



SOUTHERN CALIFORNIA
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REGULAR MEETING

TRANSPORTATION COMMITTEE

Thursday, September 6, 2018
10:00 AM

SCAG MAIN OFFICE
900 Wilshire Blvd., Ste. 1700
Regional Council Room
Los Angeles, CA 90017
(213) 236-1800

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1908. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



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- 55. Hon. Barb Stanton**
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- 56. Hon. Cynthia Sternquist**
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- 58. Hon. Brent Tercero**
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- 59. Hon. Alan Wapner**
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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, California 90017
Thursday, September 6, 2018
10:00 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Curt Hagman, 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 Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker. The Chair has the discretion to reduce the time limit based upon the number of speakers and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION/DISCUSSION ITEMS

1. 2019 Federal Transportation Improvement Program (FTIP) and 2016 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) Amendment #3
(Kome Ajise, Director of Planning, SCAG)

2. Draft MAP-21 PM 2 & PM 3 Targets
(Michael Gainor, Senior Regional Planner, SCAG; Daniel Tran, Senior Regional Planner, SCAG)

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council adopt SCAG's performance measure targets for the MAP-21 performance management packages PM #2 and PM #3, which are supportive of the adopted statewide targets.

RECOMMENDED ACTION FOR CEHD AND EEC:

Receive and File

CONSENT CALENDAR

Approval Items

3. TC Minutes of 4-5-18

Receive and File

4. Sustainable Communities Program Guidelines

5. CEQA Documentation initiated for the 2020 RTP/SCS



6. Potential Strategies for Facility-Based Mobile Source Measures Adopted in 2016 South Coast Air Quality Management Plan (AQMP)
7. Transportation Conformity Determination for 2019 FTIP and 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Amendment #3
8. Transportation Control Measure (TCM) Substitution by Orange County Transportation Authority (OCTA)
9. Regional Planning Working Groups Schedule Update
10. Sustainable Communities Strategy Framework

INFORMATION ITEMS

11. Connect SoCal Goals and Guiding Policies 15 Mins.
(Naresh Amatya, Manager of Transportation Planning and Programming; Marco Anderson, Program Manager; Sarah Dominguez, Associate Regional Planner)
12. Update on the SCAG Regional Aviation Work Program 10 Mins.
(Naresh Amatya, Manager of Transportation; Hiroshi Ishikawa Associate RTP-Aviation)
13. SCAG Goods Movement Grant Projects 15 Mins.
(Mike Jones, Senior Regional Planner, SCAG)

CHAIR'S REPORT

METROLINK REPORT

STAFF REPORT

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Transportation Committee (TC) **EXECUTIVE DIRECTOR'S**
Regional Council (RC) **APPROVAL**

From: Kome Ajise, Director of Planning, Transportation Planning and Programming, 213-236-1835, Ajise@scag.ca.gov 

Subject: 2019 Federal Transportation Improvement Program (FTIP) and 2016 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) Amendment #3

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council adopt Resolution No. 18-603-3 and Resolution No. 18-603-4 approving the 2016 RTP/SCS Amendment #3 and the 2019 FTIP.

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 18-603-3 and Resolution No. 18-603-4 approving the 2016 RTP/SCS Amendment #3 and the 2019 FTIP.

Because of its length, the 2019 FTIP can be viewed at:
<http://ftip.scag.ca.gov/Pages/2019/proposedfinal.aspx>

The 2016 RTP/SCS Amendment #3 can be viewed at:
<http://scagrtpscs.net/Documents/2016/proposed/pf2016RTPSCSamend03.pdf>

EXECUTIVE SUMMARY:

As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing and maintaining the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP) in cooperation with the State (Caltrans), the county transportation commissions (CTCs), and public transit operators. SCAG, working in cooperation with its stakeholders, developed the proposed Final 2019 FTIP. The FTIP is a multi-modal list of capital improvement projects to be implemented over a six (6) year period.

In conjunction with the 2019 FTIP, SCAG staff has also developed a concurrent 2016 RTP/SCS Amendment #3 which serves as a consistency amendment to the 2019 FTIP allowing for changes to long range RTP/SCS projects in addition to changes to state and local highway and transit projects currently in the FTIP that will be carried forward as part of the 2019 FTIP.

At its July 9, 2018 meeting, the Executive Administration Committee (EAC), acting on behalf of the Regional Council, authorized the release of the Draft 2019 FTIP and the Draft 2016 RTP/SCS Amendment #3 for a 30-day public review and comment period. All comments received during this time have been addressed as appropriate in the proposed Final 2019 FTIP and the proposed Final 2016 RTP/SCS Amendment #3. On August 17, 2018, SCAG met with the CTCs CEO Committee (comprised of representatives from the CTCs and Caltrans) to discuss and affirm the 2019 FTIP and the 2016 RTP/SCS Amendment #3, in accordance with California Public Utilities Code Sections 130058 and 130059 (commonly referred to as AB 1246). Therefore, staff recommends that the Regional Council adopt Resolution No. 18-603-3 approving the 2016 RTP/SCS Amendment #3 and Resolution No. 18-603-4 approving the 2019 FTIP.

BACKGROUND:

Under federal law, SCAG is the designated MPO, and under state law, SCAG serves as the multi-county transportation planning agency for the six (6)-county Southern California region. SCAG is responsible for developing the RTP/SCS and FTIP in cooperation with Caltrans, the CTCs, and public transit operators.

The FTIP is a multi-modal list of capital improvement projects to be implemented over a six (6) year period. The FTIP must be updated every two years to be consistent with the State Transportation Improvement Program. SCAG, working in cooperation with its stakeholders, developed the proposed Final 2019 FTIP. The proposed Final 2019 FTIP contains approximately 2,000 projects, programmed at \$34.6 billion over a six year period (FY 2018/19 – 2023/24). The proposed Final 2019 FTIP must be submitted to Caltrans by September 30, 2018.

In response to requests from several CTCs to further amend the 2016 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedules, over the past few months, SCAG staff has worked with the CTCs to develop Amendment #3 to the 2016 RTP/SCS which serves as concurrent consistency amendment to the 2019 FTIP. Amendment #3 allows for changes to long range RTP/SCS projects in addition to changes to state and local highway and transit projects currently in the FTIP that will be carried forward as part of the 2019 FTIP. Specific changes include 179 project modifications to financially constrained RTP/SCS projects, 14 project modifications to financially unconstrained RTP/SCS projects, and 149 project modifications to FTIP projects, amounting to a total 342 project modifications. Amending the 2016 RTP/SCS, concurrent with developing the 2019 FTIP, allows for projects to move forward in a timely manner, remain eligible for federal funding and maintain consistency with the current 2016 RTP/SCS. By amending the RTP/SCS, SCAG must continue to demonstrate how the amended RTP/SCS continues to meet financial constraint and meet transportation conformity requirements.

