic planning process in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in response to over 20 written comments encouraging the inclusion of a programmatic mitigation strategy. On November 16, 2011, the EEC recommended to the Regional Council that the 2012–2035 RTP/SCS include an open space strategy. This strategy is intended to build upon existing programs, including but not limited to, OCTA’s EMP. This item is intended to inform the EEC of successful environmental mitigation programs occurring in the region and begin a dialogue that will serve to guide staff in the policy development process.

FISCAL IMPACT:

SCAG staff work related to future conservation planning efforts is budgeted in the FY 12-13 OWP under 13-020.SCG00161.04.

ATTACHMENTS:

1. PowerPoint Presentation: “Measure M2 Freeway Environmental Mitigation Program”
2. Freeway Environmental Mitigation Program Fact Sheet



**Measure M2 Freeway
Environmental Mitigation Program**



Measure M2 (M2) Mitigation Program Overview

- M2-approved - November 2006
- At Least 5% of Freeway Funds for comprehensive, programmatic mitigation program.
- Commitment to front-load mitigation; part of 2007 Early Action Plan
- Involvement of stakeholders: Environmental Oversight Committee



2

Mitigation Program Fundamentals

- More than \$300 million will be invested
- Better quality, more effective mitigation:
 - Strategic property acquisitions and habitat restoration
 - Reduce fragmentation and improve connectivity
 - Net environmental benefit
- Reduce risk to freeway program schedule and costs:
 - Covers all 13 M2 freeway projects over 30 years
 - Streamlined biological permitting process in partnership with Caltrans, and state and federal wildlife agencies
 - Address RWQCBs and ACOE wetlands permitting requirements



3

Plan Development

- Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP)
 - State and Federal mechanism for resolving development and the protection of threatened and endangered species
 - Integrates acquired properties and restoration projects as mitigation
 - Implementation agreement
- Environmental Impact Report/Environmental Impact Statement
 - Public participation opportunities
 - Solidifies decision on the project
- Completed by 2013



4

Mitigation Program Expenditures

- 2011 Updated Forecast/Revenues: \$307 million
- Initial 2007 Commitment: \$55 million in funding

Purpose	Allocation
Acquisition	\$42.0
Restoration	\$10.5
Plan Development	\$ 2.5
Total	\$55.0

- Acquisition includes endowments for long-term management
- By fiscal year (FY) 2014-15, potential debt issuance for another \$18 million in net bond proceeds



5

Acquisition Properties Status

Purchase up to \$42 million of conservation properties

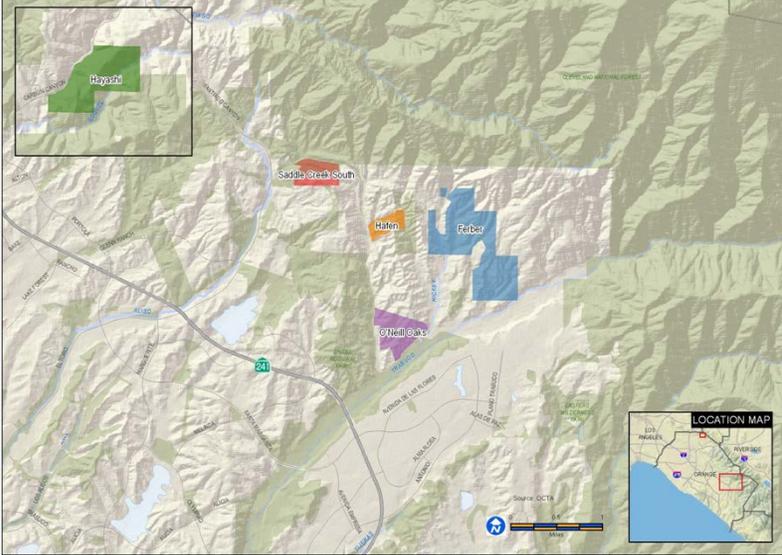
- Includes management cost
- Acquired five properties to date
- Approximately 946 acres
- \$8 million remaining to spend
- Identify interim and long-term land managers



6

Acquired Properties

OCTA M2 EMP Properties



7

Hayashi Property



8

Ferber Ranch Property



9

Land Management Plan

Short-term

- Secure agreements with interim land managers
- Maintain status quo of biological resources
- Address enforcement issues

Intermediate-term

- Develop draft interim resource management plans
- Establish endowments for long-term management

Long-term

- Secure long-term agreements with land managers
- Maintain biological resources consistent with NCCP/HCP
- Provide annual status reports to Wildlife Agencies



10

First Round Restoration Proposals

- Biological and non-biological factors considered
- Removal of invasive plant species
- Restoration of native plant habitats
- Five restoration projects have been granted funding (\$5.4 million):
 - City Parcel (San Juan Capistrano)
 - Irvine Ranch Conservancy (County)
 - Big Bend (Laguna Beach)
 - Fairview Park (Costa Mesa)
 - UCI Nature Preserve (Irvine)
- Approximately 180 acres of restored habitat



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Second Round Restoration Proposals

- Six restoration projects have been granted funding (\$4.7 million):
 - Aliso Creek (Laguna Niguel)
 - Chino Hills State Park (Brea & Yorba Linda)
 - Harriet Wieder Regional Park (Huntington Beach)
 - Lower Silverado Canyon (Irvine)
 - North Coal Canyon (Yorba Linda)
 - West Loma (Irvine)
- Approximately 215 acres of restored habitat



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Next Steps

- Continue with acquisition and restoration expenditures
- Complete draft NCCP/HCP and environmental document
 - Outline management plan
 - Develop resource management plans
 - Determine long-term land management cost
 - Execute Implementing Agreement
- Property management and restoration monitoring
- Review program expenditures/revenues to determine potential future funding needs and priorities