SCAG staff has also conducted a programmatic environmental assessment of the proposed changes to the 2016 RTP/SCS Project List documented in proposed Amendment #3 pursuant to the CEQA. SCAG staff finds that the projects identified in the Draft 2016 RTP/SCS Amendment #3 are programmatically consistent with the analysis and performance-standards based

mitigation measures contained in the 2016 RTP/SCS Program Environmental Impact Report (PEIR) and associated Findings of Fact and Statement of Overriding Consideration, and that adoption of the proposed modifications would not result in either new significant adverse environmental impacts or substantial increase in the severity of previously identified significant adverse impacts in the 2016 RTP/SCS PEIR. SCAG staff has prepared an Addendum #3 to the 2016 RTP/SCS PEIR, in accordance with the CEQA provisions. The programmatic environmental assessments of all previous RTP and RTP/SCS amendments have resulted in the preparation of PEIR addendums.

The development of the 2019 FTIP and RTP/SCS Amendment #3 was done in consultation and continuous communication with the CTCs. The CTCs are responsible for prioritizing and determining the projects that go into their respective county Transportation Improvement Programs (TIPs) to be included in the FTIP. On August 17, 2018, SCAG met with the CTCs CEO Committee (comprised of representatives from the CTCs and Caltrans) to discuss and affirm the 2019 FTIP and the 2016 RTP/SCS Amendment #3, in accordance with California Public Utilities Code Sections 130058 and 130059 (commonly referred to as AB 1246).

Pursuant to the U.S. Department of Transportation's Metropolitan Planning Regulations and Environmental Protection Agency's (EPA's) Transportation Conformity Regulations, SCAG staff has also performed the required transportation conformity analysis demonstrating that the proposed Final 2019 FTIP and the proposed Final 2016 RTP/SCS Amendment #3 meet all federal transportation conformity requirements including:

1. Consistency with SCAG's RTP/SCS as Previously Amended
(23 FR Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
2. Regional Emissions Analysis
(40 FR Sections 93.109, 93.110, 93.118, and 93,119)
3. Timely Implementation of Transportation Control Measures (TCMs) Analysis
(40 FR Section 93.113)
4. Financial Constraint Analysis
(40 FR Section 93.108 and 23 CFR, Section 450.324)
5. Interagency Consultation and Public Involvement
(43 CFR Sections 93.105 and 93.112 and 23 CFR Section 450.324)

SCAG staff is requesting the EEC at its meeting today to recommend that the Regional Council approve the transportation conformity determination for the 2019 FTIP and the 2016 RTP/SCS Amendment #3; and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration for approval.

PUBLIC REVIEW AND COMMENT

At its July 9, 2018 meeting the Executive Administration Committee, acting on behalf of the Regional Council, authorized the release of the Draft 2019 FTIP and the Draft 2016 RTP/SCS Amendment #3 for a 30-day public review and comment period. Public notices were posted in major newspapers throughout the region and on SCAG's website. Staff also held two public hearings in the month of July. The comment period ended on August 8, 2018. A total of 25 comments were received on the Draft 2019 FTIP and 14 comments were received on the Draft 2016 RTP/SCS Amendment #3, including comments from Caltrans, Federal Highway Administration (FHWA) staff, CTC staff, and members from the public. Comments received resulted in further modifications to project scope, completion years and project costs. All comments received have been addressed as appropriate in the proposed Final 2019 FTIP and the proposed Final 2016 RTP/SCS Amendment #3, as outlined in the third attachment in this report.

CONCLUSION

Therefore, SCAG staff recommends that the Regional Council adopt Resolution No. 18-603-3 and Resolution No. 18-603-4 approving the 2019 FTIP and the associated 2016 RTP/SCS Amendment #3. The proposed Final 2019 FTIP and proposed Final 2016 RTP/SCS Amendment #3 will thereafter be forwarded to the appropriate federal and state reviewing agencies for final approval. Once approved by the agencies, the 2019 FTIP and the associated 2016 RTP/SCS Amendment #3 will allow the projects to receive the necessary approvals and move forward towards implementation in a timely manner.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2018-19 Overall Work Program (WBS No. 19-010.0170.01: RTP Support, Development, and Policy Implementation and WBS No. 19-030.0146.02 for FTIP).

ATTACHMENT(S):

1. 2016 RTP/SCS Amendment #3 Comments and Responses
2. 2019 FTIP Section VIII Comments to Responses
3. 2016 RTP/SCS Amendment 3 Resolution 18-603-03
4. 2019 FTIP Resolution 18-603-04
5. Proposed Final 2019 FTIP Executive Summary

Attachment

2016 RTP/SCS Amendment #3 - Comments and Responses

PUBLIC REVIEW AND COMMENT

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment #3. A Notice of Availability and Public Hearing, and the Draft Amendment #3 was posted on SCAG's RTP/SCS website at www.scagrtpscs.net. Comments were accepted from July 10, 2018 until 5:00PM on August 8, 2018, via US mail or email to the following address:

Southern California Association of Governments
Attention: Daniel Tran
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
or to tran@scag.ca.gov

SCAG held two (2) public hearings for the Draft Amendment #3 to the 2016 RTP/SCS and the Draft 2019 FTIP on the following dates, times, and locations:

(1) Tuesday, July 17, 2018 @ 10:00 AM

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

(2) Thursday, July 26, 2018 @ 3:00 PM

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

The public hearings were also accessible via video conference from SCAG's regional offices located in the counties of Imperial, Orange, Riverside, San Bernardino, and Ventura. The following link provides locations of our regional offices:

<http://www.scag.ca.gov/about/Pages/SCAGOffices.aspx>.

SCAG has fully coordinated this amendment with our regional stakeholders through SCAG's committee structure. Specifically, staff provided periodic reports and updates regarding Amendment #3 to our Transportation Committee (TC), Technical Working Group, and Transportation Conformity Working Group (TCWG).

COMMENTS AND RESPONSES

Over the 30-day public review and comment period, SCAG received 10 separate communications containing 14 comments on Amendment #3 as received from agencies/ organizations and individuals. The table on the following pages provide details of the comments received in addition to our response to comments.

It should be noted that there were approximately 240 emails from private citizens sent to SCAG staff during the comment period that did not specifically mention the 2016 RTP/SCS #3 but instead were related to the 241 Toll Road project. While not included in the matrix, SCAG staff acknowledges the receipt of these emails and has respectively collected and forwarded them to the Transportation Corridor Agency (TCA) for consideration and further action. SCAG relies on local transportation agencies to provide their project priorities, ensuring local review and local control. The local agencies are required to undertake a thorough and documented public participation process. For these reasons, SCAG finds that TCA would be the appropriate agency to address the concerns of these private citizens.

TABLE 21 COMMENTS AND RESPONSES

ID	NAME	AFFILIATION	FORMAT	COMMENT SUMMARY	RESPONSE TO COMMENT
Agencies/Organizations and Individuals					
1	Steven Lee	Los Angeles County Metropolitan Transportation Authority	Email	The following are the 3 projects we are submitting for the RTP Amendment. Two are new projects, and the I-5 is an existing project with cost and completion year changes. - SR-91 - Added aux lane between gore points on SR-91 from Acacia Ave to Central Ave (Plan/Build project – completion year – 2023) - I-405 - Added Aux lane between gore points on I-405 between Redondo Beach Blvd to El Segundo Blvd (Plan/Build project – completion year – 2023). Extension of 1 lane El Segundo to Rosecrans Ave - I-5 HOV - Metro’s Highway team is requesting an update to the 2016 RTP amendment #3 through the current public review process that concludes on August 8, 2018 for project #LA0G440 (I-5 HOV/Truck Lanes): Update the total project cost to \$539,200,000 from \$442,600,000	Comment noted. The project changes have been incorporated in the Final Draft of this Amendment.
2	Greg Nord	Orange County Transportation Authority	Email	How big of a deal would it be to increase the OC Streetcar (2TR1001) cost for the final Amendment 3? The cost was just revised from \$305,865 to \$414,275. It looks like Ben already submitted this in for FTIP 19-01 (ORA080909), so it would be good to stay consistent if possible.	Comment noted. The project changes have been incorporated in the Final Draft of this Amendment.
3	Prashant Konareddy	Port of Los Angeles	Email	Please see Port of Los Angeles comments to Amend 3. Two projects have comments. Below is the screen shot of what it is supposed to be and my corrections (attachment) to the Project as published under Amend 3.	Comment noted. The change has been incorporated in the Final Draft of this Amendment. RTP 100710 was initially split into two separate projects, but to avoid confusion and to further differentiate between the Port of Los Angeles and Port of Long Beach further revisions have been made to Table 2. In addition minor changes were also made to RTP 1120007. The changes include: - Deletion of RTP 100710 rather than showing the project as a split; - Addition of RTP 100710A (Port of Los Angeles) and 100710B (Port of Long Beach) as new projects to replace the now deleted RTP 100710; - Revision to description and costs for RTP 100710A; and - Addition of “schedule” under the “Reason for Amendment” column for RTP 1120007.
4	Lorelle Moe-Luna	Riverside County Transportation Commission	Email	We are requesting that the Sunline Project, RIV190606, be modeled with a completion year of 2023 in RTP Amendment #3.	Comment noted. The project changes have been incorporated in the Final Draft of this Amendment.

TABLE 21 Continued

ID	NAME	AFFILIATION	FORMAT	COMMENT SUMMARY	RESPONSE TO COMMENT
5	Lorelle Moe-Luna	Riverside County Transportation Commission	Public Comment made at July 26, 2018 Public Hearing via video conference from SCAG Riverside Office	Yes, I would like to make a comment. Hi Pablo, this is Lorelle Luna with our CTC, we just wanted to say thank you to you and Agustin and to Daniel and to the SCAG Staff for getting us through the RTP Amendment here. It was a big undertaking for not just us, but for all of the agencies in Riverside County who had changes. And all of you work so hard with us and everything went pretty smoothly and the staff there was just very responsive to all of our questions and needs, so we want to thank you very much for all of your hard work on this.	Comment noted.
6	James Mejia	San Bernardino County Transportation Authority	Email	Philip has brought the RTP project (4A07004) below to my attention. I believe the FTIP Description is incorrect. That description is part of FTIP ID 200451 (RTP ID 4M0802) which SBCTA is working on and is still moving forward. The northern and southern projects have moved to the RTP as expressed immediately below in my email to Philip. How do we submit this change/edit?	Comment noted. The project changes have been incorporated in the Final Draft of this Amendment.
7a	Carol Teutsch	Private Citizen	Letter	I have taken a significant interest in the transportation decision making by the agencies Metro and CalTrans, over the past few years based on what was happening with the 710 north tunnel proposal and DEIR and the health effects of roadway pollution. I would very much like to offer public comments on your SCAG long term plans but I find the documents you have put out very hard to use as a framework in terms of big picture thinking. It looks like many projects are embedded within other older documents and carried forward with amendments. This seems to obscure issues and certainly muddles and discourages forward 21st century transportation thinking. The key performance measures are so general and combine such different things that they don't provide detailed clarity. (Performance measures for the 405 would certainly show negative success after high expenditures).	<p>Comment noted. Development of the RTP/SCS and its subsequent amendments, such as this Amendment #3, is based on a comprehensive, collaborative, and continuous (on-going) coordination between SCAG and the transportation system owners and operators represented by the County Transportation Commissions. The RTP/SCS is a long range plan which contains improvement proposals to all modes of transportation within the region. The plan contains literally thousands of capital and operational improvement projects. Given the continuous nature of the RTP/SCS, the amendment process allows ongoing projects that are in various stages of implementation to move forward without undue delays as these projects evolve through the implementation process. The amendment process typically involves a very small subset of projects contained in the RTP/SCS. And therefore, it is not the appropriate vehicle to engage in a larger policy discussions that would be needed to consider the broader changes to the RTP/SCS sought by the commenter. More appropriate vehicle to engage in these broader policy discussions would be the full RTP/SCS Update process. SCAG encourages the commenter to be engaged in the 2020 RTP/SCS Update process.</p> <p>As for the performance measures, SCAG's focus is on the performance of the entire system as a whole. Project level analysis is typically conducted by project sponsors through their project specific feasibility analysis and/or environmental review process. SCAG relies on such analysis to review the merits of the projects to be incorporated into the RTP/SCS.</p>

Attachment: 2016 RTP/SCS Amendment #3 Comments and Responses (2019 FTIP + 2016 RTP/SCS)