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FREEWAY ENVIRONMENTAL MITIGATION PROGRAM

IMPACTED CITIES

All 34 Orange County cities and the County of Orange

AT A GLANCE

FUNDING: Approximately \$300 million available from Measure M2 (over 30 years)

PROJECT MANAGER: Lesley Hill
Freeway Environmental Mitigation Program Project Manager
(714) 560-5759
lhill@octa.net

COMMUNITY OUTREACH: Marissa Espino
(714) 560-5607
mespino@octa.net

WEBSITE: www.octa.net/environmental

Fact sheet as of 6/28/12



PROGRAM DESCRIPTION

The Orange County Transportation Authority's (OCTA) Mitigation and Resource Protection Program (Mitigation Program) provides for comprehensive environmental mitigation for the impacts from freeway improvements. A master agreement between OCTA, Caltrans and state and federal resource agencies was executed in January 2010. This offers higher-value environmental benefits such as habitat protection, connectivity and resource preservation in exchange for streamlined project approvals for the 13 Measure M2 (M2) freeway projects.

ENVIRONMENTAL OVERSIGHT COMMITTEE

The Environmental Oversight Committee (EOC) is comprised of 12 members. The EOC is responsible for making recommendations to the OCTA Board of Directors on the allocation of funds and monitoring the execution of the master agreement.

CONSERVATION PLAN

In July 2010, OCTA began preparing the Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), which examines habitat resources within broad geographic areas and identifies conservation and mitigation measures to protect habitat and species. The public will have an opportunity to comment on the draft NCCP/HCP during a 45-day public comment period that will take place in early 2013.



LAND PRESERVATION

The Mitigation Program allocates funds to acquire land and fund habitat restoration projects. Acquired properties are purchased and permanently preserved as open space. Funded restoration projects restore preserved open space lands to their native habitat and include the removal of invasive plant species.

In November 2010, the Board allocated \$42 million to purchase open space in Orange County during the first round of funding. In 2011, OCTA acquired more than 950 acres of open space in the Trabuco Canyon area and in Brea. Approximately \$7 million remains for additional acquisitions, and the funds are expected to be allocated within the next several months.

In September 2010, approximately \$5.5 million was allocated to restore approximately 180 acres of open space lands throughout Orange County. In May 2012, \$4.7 million was allocated to restore another 214 acres.

Additional funds for acquisitions and restoration will be available subsequent to the completion of the current expenditure. Available funds will be dependent on the sales tax revenue stream in the future.



Orange County Transportation Authority

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P.O. Box 14184
Orange, CA 92863-1584
(714) 560-OCTA
www.octa.net

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DATE: September 6, 2012

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

FROM: Joann Africa, Chief Counsel, (213)236-1928, Africa@scag.ca.gov
Justine Block, Deputy Counsel, (213)236-1920, Block@scag.ca.gov

SUBJECT: Litigation Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

SUMMARY:

- 1) *Cleveland National Forest Foundation et al. v. San Diego Association of Governments et al.*
(County of San Diego Superior Court, Case No. 37-2011-00101593-CU-TT-CTL)

In November 2011, the Cleveland National Forest Foundation and Center for Biological Diversity filed a lawsuit against the San Diego Association of Governments (SANDAG), primarily challenging SANDAG's approval of its 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and certification of its Final Environmental Impact Report (FEIR) for the 2050 RTP/SCS, alleging violations of the California Environmental Quality Act (CEQA). A separate case against SANDAG was filed at the same time by CREED-21 and the Affordable Housing Coalition of San Diego County also challenging the 2050 RTP/SCS and FEIR. These two (2) cases were consolidated by the court for all purposes. Additionally, the court granted petitioners' request to add Sierra Club as another petitioner, and granted the California Attorney General's request to join as an intervenor on behalf of petitioners in this case.

SANDAG has recently requested that SCAG join in an amicus brief to be filed by the California Association of Councils of Government (CALCOG) by September 10, 2012. The Executive/Administration Committee, at a special meeting on August 22, 2012, authorized staff to join in this amicus effort, in support of SANDAG, which will seek to inform the court of various matters, including that a program environmental impact report is the appropriate environmental review for an RTP/SCS.

- 2) *Imperial County Air Pollution Control District and California Department of Parks and Recreation v. U.S. EPA* (Ninth Circuit, Case Nos. 10-72729, 10-72709)

In a consolidated case, Petitioners Imperial County Air Pollution Control District (ICAPCD) and the California Department of Parks and Recreation challenged EPA's action on July 8, 2010 approving in part and disapproving in part revisions to the ICAPCD's portion of the State Implementation Plan (SIP), known as Regulation VIII fugitive dust rules, for meeting particulate matter (PM₁₀) air quality standards for areas classified as "serious" nonattainment under the federal Clean Air Act (CAA).

In late July, ICAPCD and the California Parks Department reached a settlement agreement regarding Imperial's fugitive dust rules. This agreement includes an expedited schedule for ICAPCD to propose several revisions to Regulation VIII and for EPA to propose SIP approval. Details are provided in the attached fact sheet (see Attachment #1). On August 21, the Notice of Proposed Settlement Agreement was published in the Federal Register, and 30-days are provided for public comments (see Attachment #2). Written comments on the proposed settlement agreement must be received by September 20, 2012.

As a result of EPA's 2010 disapproval of ICAPCD's original fugitive dust rules, federal highway restrictions, or sanctions, began on August 9, 2012. This settlement is designed to lead to local revision and proposed federal approval of Regulation VIII revisions that would stay the highway funding restrictions in approximately four to six months. Based on the information provided in the attached July 24, 2012 letter from Malcolm Dougherty, Director of Caltrans to Federal Highway Administration (FHWA), these funding restrictions are not expected to have any impact on local employment or transportation projects if the funding restrictions last four to six months as is currently anticipated (see Attachment #3).