TABLE 21 Continued

ID	NAME	AFFILIATION	FORMAT	COMMENT SUMMARY	RESPONSE TO COMMENT
7b	Carol Teutsch	Private Citizen	Letter	My impression is that this framework perpetuates old ideas which may be outdated and obscures issues. For instance, the 710 north freeway project is an idea over 60 years old and many things (including legal decisions) have changed since its initial concept was posed. Officially, for political reasons, it is not called a cargo route but more of a mobility solution (which I doubt). That definition seems to be misleading and inconsistent with analyses we have seen. It is a ridiculously expensive project which has opportunity costs for many other transportation projects that could benefit the region. It is opposed by virtually all the communities in the NE area. It presents unacceptable dangers to water sources, earthquakes, health and safety. Trucking pollution is far from controlled and loopholes show up in many publications. Trust in our transportation agencies and in their decision makers and consultants is at a low point with deceptions and poor competence the public has witnessed concerning this project.	Comment noted. SCAG's System Management Framework is based on the notion that before expansion is considered, operational improvements, transportation demand management (TDM), transportation system management (TSM) and system preservation efforts be explored prior to the construction of new roadways. In fact, system completion and expansion should be considered only when all other options have been exhausted. However, SCAG recognizes that because critical gaps and congestion chokepoints still exist within our system, improvements beyond TSM and TDM strategies still have to be considered.
7c	Carol Teutsch	Private Citizen	Letter	New projects are hardly a priority (except for consultants' incomes) when we do such a poor job maintaining our current infrastructure. I moved here 10 years ago and so many projects that I saw under construction at that time are still under construction. Why are so many projects always half done? Wouldn't there be efficiency in concentrating resources and efforts? Increasingly, the literature says we cannot build ourselves out of the congestion problems on the freeways.	Comment noted.
7d	Carol Teutsch	Private Citizen	Letter	I am hoping you will step forward as a thoughtful, trustworthy organization presenting new ideas and kill old ideas such as the 710 tunnel north, permanently removing it from your plans. Have the courage to start a new framework and listen to the communities you are serving.	Comment noted. The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP.

TABLE 21 Continued

ID	NAME	AFFILIATION	FORMAT	COMMENT SUMMARY	RESPONSE TO COMMENT
8	Jan Babic	Private Citizen	Email	<p>Greetings!</p> <p>We are citizens of San Clemente and we are asking you to do all that you can to ensure that the Toll Road does not go through our city as it would if any one of several of their routes were approved and built. The I-5 already cuts our city in two! There are other much better and cheaper alternatives to relieve south Orange County traffic.</p> <ul style="list-style-type: none"> • The Toll Road would not help lessen traffic issues in south Orange County according to recent studies. CalTrans has recently completed a widening of the I-5 through San Clemente at Pico. In addition, LaPata has linked our city with San Juan Capistrano relieving local traffic from the I-5. These upgrades have already improved traffic flow through south Orange County and they are not being properly recognized by the TCA in its proposals. • The TCA has ignored input from concerned parties, stakeholders and the general public for years. It schedules public meetings at times and places inconvenient to many concerned citizens and during work hours. • The extension of the Toll Road through San Clemente would destroy at least 150 homes and businesses while coming unhealthfully near at least five schools and a high school. • TCA's toll road extension would cost twice as much as a number of smaller local alternatives being considered by OCTA. OCTA should be given sole responsibility for planning transportation solutions in OC. • The TCA is not fiscally responsible. "Using the TCA's own Comprehensive Annual Financial report (CAFR) and their annual budgets, Fieldman, Rolapp found that TCA's total debt has grown from about \$2.9 Billion in 1998 to over \$6.4 Billion in 2018." Their debt has more than doubled despite in 20 years TCA not building anything in the same time period. • The TCA is acting beyond its authority and far beyond the legislative mandate which created TCA in 1988. <p>In conclusion, before rapid judgements are made and hasty decisions reached, we implore you to oppose—as do our US Congressman and our State Senator--all of the TCA's proposed routes which go through South OC communities like our own, San Juan Capistrano and others. TCA has never in its history built a road through an existing community and it should be prevented from doing so now. You can begin by not approving Draft Amendment #3.</p> <p>Sincerely, Paul and Janis Babic</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programmed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>

TABLE 21 Continued

ID	NAME	AFFILIATION	FORMAT	COMMENT SUMMARY	RESPONSE TO COMMENT
9	Laura Smith	Private Citizen	Email	<p>Dear Mr Tran,</p> <p>TCA has submitted their PSR-PDS to Caltrans and to you of their latest attempt at getting the 241 extension to the 5 Freeway! The route that was on the maps for many years has been denied by many governing boards and then in closed session was settled away with Surf Rider and other groups in 2016! Now with limited areas left to connect to the 5 Freeway the TCA is back at it again this time trying to destroy our town of San Clemente and the land that has been set aside through mitigation!</p> <p>I see here they want to change the status from from Federal to Regional. Well this roads status should be changed to closed as in stoped! Why because it is not needed! Unlike the TCA who did a traffic study right in the middle of major freeway construction in 2017; the year they are basing the need for this toll road to continue on; our city had commissioned a study by IBI group that shows non of these alignments would help with traffic! I'd be happy to get you this study! In fact now that the freeway construction is done the freeway is running much smoother! We also have arterial roads; ie La Pata which runs parallel to where the toll road would go and is almost empty most times! I just can't see running a toll road right by homes over schools , sports and children's special needs parks especially when it is really a vanity road only a select few can afford and will line the pocket books of another select few! Paying for the ridiculously high salaries of the likes of Mike Kraman and the Lobbyists oops I mean consultants he hires! The TCA has spent so much money in the last 20+ years and they haven't even built anything! It's time to start paying down the bonds and make the roads free as they were promised! Not to start marking longer toll roads and not to turn the 5 HOV Lanes into toll managed lanes as they are planning on doing per RTP 7120013?! We need real mobility solutions that the OCTA can handle ;time has come for an end to the TCA and it's endless waste!</p> <p>Thank you for your time, Laura Smith Sent from my iPhone</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programmed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>

PUBLIC COMMENTS Continued

ID	NAME	AFFILIATION	FORMAT	COMMENT SUMMARY	RESPONSE TO COMMENT
10	Gary Gileno	Private Citizen	Public Comment made at July 26, 2018 Public Hearing at SCAG Los Angeles Office	<p>Ok. Good Afternoon. Good afternoon Southern California Shadow Government. So for 53 years this agency has been here and after all of these decades, still no one comes to these meetings. If you guys were in marketing you'd all be fired. So I've looked over these documents just a little bit, just to see what it is you guys are trying to do, and the-what I got out of it is there are projects that are going to cost more than originally anticipated and you're updating the pricing, some of them are going to take longer than anticipated, and there are new projects that are being put into the packet. I was here in 2016 when the regional council passed the regional transportation plan and they boastfully bragged that the plan was costing a half a trillion dollars. So if you're going to put in new projects and update the pricing on current projects that means it's going to cost even more money than that. So the question is, where is that money supposed to come from? Are you guys going to raise our gas taxes? Oh you already did that. Because the SB1 gas tax is in the regional transportation plan 2016 document. We know that you guys are the ones that are responsible for that tax. We have the photographs of Alan Wapner and the SCAG delegation in Sacramento with Kevin de Leon and then (lot?) not long after the gas tax passes. And what also happened after the gas tax passed was you guys moved into this building and I just took a little tour around the building and it's just shocking the government waste that is going on in this place. The fact that you have half trillion dollar plans you pass the plan raise our taxes you pay over a million dollars to get out of a-a old contract to get into this contract we have the contract we did a FOIA request to get that contract we see you're paying ninety-eight thousand dollars a month to live here and then in 15 years you'll be paying 2m dollars a year to live here. And as we were driving up here only a mile from this building is a literal third world country I mean it is so shocking and just sad what is going on just down the street from here with people in the street homeless people, people that are suffering and it's hot outside and what are we doing here we're spending all this money on these projects. We're spending all this money on a building to have two floors. I mean half a trillion dollars for a regional transportation plan and then you guys want to add more money to it? And you know most of these projects people don't even want. One of the projects that's in these plans is for my city. You guys want to take a lane off of each side of the road on a busy street and our city has been fighting it. We actually stopped city council, at least for now, from implementing it. People don't want these plans, we don't want you. You know I have a question, so all these plans over here it says that you're going to go from 2 lanes to 6 lanes, 4 lanes to 6 lanes, you're going to widen roads, widen freeways, build toll lanes yet everything is about getting out of cars, everything is about riding the bus, so why are you going to widen roads and put in toll roads everywhere if your goal is to get us out of our cars in the first place? I mean I mean just everything that goes on around here in California is just a** backwards. We're living in a state where you can shoot up needles into your arm and do it leg- basically legally, but if you use a straw in a restaurant you can go to jail! It's the same thing here you want to widen the roads while trying to get us out of our cars. I think I've said enough for today, thank you.</p>	<p>Comment noted. SCAG is required to demonstrate that the FTIP and RTP are fiscally constrained, meaning that there is sufficient funds (Federal, State, local and private) to implement projects. In addition, the projects in the FTIP and RTP must reflect the latest project cost estimates in order to receive federal funding approval.</p>

PUBLIC COMMENTS Continued

ID	NAME	AFFILIATION	FORMAT	COMMENT SUMMARY	RESPONSE TO COMMENT
11	Tressy Capps	Private Citizen	Email	<p>On the afternoon of July 26, 2018 while attending a public hearing at the SCAG LA office (see attached) security in the lobby required both me and Gary Gileno to produce our driver's licenses before we could proceed up the elevator. The woman at the counter called upstairs to SCAG, announced our presence, requested our ID and swiped our driver's licenses before we could go upstairs.</p> <p>I am requesting your office investigate this as there are many public meetings held each month at the SCAG offices and the public should not be forced to provide ID to attend these meetings which are posted on SCAG's website. http://www.scag.ca.gov/committees/Pages/Current-Agendas.aspx</p> <p>Please let me know the outcome of your investigation. I would also like to know if our information was stored on their computers.</p>	<p>Comment noted and confirmation was provided. SCAG investigated the matter with the security office at the 900 Wilshire building and determined that there was a protocol error with respect to the July 26, 2018 public hearing. SCAG is working with building security to clarify the appropriate process for the public's attendance at SCAG public meetings and hearings.</p>

**2019 FTIP
Section VIII
SCAG's Response to
Comments**

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SECTION VIII

SCAG'S RESPONSE TO COMMENTS

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Response to Comments Introduction
Matrix of 2019 FTIP Comments with responses

Attachment: 2019 FTIP Section VIII Comments to Responses (2019 FTIP + 2016 RTP/SCS Amendment #3)

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At its July 9, 2018 meeting, the Executive Administration Committee authorized the release of the Draft 2019 FTIP for a 30-day public review and comment period. Public notices were posted in major newspapers throughout the region and on SCAG's website. Staff also held two public hearings in the month of July. The comment period ended on August 8, 2018. A total of 25 comments were received on the Draft 2019 FTIP, including comments from Caltrans, Federal Highway Administration (FHWA) staff, CTC staff, and members from the public. Comments received resulted in further modifications to project scope, completion years and project costs. All comments received are addressed in the matrix that follows.

It should be noted that there were approximately 240 emails from private citizens sent to SCAG staff during the comment period that did not specifically mention the 2019 FTIP but instead were related to the 241 Toll Road project. While not included in the matrix, SCAG staff acknowledges the receipt of these emails and has respectively collected and forwarded them to the Transportation Corridor Agency (TCA) for consideration and further action. SCAG relies on local transportation agencies to provide their project priorities, ensuring local review and local control. The local agencies are required to undertake a thorough and documented public participation process. For these reasons, SCAG finds that TCA would be the appropriate agency to address the concerns of these private citizens.

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Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 19-01	July 15, 2018	Lara Carlin	Private Citizen	<p>I am concerned, because the TCA has recently submitted draft plans to Cal Trans, and SCAG has listed the projects in the 2019 Federal Transportation Plan. Citizens of south orange county do NOT need or want another toll road running through South OC. The propose routes are horrible. The TCA has 6.4 Billion Dollars of Debt and has produced no viable traffic reduction results. The current toll roads were suppose to be payed off by now, but instead they continue to increase the price to ride on the toll roads. ENOUGH is ENOUGH!</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 23, 2018
FTIP 19-02	July 16, 2018	Robin Brandt	Private Citizen	<p>Please take immediate action to remove all reference to extending SR241 from the 2019 Federal Transportation Plan. There is no need for this road. There is no desire for this road. There is no money for this road. My community has been resisting the extension of SR241 for years, but in the process it has become clear that the TCA will do anything to fight for its self-preservation, in the face of clear evidence that its day has long passed.</p> <p>As you may or may not be aware, there has been an effort for years to extend SR241 south to join I5. In spite of modest usage and horrifically bad finances (resulting in refinancing the original debt three times) the TCA insists on pushing this project forward, threatening homes, businesses and health in San Clemente and surrounding cities. There has been active community opposition, and support in the fight against from local politicians and candidates, but the project won’t die.</p> <p>The attached article describes the situation today, other than the fact that the Assembly bill to merge the TCA into OCTA was defeated in committee by OC business interests, many of whom have incestuous relationships with the agency. This article is not unbiased— the main source, Dan Bane, is the attorney suing on behalf of San Clemente— but it links to some of the important documents and evidence arguing against this agency’s activities.</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 23, 2018

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				<p>https://www.ocweekly.com/toll-road-ed-will-oc-soon-be-forced-to-pay-for-yet-another-useless-toll-road/</p> <p>Think of the TCA as the manufacturer of an outdated weapons system. The military has said they don't want or need it but politicians in the pocket of the manufacturers will fight tooth and nail to keep it in the bill. It's wasteful and wrong.</p> <p>Please make sure that this project does NOT get inserted into planning documents where it does not belong!</p> <p>Thank you,</p> <p>Robin Brandt</p>		
FTIP 19-03	July 16, 2018	Denise Schnarr	Private Citizen	<p>Hello,</p> <p>I am a parent of a 16 year old son and a husband who had a stroke 3 years ago! I had to drain an account that we had for college to get my husband in special treatment that only the wealth would have. We work hard for what we have and will sell the house and use the profit to pay for college but now I am finding out homes are falling out of escrow because of the toll road. Enough of this just do your job and stop this! We are not all wealth people in San Clemente a lot of us worked hard for what we have.</p> <p>I understand the TCA has submitted the draft plans to Cal Trans and SCAG has listed the projects in the 2019 Federal Transportation Plan. The TCA has 6.4 Billion Dollars of Debt with No Results it's been 22 years since they have built anything yet they are collecting millions of tax dollars (DEVELOPMENT FEES)! Why haven't the bonds been paid down and the 73 free like it was promised. What have they done with all the fees collected? The only people that are pushing these ideas are the ones getting paid I hope you are not one of them.</p> <p>Please listen to the video of an Orange County Supervisor as</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 23, 2018