3) *Physicians for Social Responsibility et al. v EPA* (Ninth Circuit, Case No 12-70079)

As previously reported, on January 9, 2012 the Physicians for Social Responsibility, Natural Resources Defense Council, and Communities for a Better Environment (Petitioners) filed a Petition for Review in the Ninth Circuit Court of Appeals, challenging EPA's final, partial approval of the state implementation plan (SIP) revisions submitted by California for attaining the 1997 fine particulate matter (PM_{2.5}) national ambient air quality standards in the South Coast Air Basin. The SIP revisions at issue are contained in SCAQMD's 2007 Air Quality Management Plan. A ruling against EPA in this case has the potential to disrupt EPA's approval of the PM_{2.5} SIP for the South Coast Air Basin, and in the event of such disapproval highway sanctions on the region are required to be imposed beginning 18 months after SIP disapproval, unless identified deficiencies have been corrected.

On February 2, 2012, the SCAG RC authorized staff to file a Joint Motion to Intervene with SCAQMD in support of EPA. The Court granted the Joint Motion to Intervene filed by SCAG and SCAQMD on February 8, 2012, and ordered a briefing schedule. Petitioners filed their opening brief on July 13, 2012. EPA must file its Respondent's brief by September 28, 2012. SCAG and SCAQMD must file our Joint Intervenor brief by October 30, 2012. Finally, Petitioners' deadline to file a Reply brief is December 7, 2012.

4) *Communities for a Better Environment et al. v. EPA* (Ninth Circuit, Case No. 12-71340)

As previously reported, Communities for a Better Environment, California Communities Against Toxics, Desert Citizens Against Pollution, Natural Resources Defense Council, Inc. and Physicians for Social Responsibility-Los Angeles joined as Petitioners in a lawsuit against EPA filed on April 30, 2012. Petitioners are challenging EPA's approval on March 1, 2012 of revisions to the South Coast Air Quality Management District's (SCAQMD) portion of the State Implementation Plan (SIP) for meeting the 1997 8-hour Ozone air quality standards (8-hour Ozone SIP) for areas classified as "extreme" nonattainment under the federal CAA.

REPORT

The Petition states that the principal issues to be raised in this case are whether EPA's final rulemaking action approving the 1997 Ozone SIP violated the CAA and Administrative Procedures Act. One likely argument to be raised by Petitioners is the lack of enforceable measures in the 8-hour Ozone SIP, and that EPA should have required the California Air Resources Board (ARB) and AQMD to adopt additional measures needed to achieve attainment, including additional Transportation Control Measures (TCMs). The implications of additional TCMs would impact SCAG.

On May 23, 2012, the SCAG Executive/Administration Committee (EAC) authorized staff to file a Joint Motion to Intervene with SCAQMD in support of EPA. The court granted our Joint Motion to Intervene filed on May 30, 2012 and ordered the case to mediation. SCAG counsel and other representatives for all parties participated in the first confidential mediation conference held on July 20, 2012. A second mediation conference is scheduled for September 11, 2012.

ATTACHMENTS:

1. Fact Sheet, "Clean Air Act Settlement between EPA, California State Parks and Imperial County Regarding Imperial's Fugitive Dust Regulations;" dated July 27, 2012
2. Notice of Proposed Settlement Agreement, Federal Register; dated August 21, 2012
3. Letter from Malcolm Dougherty, Director of Caltrans to Federal Highway Administration (FHWA); dated July 24, 2012

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FACT SHEET

Clean Air Act Settlement between EPA, California State Parks and Imperial County
Regarding Imperial's Fugitive Dust Regulations
July 27, 2012

Overview

- The United States Environmental Protection Agency (EPA), the California Department of Parks and Recreation (State Parks), and the Imperial County Air Pollution Control District (ICAPCD) have reached an agreement regarding Imperial's air pollution rules that regulate emissions of inhalable particulate matter.
- The public will have multiple opportunities in the next few months to review and comment on this agreement and the associated rule revisions.
- This agreement remedies EPA concerns with ICAPCD's rules, describes a path to resolve litigation regarding EPA's partial disapproval of the rules, and minimizes the impact of associated Clean Air Act (CAA) sanctions in Imperial County. If sanctions are removed as anticipated within the next six months, this action will result in no job loss and no impact on transportation projects.
- When finalized, the agreement will lead to technically and economically feasible enhancements to local air quality regulation to address the serious public health impacts of inhalable particulate matter (PM₁₀) in the air.

Background

- Elevated levels of PM₁₀ in the air can lead to premature mortality, aggravation of respiratory and cardiovascular disease, decreased lung function, visibility impairment, and damage to vegetation and ecosystems. Monitored levels of PM₁₀ in Imperial County occasionally exceed national health-based air pollution standards. As a result, ICAPCD must adopt and enforce regulations that require significant sources of PM₁₀ to use best available control measures (BACM) to minimize PM₁₀ emissions to the environment.
- In 2005, as required by the CAA, ICAPCD adopted Rules 800 through 806 (known as Regulation VIII) to control fugitive dust, and hence PM₁₀, from agriculture, construction, recreational off-highway vehicle (OHV) activity, unpaved roads and other local sources.
- In July 2010, EPA largely approved Regulation VIII, but partially disapproved the regulation noting several rule improvements to ensure the rules fully complied with the CAA requirement for BACM. EPA's action explained that CAA permitting and highway funding sanctions would be imposed in Imperial County unless the rules were revised.
- ICAPCD and State Parks disagreed that rule improvements were needed and challenged EPA's action in the United States Ninth Circuit Court of Appeals. On February 17, 2012, the Ninth Circuit directed the parties to try resolving the dispute through mediation.

- After several months of mediation, the federal, state and local agencies agreed on rule revisions subject to public review. This agreement is designed to minimize the impact of CAA sanctions in the County.

Highlights of Settlement

- EPA, ICAPCD and State Parks agree on several economically and technically feasible rule revisions to better demonstrate BACM. Rule revisions include more specific definitions of agricultural dust management practices, opacity and stabilization requirements for high traffic agricultural roads, and more detailed requirements for land managers to control dust from OHV areas.
- ICAPCD commits to promptly release these draft rule revisions for public review. If ICAPCD adopts and submits substantially similar revisions, EPA commits to promptly propose federal approval and take action to defer associated permitting and federal highway funding sanctions.

Opportunities for Public Input on the Agreement and/or Rule Revisions

- The settlement agreement will be formally announced in the Federal Register (FR) in about two weeks. The FR notice will summarize the agreement and describe a 30-day opportunity for public review and comment on the agreement. The FR is published at: <http://www.gpo.gov/fdsys/browse/collection.action?collectionCode=FR>.
- If this agreement is finalized after consideration of comments, ICAPCD will announce another opportunity for public review and comment before revising the rules locally, possibly in September/October 2012, at: <http://www.imperialcounty.net/AirPollution/>.
- If the revised rules are adopted locally, then EPA will announce in the FR, possibly in November/December 2012, another opportunity for public review and comment when EPA publishes its analysis of the proposed rules.

Contacts for Further Information

- Andy Steckel, Rules Office Chief, EPA, (415) 947-4115, steckel.andrew@epa.gov.
- Reyes Romero, Deputy Air Pollution Control Officer, ICAPCD, (760) 482-4606, reyesromero@co.imperial.ca.us.
- Tina Robinson, Ocotillo Wells District Services Manager, California State Parks, (760) 767-1302, trobenson@parks.ca.gov.

expertise of the nominee; the nominee's resume or curriculum vita; sources of recent grant and/or contract support; and a biographical sketch of the nominee indicating current position, educational background, research activities, and recent service on other national advisory committees or national professional organizations. The bio-sketches and resume or curriculum vita of nominees identified by respondents to this **Federal Register** notice, and additional experts identified by the SAB Staff, will be made available to the public upon request.

Persons having questions about the nomination procedures, or who are unable to submit nominations through the SAB Web site, should contact Mr. Edward Hanlon, DFO, as indicated above in this notice. Nominations should be submitted in time to arrive no later than September 11, 2012. EPA values and welcomes diversity. In an effort to obtain nominations of diverse candidates, EPA encourages nominations of women and men of all racial and ethnic groups.

The EPA SAB Staff Office will acknowledge receipt of nominations. The names and bio-sketches of qualified nominees identified by respondents to this **Federal Register** notice, and additional experts identified by the SAB Staff, will be posted in a List of Candidates on the SAB Web site at <http://www.epa.gov/sab>. Public comments on this List of Candidates will be accepted for 21 days. The public will be requested to provide relevant information or other documentation on nominees that the SAB Staff Office should consider in evaluating candidates.

For the EPA SAB Staff Office a review panel includes candidates who possess the necessary domains of knowledge, the relevant scientific perspectives (which, among other factors, can be influenced by work history and affiliation), and the collective breadth of experience to adequately address the charge. In forming this expert panel, the SAB Staff Office will consider public comments on the List of Candidates, information provided by the candidates themselves, and background information independently gathered by the SAB Staff Office. Selection criteria to be used for panel membership include: (a) Scientific and/or technical expertise, knowledge, and experience (primary factors); (b) availability and willingness to serve; (c) absence of financial conflicts of interest; (d) absence of an appearance of a lack of impartiality; (e) skills working in committees, subcommittees and advisory panels; and, (f) for the panel as

a whole, diversity of expertise and viewpoints.

The SAB Staff Office's evaluation of an absence of financial conflicts of interest will include a review of the "Confidential Financial Disclosure Form for Special Government Employees Serving on Federal Advisory Committees at the U.S. Environmental Protection Agency" (EPA Form 3110-48). This confidential form allows government officials to determine whether there is a statutory conflict between a person's public responsibilities (which includes membership on an EPA federal advisory committee) and private interests and activities, or the appearance of a lack of impartiality, as defined by federal regulation. The form may be viewed and downloaded from the following URL address <http://www.epa.gov/sab/pdf/epaform3110-48.pdf>.

The approved policy under which the EPA SAB Office selects subcommittees and review panels is described in the following document: *Overview of the Panel Formation Process at the Environmental Protection Agency Science Advisory Board* (EPA-SAB-EC-02-010), which is posted on the SAB Web site at <http://www.epa.gov/sab/pdf/ec02010.pdf>.

Dated: August 10, 2012.

Thomas Brennan,

Deputy Director, EPA Science Advisory Board Staff Office.

[FR Doc. 2012-20521 Filed 8-20-12; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[FRL 9719-8]

Proposed Settlement Agreement, Clean Air Act Citizen Suit

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of Proposed Settlement Agreement; Request for Public Comment.

SUMMARY: In accordance with section 113(g) of the Clean Air Act, as amended ("CAA"), 42 U.S.C. 7413(g), notice is hereby given of a proposed settlement agreement to address lawsuits filed by the Imperial County Air Pollution Control District and the California Department of Parks and Recreation (together, "Petitioners") in the United States Court of Appeals for the Ninth Circuit: *Imperial County Air Pollution Control District v. EPA*, No. 10-72709 (9th Cir.) and *California Department of Parks and Recreation v. EPA*, No. 10-

72729 (9th Cir.). Petitioners filed petitions for review challenging EPA's final rule, approving in part and disapproving in part, a state implementation plan ("SIP") submission made by the California Air Resources Board on behalf of the Imperial Valley Air Quality Control District. The SIP submission at issue included local pollution control measures intended to address emissions of PM₁₀ from sources located within the Imperial Valley Planning Area referred to as Imperial County Air Pollution Control District Rules 800 through 806 ("Regulation VIII"). The proposed settlement agreement establishes deadlines for both the Imperial Valley Air Pollution Control District and EPA to take specified actions to resolve the lawsuits.