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				<p>he talks about how the TCA needs to go!</p> <p>https://youtu.be/zeMin_7bapQ</p> <p>Thank you for listening and I hope you are not one of the paid mouth pieces for the Dunn/ Pringle/ Chamberlin/Bartlett/TCA. I am sure a few of you are just hope those of you that are not take a stand and do right by the people.</p> <p>They seem to be a secret government and push what they want not what we need. Really sad Orange County is so corrupt and the tax payers have to be afraid of the government.</p> <p>Denise Schnarr Concerned parent and tax payer</p>		
FTIP 19-04	July 16, 2018	Jeff Casaw	Private Citizen	<p>Hello,</p> <p>Please vote no on the extension of the toll road through San Clemente. This extension, creates a double log jam with a proposed entrance just past the 405/highway 1 elbow. It would do nothing to alleviate traffic and only add to the existing problem.</p> <p>The TCA has proven that they cannot manage their budget or forecast traffic uptake properly. They are currently running 6.4 billion dollars in debt and are re-casting it further out because of lack of revenues.</p> <p>Enough is enough, no one uses the road, it will cut a community in two and pass over another high school.</p> <p>Cal Trans and SCAG have listed the projects in the 2019 Federal Transportation Plan...please vote no.</p> <p>Best regards, Jeff</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 23, 2018

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Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 19-05	July 17, 2018	Carol Gomez	South Coast Air Quality Management District (AQMD)	Public Comment made at July 17, 2018 Public Hearing via video conference from SCAG Orange County Office Ms. Gomez wanted to question the 87 tons of NOx reduction. Wants to know how SCAG came up with and if the number are real.	Comment Noted. Please see the response in Comment ID FTIP 19-24 later in this table.	July 17, 2018
FTIP 19-06	July 17, 2018	Mark Baza, Executive Director	Imperial County Transportation Commission	Public Comment made at July 17, 2018 Public Hearing via video conference from SCAG Imperial County Office Mr. Baza expressed his appreciation for the opportunity to comment and Imperial County is satisfied with the draft submittal as it was developed in collaboration with SCAG team to complete and always meeting state and federal requirements.	Comment Noted	July 17, 2018
FTIP 19-07	July 17, 2018	Abhijit J. Bagde, P.E. Senior Transportation Engineer Division of Transportation Programming Office of Federal Trans. Mgmt. Program	Caltrans	<p>Hello Pablo,</p> <p>Thank you very much for providing us an opportunity to review SCAG's Draft 2019 FTIP. Please include response to the comments below when submitting final 2019 FTIP to Caltrans.</p> <p>Let me know of any questions. Thank you.</p> <p>General Comments:</p> <p>1. Update the project description reflecting the current guidelines for use of Toll Credits for STIP projects. See Section VII of the link for information. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/2019-ftip-dev-guidance_032218.pdf</p> <p>2. Please process an amendment to align the draft 2019 FTIP with the 2018 STIP. This FTIP amendment must be submitted to Caltrans by October 1, 2018.</p> <p>Financial Summary:</p> <p>1. SHOPP funding (revenue/programmed) is not consistent with the approved funding posted at the link below. Please clarify.</p>	<p>Comment Noted, will be reflected in #19-01</p> <p>Comment Noted, will be reflected in #19-01</p> <p>Comment Noted, will be reflected in #19-01</p>	July 17, 2018

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				<p>http://www.dot.ca.gov/hq/transprog/federal/fedfiles/2019-shopp-grp/2018shopp_grppit.html</p> <p>2. Highway Maintenance Program (HM): Include funding per the approved funding posted at the link below through Amendment No. 1. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/hwy_mtc/hwy_mtc_program.htm</p> <p>3. Highway Bridge Program: Per the approved project list below are the Revenue/Programming amounts. Please clarify the discrepancies. See link below for the approved project list. http://dot.ca.gov/hq/LocalPrograms/hbrr99/list-updated.html</p> <p>FY 2018/19 - \$81,099,867 FY 2019/20 - \$87,812,984 FY2020/21 - \$71,638,454 FY 2021/22 - \$89,890,192</p> <p>3. FTA 5310 Program: Explain basis for Revenue/programming for FYs 19/20 through 2021/22 as projects are selected by the CTC on annual basis.</p> <p>4. CMAQ: Update the revenue estimate per information posted at the link below. http://www.dot.ca.gov/hq/transprog/federal/cmaq/cmaq_4yr_revised_52218.pdf</p> <p>5. STP: Revenue estimate for FY 2018/19 is not consistent with the approved estimates posted at the link below. Please clarify. http://www.dot.ca.gov/hq/transprog/federal/rstp/stbgp-4yr-1819-121217.pdf</p> <p>6. Highway Infrastructure Program: Include the revenue posted at the link below through Amendment No. 1. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/respublications/hip-2018.pdf</p> <p>7. HSIP: Revenue/Programming for FY 2018/19 is not consistent with the approved funding posted at the link below. Please clarify.</p>	<p>Comment Noted, will be reflected in #19-01</p> <p>Comment Noted, will be reflected in #19-01</p> <p>Please see responses below for specific LA or OC projects.</p> <p>Comment Noted, will be reflected in #19-01</p>	

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Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/hsip_pgm/hsip_program.htm</p> <p>Project Listings:</p> <ol style="list-style-type: none"> 1. IMPL513: STIP funding programmed is not consistent with approved funding from the 2018 STIP. 2. LA0B951: Clarify for which funds the Toll Credits are being used. 3. LA0D451: Update the RIP funding per 2018 STIP shown below 4. RIV170901: Per 2018 STIP RIP funding is programmed in FY 2022/23 as shown below. Please clarify. 5. SBD 20179701: SHOPP funding programmed is not consistent with the 2018 SHOPP as shown below. Please make corrections. 6. SBD34040: Include total project cost in the project description field. 7. LA0G104: Update funding per link below. http://dot.ca.gov/hq/LocalPrograms/hbrr99/2018/Mar/Line_Item_Lists/2018_03_29_Dist07_LosAngelesCountyMetrLineItem.pdf 8. Highway Bridge Program – Grouped projects for various counties – Update funding per approved project list. See Comment Number 3 under financial summary above. 9. SCAG015: Programming for FY 2018/19 is not consistent with the approved funding posted at the link below. Please clarify. http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/hsip_pgm/hsip_program.htm 10. LA0D198: Update funding per 2018 STIP. 	<p>Comment Noted. However, IMPL513 does not have STIP funding. Project 0515 will be updated in #19-01</p> <p>Comment Noted, Project will be updated in #19-01</p> <p>Project will be updated in #19-01</p>	