DATES: Written comments on the proposed settlement agreements must be received by September 20, 2012.

ADDRESSES: Submit your comments, identified by Docket ID number EPA-HQ-OGC-2012-0644, online at www.regulations.gov (EPA's preferred method); by email to oei.docket@epa.gov; by mail to EPA Docket Center, Environmental Protection Agency, Mailcode: 2822T, 1200 Pennsylvania Ave. NW., Washington, DC 20460-0001; or by hand delivery or courier to EPA Docket Center, EPA West, Room 3334, 1301 Constitution Ave. NW., Washington, DC, between 8:30 a.m. and 4:30 p.m. Monday through Friday, excluding legal holidays. Comments on a disk or CD-ROM should be formatted in Word or ASCII file, avoiding the use of special characters and any form of encryption, and may be mailed to the mailing address above.

FOR FURTHER INFORMATION CONTACT:

Geoffrey L. Wilcox, Air and Radiation Law Office (2344A), Office of General Counsel, U.S. Environmental Protection Agency, 1200 Pennsylvania Ave. NW., Washington, DC 20460; telephone: (202) 564-5601; fax number (202) 564-5603; email address: wilcox.geoffrey@epa.gov.

SUPPLEMENTARY INFORMATION:

I. Additional Information About the Proposed Settlement Agreement

The California Air Resources Board ("CARB"), on behalf of the Imperial Valley Air Pollution Control District (the "District"), made a SIP submission to EPA containing Regulation VIII as a SIP revision intended to address emissions of PM₁₀ from certain sources located within the Imperial Valley PM₁₀ nonattainment area. EPA approved this submission in part, and disapproved it in part, based upon EPA's evaluation of

the submission itself and evaluation of related claims by the District that monitor data on certain days should be treated as “exceptional events” and thus excluded from regulatory determinations. 75 FR 39,366 (July 8, 2010). The District and the California Department of Parks and Recreation (“Parks”) challenged EPA’s partial disapproval of the submission and EPA’s related actions on the claimed exceptional events. These challenges were filed in the United States Court of Appeals for the Ninth Circuit (the “Court”) in *Imperial County Air Pollution Control District v. EPA*, No. 10–72709 (9th Cir.) and *California Department of Parks and Recreation v. EPA*, No. 10–72729 (9th Cir.).

The Court heard oral argument on the consolidated challenges on February 15, 2012. On February 17, 2012, the Court issued an Order that referred the case to mediation and stayed further proceedings on the case pending such mediation. Thus, at the suggestion of the Court, EPA, the District, and Parks engaged in settlement discussions to determine whether the legal and factual disputes at issue in the litigation could be resolved through a settlement agreement. This notice describes and seeks comment on the proposed settlement agreement that the parties have negotiated.

The proposed settlement agreement establishes deadlines for both the District and EPA to take specified actions to resolve the litigation. The objective of the parties in the settlement agreement is to address the underlying legal and factual disputes in a way that will be more effective and efficient to achieve the overarching goals of meeting CAA requirements and improving air quality in the Imperial Valley PM₁₀ nonattainment area. Thus, both the District and EPA propose to agree to take a series of actions by set deadlines that will result in a resolution of the legal and substantive concerns with Regulation VIII that were the basis for EPA’s partial disapproval. In particular, the District and EPA propose to agree to take actions on an expedited schedule in order to assure that appropriate revisions to Regulation VIII are in place in the SIP quickly.

First, the proposed settlement agreement requires that within ninety (90) days of execution of the agreement, the District must revise Regulation VIII and submit it along with supporting documentation to the District’s Governing Board. These revisions must be substantially the same as those set forth in Attachment B to the settlement agreement. Attachment B reflects revisions intended by the parties to

resolve the legal and substantive concerns with Regulation VIII that were the basis for EPA’s partial disapproval. It is understood that these revisions must still meet all local, state, and federal administrative process and substantive requirements before they are deemed to meet applicable requirements and could be incorporated into the SIP for the Imperial Valley PM₁₀ nonattainment area.

Second, the proposed settlement agreement requires that within fourteen (14) days of the Governing Board’s adoption of the revised Regulation VIII rules, the District must submit the revised Regulation VIII rules to CARB for expedited submittal to EPA for incorporation into the California SIP.

Third, the proposed settlement agreement requires that within sixty (60) days of submittal by CARB, EPA must sign for publication in the **Federal Register** a notice of proposed rulemaking that proposes taking action on the submission pursuant to CAA section 110(k), 42 U.S.C. 7410(k). If the revised Regulation VIII is substantially the same in substance as set forth in Attachment B, the notice to be signed by EPA must propose full approval of the submission pursuant to CAA sections 110(k) and 189(b)(1)(B), 42 U.S.C. 7410(k), 7513a(b)(1)(B).

Fourth, if EPA proposes full approval, then within the notice of proposed rulemaking EPA must make a statement that EPA’s preliminary view is that the revised Regulation VIII will constitute “reasonable control” of the sources covered by Regulation VIII for the purpose of evaluating whether an exceedance of the PM₁₀ NAAQS is an “exceptional event” including reasonable and appropriate control measures on significant contributing anthropogenic sources. This statement will not extend to exceedances of NAAQS other than the PM₁₀ NAAQS, or to events that differ significantly in terms of meteorology, sources, or conditions from the events that were at issue in the litigation.

Fifth, if EPA proposes full approval of the revised Regulation VIII, EPA must also sign for publication in the **Federal Register** a notice making an interim final determination to defer imposition of sanctions pursuant to the Administrative Procedure Act, 5 U.S.C. 553(d)(1) pending public comments on the proposed action.