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				<p>11. LA0G1123: What is the basis of programming FTA 5310 funding in FY 2019/20.</p> <p>12. ORA080803: What is the basis of programming FTA 5310 funding in FY 2019/20 through FY 2021/22.</p>	<p>Response from the lead agency, Los Angeles County Metropolitan Transportation Authority: Regarding 5310, the funds we receive and program are not allocated by the CTC. Metro is the Designated Recipient of 5310 funds apportioned to the Santa Clarita and Lancaster-Palmdale Urbanized Areas. Metro is also the Designated Recipient of 5310 funds allocated by SCAG to Los Angeles County from apportionments to the Los Angeles-Long Beach-Anaheim UZA.</p> <p>Response from the lead agency, Orange County Transportation Authority (Ben Ku): I talked to our finance people and they told me that CTC doesn’t determine our 5310 info. They only do this for small UZA’s. We used the rates out of the FTA apportionments to grow the funding through 2020 and then kept the numbers flat in FY20/21 and FY21/22.</p>	
FTIP 19-08	July 17, 2018	Nancy Marroquin LA Metro Senior Transportati on Planning Manager, Federal/State Policy & Programmin g	Los Angeles County Metro	<p>Hi Rongsheng –</p> <p>Metro would like to submit a comment through the public review process for the 2019 FTIP Adoption that concludes August 8, 2018 for project LA0G440. Metro is requesting that the Conformity Category be updated from TCM Committed to TCM. Per the conference call on 9/2/2015, it was agreed that the project would be TCM in 2017 FTIP. The Project became TCM Committed in 2019 FTIP as Metro did not remove the small amount in the ROW phase. Therefore, Metro will be removing the ROW funds and submitting the project with ENG phase funds only. Please allow Metro to update the conformity category to TCM from TCM Committed.</p>	<p>Ronsheng Luo:</p> <p>Hi Nancy,</p> <p>Yes, please proceed. Thanks</p> <p>LA0G440 will be corrected to be not a committed TCM in the final 2019 FTIP</p> <p>Project will be updated in the 2019 FTIP and 2019 FTIP Amendment #19-01</p>	July 19, 2018

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FTIP 19-09	July 17, 2018	Michelle Schumacher	Private Citizen	<p>Good evening -</p> <p>We are in disbelief that SCAG included the ill found and improperly done TCA projects in the 2019 Federal Transportation Plans and that Cal Trans is wasting money on studying something that is flat out not needed and pure economic discrimination. Cal Trans is supposed to be based on public input and certainly not ECONOMICALLY DISCRIMINATING.</p> <p>The TCA has fabricated all support for this unwanted and unneeded project. TCA has not built anything in 20 years - the TCA owes more now and is so in debt the OC Grand Jury issued a solvency warning in 2015. The 73 toll road was supposed to be free 2 years ago. Instead a report said per mile they are 164 Million in debt per mile. That is not acceptable - nor an JPA that Cal Trans should be partnering with its failed past and lobbyist control.</p> <p>It is concerning to me what is going on with Cal Trans and the TCA. The TCA with the help of Cal Trans that sits on thier Board has essentially for over 1.5 years now conducted a massive operation of Opposition Suppression of residents in South Orange County.</p> <p>Between the civil rights that were violated at the TCA’s June 5th public forum for over 2,500 people they tried to make sign the attached release to modify and manipulate statements which turned people away - disenfranchising and making thier voices not heard, please see the video below summarizing the undemocratic treatment at a public forum they invited the residents to, they have completely FAKED with the help of paid consultants for the lobbyist agenda any public input into the TCA proposed project for the economically discriminatory quest for managed toll lanes on the 5 freeway.</p> <p>Please let me know how it is OK for this agency to limit public comment to 2 minutes per person (video below in red). They did this last year after stacking the public meeting with thier lobbyists and consultants paid speakers and then cut out time down by 1 minute - 1 minute of our freedoms and democracy down away with.</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	<p>July 23, 2018</p>

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				<p>The TCA has lied every step of the way to the Board of Directors, to tax payers and to agencies, such as the water board, that denied them the permit - now the TCA is trying to use a privately gained water permit and take over a free road from tax payers as the permits have been denied to them for the useless under used 241 extension. The TCA is an agency run amok and seriously the policies and practices need an investigation to protect tax payers from abuse and waste.</p> <p>Cal Trans with the recent porn scandal, seems very similar to the pro Toll Road harassment we receive in the form of posts online such as this underage Russian girl - please see image below. With the cost of 5 million for the Cal Trans porn scandal you would think this type of behavior would have stopped. Instead it is the way to harass and belittle women in Orange County. Just so you know Cal Trans is NOT responding to public records requests.</p> <p>Where are the checks and balances? The TCA is a JPA that behaves like the City of Bell and is not on the up and up. The TCA has been collecting Development Fees for 30 years - they have not built anything in 20 - why when they gave up the only route on the legislative maps still collecting these outrageous fees? Michael Kraman the CEO just received a retroactive 6% pay raise. This needs to stop.</p> <p>Video June 5th Public Forum Civil Rights Violations - 1st & 4th Amendment Rights https://www.youtube.com/watch?v=OmdFllIEF0</p> <p>Video - One year ago that the TCA no longer allows 3 minutes to speak. https://www.facebook.com/NOTMYTOLLROAD/videos/278797732682878/</p> <p>I hope we can speak soon as this is very concerning, between the economic discrimination of Cal Trans in the support and pursuit of Managed Toll Lanes while aiding and wasting money on the TCA’s plans that are FAR OUTSIDE THE SCOPE OF THE JPA AGREEMENT, Residents have not</p>		