Sixth, within sixty (60) days of the close of public comment on the proposed action, EPA must sign for publication in the **Federal Register** a notice of final rulemaking that takes final action on the submission containing the revised Regulation VIII

pursuant to CAA section 110(k), 42 U.S.C. 7410(k). Thereafter, EPA must promptly deliver the notice of final rulemaking to the Office of Federal Register for review and publication.

The proposed settlement agreement also contains various provisions that will govern what may happen if either the District or EPA fails to meet the terms of the agreement.

For a period of thirty (30) days following the date of publication of this notice, EPA will accept written comments relating to the proposed settlement agreement from persons who were not named as parties or intervenors to the litigation in question. EPA or the Department of Justice may withdraw or withhold consent to the proposed settlement agreement if these comments disclose facts or considerations that indicate that such consent is inappropriate, improper, inadequate, or inconsistent with the requirements of the CAA. Unless EPA or the Department of Justice determines that consent to this settlement agreement should be withdrawn, the terms of the agreement will be affirmed.

II. Additional Information About Commenting on the Proposed Settlement Agreement

A. How can I get a copy of the settlement agreement?

The official public docket for this action (identified by Docket ID No. EPA–HQ–OGC–2012–XXXX) contains a copy of the proposed settlement agreement. The official public docket is available for public viewing at the Office of Environmental Information (OEI) Docket in the EPA Docket Center, EPA West, Room 3334, 1301 Constitution Ave. NW., Washington, DC. The EPA Docket Center Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566–1744, and the telephone number for the OEI Docket is (202) 566–1752.

An electronic version of the public docket is available through www.regulations.gov. You may use www.regulations.gov to submit or view public comments, access the index listing of the contents of the official public docket, and to access those documents in the public docket that are available electronically. Once in the system, key in the appropriate docket identification number then select “search”.

It is important to note that EPA’s policy is that public comments, whether submitted electronically or on paper, will be made available for public

viewing online at www.regulations.gov without change, unless the comment contains copyrighted material, CBI, or other information whose disclosure is restricted by statute. Information claimed as CBI and other information whose disclosure is restricted by statute is not included in the official public docket or in the electronic public docket. EPA's policy is that copyrighted material, including copyrighted material contained in a public comment, will not be placed in EPA's electronic public docket but will be available only in printed, paper form in the official public docket. Although not all docket materials may be available electronically, you may still access any of the publicly available docket materials through the EPA Docket Center.

B. How and to whom do I submit comments?

You may submit comments as provided in the **ADDRESSES** section. Please ensure that your comments are submitted within the specified comment period. Comments received after the close of the comment period will be marked "late." EPA is not required to consider these late comments.

If you submit an electronic comment, EPA recommends that you include your name, mailing address, and an email address or other contact information in the body of your comment and with any disk or CD-ROM you submit. This ensures that you can be identified as the submitter of the comment and allows EPA to contact you in case EPA cannot read your comment due to technical difficulties or needs further information on the substance of your comment. Any identifying or contact information provided in the body of a comment will be included as part of the comment that is placed in the official public docket, and made available in EPA's electronic public docket. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment.

Use of the www.regulations.gov Web site to submit comments to EPA electronically is EPA's preferred method for receiving comments. The electronic public docket system is an "anonymous access" system, which means EPA will not know your identity, email address, or other contact information unless you provide it in the body of your comment. In contrast to EPA's electronic public docket, EPA's electronic mail (email) system is not an "anonymous access" system. If you send an email comment directly to the Docket without going through www.regulations.gov, your

email address is automatically captured and included as part of the comment that is placed in the official public docket, and made available in EPA's electronic public docket.

Dated: August 14, 2012.

Lorie J. Schmidt,

Associate General Counsel.

[FR Doc. 2012-20518 Filed 8-20-12; 8:45 am]

BILLING CODE 6560-50-P

FEDERAL RESERVE SYSTEM

Change in Bank Control Notices; Formations of, Acquisitions by, and Mergers of Bank Holding Companies; Correction

This notice corrects a notice (FR Doc. 2012-19772) published on page 48156 of the issue for Monday, August 13, 2012.

Under the Federal Reserve Bank of Minneapolis heading, the entry for MVC, Petroleum Inc., and William Coleman, both of Denver, Colorado; Eugene Nicholas, Cando, North Dakota; Timothy Dodd and Bradley Fey, both of Bismarck, North Dakota; Jeffrey Topp, Grace City, North Dakota; Janet Topp, Grace City, North Dakota; and Roger Kenner, Leeds, North Dakota; as a group acting in concert, is revised to read as follows:

A. Federal Reserve Bank of Minneapolis (Jacqueline G. King, Community Affairs Officer) 90 Hennepin Avenue, Minneapolis, Minnesota 55480-0291:

1. *MVC; Prairie Petroleum Inc., and William Coleman, both of Denver, Colorado; Eugene Nicholas, Cando, North Dakota; Timothy Dodd, Ottertail, Minnesota; and Bradley Fay, Bismarck, North Dakota; Jeffrey Topp, Grace City, North Dakota; Janet Topp, Grace City, North Dakota; and Roger Kenner, Leeds, North Dakota; as a group acting in concert, to collectively acquire voting shares of BNCCORP, Inc., Bismarck, North Dakota, and thereby indirectly acquire voting shares of BNC National Bank, Glendale, Arizona.*

Comments on this application must be received by August 28, 2012.

Board of Governors of the Federal Reserve System, August 16, 2012.

Margaret McCloskey Shanks,

Associate Secretary of the Board.

[FR Doc. 2012-20453 Filed 8-20-12; 8:45 am]

BILLING CODE 6210-01-P

FEDERAL TRADE COMMISSION

[File No. 122 3073]

Brain-Pad, Inc; Analysis of Proposed Consent Order To Aid Public Comment

AGENCY: Federal Trade Commission.

ACTION: Proposed consent agreement.

SUMMARY: The consent agreement in this matter settles alleged violations of federal law prohibiting unfair or deceptive acts or practices or unfair methods of competition. The attached Analysis to Aid Public Comment describes both the allegations in the draft complaint and the terms of the consent order—embodied in the consent agreement—that would settle these allegations.

DATES: Comments must be received on or before September 17, 2012.

ADDRESSES: Interested parties may file a comment online or on paper, by following the instructions in the Request for Comment part of the **SUPPLEMENTARY INFORMATION** section below. Write "Brain-Pad, File No. 122 3073" on your comment, and file your comment online at <https://ftcpublic.commentworks.com/ftc/brainpadconsent>, by following the instructions on the Web-based form. If you prefer to file your comment on paper, mail or deliver your comment to the following address: Federal Trade Commission, Office of the Secretary, Room H-113 (Annex D), 600 Pennsylvania Avenue NW., Washington, DC 20580.

FOR FURTHER INFORMATION CONTACT: Victor DeFrancis (202-326-3495), FTC, Bureau of Consumer Protection, 600 Pennsylvania Avenue NW., Washington, DC 20580.

SUPPLEMENTARY INFORMATION: Pursuant to section 6(f) of the Federal Trade Commission Act, 38 Stat. 721, 15 U.S.C. 46(f), and § 2.34 of the Commission Rules of Practice, 16 CFR 2.34, notice is hereby given that the above-captioned consent agreement containing a consent order to cease and desist, having been filed with and accepted, subject to final approval, by the Commission, has been placed on the public record for a period of thirty (30) days. The following Analysis to Aid Public Comment describes the terms of the consent agreement, and the allegations in the complaint. An electronic copy of the full text of the consent agreement package can be obtained from the FTC Home Page (for August 16, 2012), on the World Wide Web, at <http://www.ftc.gov/os/actions.shtm>. A paper copy can be obtained from the FTC Public Reference Room, Room 130-H, 600 Pennsylvania

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DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
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*Flex your power!
Be energy efficient!*

July 24, 2012

Mr. Vincent Mammano
Division Administrator
Federal Highways Administration
California Division
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Dear Mr. Mammano:

As requested by the Federal Highway Administration (FHWA) during the interagency consultation on July 6, 2012, the Final Project List of Imperial County Federal Transportation Improvement Program 2011 projects is enclosed.

The highway sanction under the Federal Clean Air Act (CAA) will begin on August 9, 2012, in the particulate matter (PM10) nonattainment portion of Imperial County. The sanction results from partial U.S. Environmental Protection Agency (EPA) disapproval of a fugitive dust rule that was required for compliance with PM10 provisions of the State Implementation Plan and the CAA. Under CAA and U.S. EPA regulations, the mandatory highway sanction applies two years after the effective date of the disapproval action if the deficiencies identified by EPA are not fixed and approved by EPA during that time. Application of the sanction is almost certain because the Imperial County Air Pollution Control District disputed EPA's action regarding the rule, so revisions to meet EPA's requirements cannot be completed in time to avoid imposition of the sanction. Imperial County's litigation over EPA's action is currently in the settlement process.

As indicated on the enclosed Final Project List, there are three categories of projects:

- 1) Projects Potentially Impacted by a Sanction (orange highlighted)
- 2) Projects are Currently Undergoing the Obligation Process (green highlighted)
- 3) All Other Projects Will Not be Impacted by Sanction (non-highlighted)

The California Department of Transportation (Caltrans) requests that FHWA confirm the exemption status of those designated Safety Exemption projects. In addition, Caltrans requests that FHWA confirm that obligated projects may continue work in the current obligated phase.

Caltrans is working to obligate the listed projects that are highlighted in green or orange before the August 9, 2012 deadline. The three projects shown in orange are most affected by the

Mr. Vincent Mammano
July 24, 2012
Page 2

application of the Imperial County highway funding sanction, and may not be obligated by the deadline.

Caltrans appreciates the ongoing assistance of FHWA in the guidance and potential impacts of project status for Imperial County highway projects.

If you have any questions or require further information, please contact Bill Figge, Caltrans Planning Deputy District Director for our District 11 office in San Diego, at (619) 688-6681, or bill_figge@dot.ca.gov.

Sincerely,



Fob

MALCOLM DOUGHERTY
Director

Enclosure

- c: Jermaine R. Hannon, Director PAQEC, FHWA, California Division
- Mark Baza, Executive Director, Imperial County Transportation Commission,
- Hasan Ikrata, Executive Director, Southern California Association of Governments
- Stew Sonnenberg, FHWA, California Division
- Karina O'Connor, U.S. EPA, Region 9
- Wienke Tax, U.S EPA, Region 9
- Kome Ajise, Acting Deputy Director, Planning and Model Programs, California Department of Transportation
- Laurie Berman, District Director, District 11, California Department of Transportation
- Bill Figge, Deputy District Director, District 11, California Department of Transportation

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

SUBJECT: Draft Subcommittee Work Plans

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 Ikhata, 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 (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—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

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

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.

2012 Basic Approach/Framework and Program Set up	2013 Establishing Technical Bases and Data Collection	2014 Focus on Major Policy Directions	2015 Establishing the Plan and Engaging the Public	2016 Finalizing the 2016-2040 RTP/SCS
<div style="text-align: center;">  <p>SEPTEMBER 2012-MARCH 2013 New SCAG Subcommittees to begin policy development around their respective emphasis areas and identify regional priorities</p>  </div> <div style="border: 1px solid #f08080; padding: 5px; margin-top: 10px;"> <p>JULY-SEPTEMBER 2012</p> <ul style="list-style-type: none"> 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? Development of Draft Framework and Approach/Methodology: How will we get there? Data/GIS, Model/Tool Development: What will be the tools used to quantify outcomes? Identify uncertainties: What factors are outside our control? (e.g. ARB GHG Target revisions, planning for jurisdictions that require 4 year housing element cycle?) </div> <div style="border: 1px solid #f08080; padding: 5px; margin-top: 10px;"> <p>OCTOBER-DECEMBER 2012 Roll out the framework and methodology for development of the 2016-2040 RTP/SCS</p> </div> <div style="margin-top: 20px;"> <ul style="list-style-type: none"> Public Outreach and Input from Local Jurisdictions SCS Development for Delegated Subregions Staff Actions in Relation to Policy/Plan Development Regional Council Policy Committees/Subcommittees Milestones </div>	<div style="border: 1px solid #90EE90; padding: 5px; margin-bottom: 10px;"> <p>JANUARY-MARCH 2013 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.)</p> </div> <div style="border: 1px solid #ADD8E6; padding: 5px; margin-bottom: 10px;"> <p>FEBRUARY-MAY 2013 Findings from the Subcommittees will be presented at SCAG's Regional Council, Policy Committees, and General Assembly</p> </div> <div style="border: 1px solid #90EE90; padding: 5px; margin-bottom: 10px;"> <p>APRIL-JUNE 2013 Communicate with jurisdictions and stakeholders about the implementation of SCAG's work plan for the 2016-2040 RTP/SCS</p> </div> <div style="border: 1px solid #f08080; padding: 5px;"> <p>DECEMBER 2013 Complete preliminary calibrations to SCAG's technical models</p> </div>	<div style="border: 1px solid #90EE90; padding: 5px; margin-bottom: 10px;"> <p>JANUARY-SEPTEMBER 2014 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</p> </div> <div style="border: 1px solid #FFD700; padding: 5px; margin-bottom: 10px;"> <p>JANUARY 2014 Subregions sign letter of intent to accept SCS delegation and submit this document to SCAG</p> </div> <div style="border: 1px solid #f08080; padding: 5px; margin-bottom: 10px;"> <p>APRIL-MAY 2014 SCAG submits its regional GHG reduction methodology and GHG Reduction Targets to ARB (pending further discussion)</p> </div> <div style="border: 1px solid #ADD8E6; padding: 5px; margin-bottom: 10px;"> <p>MAY 2014 SCAG's General Assembly & Regional Council</p> </div> <div style="border: 1px solid #90EE90; padding: 5px; margin-bottom: 10px;"> <p>SEPTEMBER 2014 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</p> </div> <div style="border: 1px solid #ADD8E6; padding: 5px; margin-bottom: 10px;"> <p>OCTOBER-DECEMBER 2014 Seek policy input/direction from Policy Committees and Regional Council on: the Scope of the Program Environmental Impact Report and RTP/SCS Strategies</p> </div> <div style="border: 1px solid #f08080; padding: 5px;"> <p>DECEMBER 2014 Growth Forecast, Land Use Patterns, and Preliminary Financial Assumptions for the RTP/SCS to be completed</p> </div>	<div style="border: 1px solid #f08080; padding: 5px; margin-bottom: 10px;"> <p>JANUARY-MARCH 2015 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</p> </div> <div style="border: 1px solid #FFD700; padding: 5px; margin-bottom: 10px;"> <p>MARCH 2015 Delegated Subregions complete their Sustainable Communities Strategies and submit their plans to SCAG</p> </div> <div style="border: 1px solid #90EE90; padding: 5px; margin-bottom: 10px;"> <p>MARCH 2015 Final input on planned projects from the CTCs for the Draft 2016-2040 RTP/SCS</p> </div> <div style="border: 1px solid #90EE90; padding: 5px; margin-bottom: 10px;"> <p>APRIL-JUNE 2015 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)</p> </div> <div style="border: 1px solid #ADD8E6; padding: 5px; margin-bottom: 10px;"> <p>MAY 2015 SCAG's General Assembly & Regional Council</p> </div> <div style="border: 1px solid #ADD8E6; padding: 5px; margin-bottom: 10px;"> <p>SEPTEMBER 2015 Joint Policy Committees recommend Regional Council to release the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment</p> </div> <div style="border: 1px solid #ADD8E6; padding: 5px; margin-bottom: 10px;"> <p>OCTOBER 2015 RC approves the release of the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment</p> </div> <div style="border: 1px solid #90EE90; padding: 5px; margin-bottom: 10px;"> <p>OCTOBER 2015 Conduct extensive outreach to cities, counties, stakeholders, and the public on the Draft 2016-2040 RTP/SCS and PEIR to fulfill State & Federal requirements. Start of public input on the Draft RTP/SCS document</p> </div> <div style="border: 1px solid #90EE90; padding: 5px;"> <p>OCTOBER 2015-MARCH 2016 Conduct workshops with Elected Officials and other appropriate outreach to fulfill State & Federal outreach requirements</p> </div>	<div style="border: 1px solid #f08080; padding: 5px; margin-bottom: 10px;"> <p>FEBRUARY 2016 Conclude and finalize Economic & Job Creation Analysis Component of the 2016-2040 RTP/SCS</p> </div> <div style="border: 1px solid #ADD8E6; padding: 5px; margin-bottom: 10px;"> <p>MARCH 2016 Joint Policy Committees recommend approval to Regional Council of proposed Final PEIR, conformity determination, and 2016-2040 RTP/SCS</p> </div> <div style="border: 1px solid #ADD8E6; padding: 5px;"> <p>MAY 2016 Regional Council certifies Final PEIR and approves conformity determination and 2016-2040 RTP/SCS</p> </div>