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Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>voted to approve the managed lanes as an extra tax as the California constitution requires, the quashing of our rights and legitimate public input by the TCA for lobbyist gain and benefit and Lisa Bartlett’s our Orange County 5th Supervisor’s donors (she sits on the TCA Board), this has to stop. Her campaign manager received a fat contract from the TCA and as the TCA claimed they were doing public input actually bought the domain name against the toll road extension - see attached.</p> <p>It seems that several high state officials are also in on this and pulling strings to make it easier for this indebted agency to destroy our homes, neighborhoods, business, schools, churches, parks and designated open spaces, all the while while out right lying to the Board and to the Public. Ironically they have received donations from all the TCA’s stakeholders. The TCA lists neighborhoods and residents last on the stakeholder list.</p> <p>Thank you for your time and I look forward to speaking to share what is going on regarding the fabricated public input and the outright ridiculousness of the TCA proposals - they conducted the traffic studies while the freeway was under construction. The numbers are garbage. They gave 2 years worth of baloney stating they were looking at 18 options when they only build toll roads and having nothing to do with rail and what the OCTA works on. Now the plans have narrowed to 8 toll roads - 5 of which include managed toll lanes on the 5 freeway. The TCA is NOT legally allowed to have anything to do with our public freeways - happy to provide the Joint Powers Agreement - they are Way off tract and this will not be let to stand. Tax payers deserve more.</p> <p>The City of San Clemente commissioned a study and it demonstrated what is clear to even a not smart person the Toll Road proposals will make traffic worse and cost a fortune.</p> <p>I look forward to speaking with you very soon.</p> <p>Thank you</p> <p>Michelle</p>		

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Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 19-10	July 22, 2018	Heather Arnwine	Private Citizen	<p>Good Morning, My name is Heather Arnwine. I am a California Native, and currently live in San Clemente. The TCA has submitted the draft plans and has listed the projects in the 2019 Federal Transportation Plan and they should be stopped. The TCA has 6.4 Billion Dollars of Debt with No Results! These plans to cut through San Clemente will NOT help alleviate traffic, it will only make it worse. Their plans will destroy homes, schools and our community. Their managed lanes will also take out businesses and homes. Their study was based off traffic during construction on the 5 freeway that was just recently completed. Our feeways can not be widened any more and throwing a massive toll road straight through our town will not alleviate any traffic. I am urging you you please not accept these plans from the TCA! They need to pay back their debt and ultimately abolished. Please...NO TOLL ROAD THROUGH SOUTH ORANGE COUNTY</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 23, 2018
FTIP 19-11	July 23, 2018	Tony Hays	Private Citizen	<p>We are aware that the Transportation Corridor Agency (TCA) has submitted the draft plans to Cal Trans and SCAG has listed the projects in the 2019 Federal Transportation Plan with 8 projects 5 of them include managed toll lanes on the 5 freeway in conjunction with an unneeded toll road.</p> <p>The TCA has demonstrated unbelievably bad strategic planning by building sections of the Route 241 toll road without having first secured the right of way for completion of the route. Now they have made an agreement with a private party not to continue with the route that was originally intended. They are going to destroy the City of San Clemente to make up for their incompetence.</p> <p>Many families (and our family is one of them) chose to live in San Clemente because of the pristine open spaces for walking and enjoying the relative peace and quiet of open areas. Because of strict zoning requirements we paid a premium price for our home, but knowing that we were also buying access to these open areas. The TCA wants to take that away from us by providing "mitigation" in some other area distant from where we live. This is the process that might occur in China or some other totalitarian state, but not in the United States.</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 23, 2018

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				<p>How would you feel if an elevated toll road were built right outside your backyard? Would you not feel that the government had let you down? - Tony Hays</p>		
FTIP 19-12	July 23, 2018	Masterplan Consulting Group, Inc.	Ellen McGuirk, owner	<p>To Board of Directors of OCTA, Jessica, Matthew, Katerina, Lyndsay, Heather, Leslie, Adrian, Farid, Manny, Ted, Carrie, Tina:</p> <p>I am writing as a resident of San Clemente for the last 15 years. My husband has been a member of this community for over 31 years. We love this town and the wonderful views from most homes in this area.</p> <p>For the last year we have been reading about the TCA plan for a toll road through San Clemente to connect the 241 to San Diego.</p> <p>Why is this needed? Really? Most of the traffic congestion is gone because of the HOV lane that has opened on the I-5 freeway. Another toll road is not the answer!! The Toll Roads are extremely expensive! Most people in our town, and the surrounding areas do not want to pay \$8-15 dollars to save 10 minutes!! The TCA is over \$6 Billion dollars in debt and have not built anything in 20 years. That says that people are not using the toll roads and the organization is not well run!</p> <p>Despite dual taxation of property taxes, bail outs by government agencies and rising toll road rates, the TCA has not turned a profit or even broken even in 20 years! That means it is a flawed organization that is NOT contributing to the betterment of our transportation!</p> <p>The recent proposal to build a toll extension from Oso parkway through Cow Camp road and the “to the San Diego county line” is very misleading. The proposal is for 10.3 miles. How is that ACTUALLY going to happen? One way is through San Clemente and right by our high school, destroying ocean views, home values and bringing pollution and water run off problems, along with unstable land issues to San Clemente.</p> <p>The TCA has submitted the draft plans to Cal Trans and SCAG has listed the projects in the 2019 Federal Transportation Plan.</p> <p>Please investigate and listen to the many residents and</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 23, 2018

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				<p>experts are saying about the devastation that would happen if this construction project would go through. Please reconsider and reject this proposal to build a toll road through San Clemente.</p> <p>This plan is seriously flawed and does not have ANY buy-in to the population that would use the road. This is really another construction project proposed, to help keep the TCA afloat for a few more years. The TCA is a flawed and bankrupt entity.</p> <p>Please... no toll road in South Orange County. The TCA has 6.4 Billion Dollars of Debt with no results.</p> <p>Ellen</p> <p>Ellen McGuirk, owner Masterplan Consulting Group, Inc.</p>		
FTIP 19-13	July 23, 2018	Bob Anderson	Sherman Oaks Homeowners Association (SOHA)	<p>Southern California Association of Governments Attention: Pablo Gutierrez 900 Wilshire Boulevard, Suite 1700 Los Angeles, CA 90017 gutierre@scag.ca.gov Subject: SOHA Comments on SCAG Draft FTIP</p> <p>Dear Mr. Gutierrez,</p> <p>The Sherman Oaks Homeowners Association has reviewed the relevant sections of SCAG’s Draft 2019 Federal Transportation Improvement Program. At the current time, our primary focus is on Phase II of Metro’s Sepulveda Transit Corridor Project – the tunnel through the Pass from the San Fernando Valley to the Westside. Essentially the entire Valley section of the project is located in our Sherman Oaks community, so we have been monitoring this project closely.</p> <p>We just submitted the attached letter to Metro with 41 comments on the Sepulveda Transit Corridor Project and submit them to SCAG as we feel they are also very relevant to the draft FTIP. This project addresses one of the major north-south transit corridors in Los Angeles County.</p> <p>Thank you. If you have questions or would like to discuss our comments, please contact me at BobHillsideOrdinance@roadrunner.com or 213-364-7470.</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programmed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 23, 2018

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				<p>Sincerely, Bob Anderson Chair, Transportation Committee Board Member Sherman Oaks Homeowners Association</p>		
FTIP 19-14	July 23, 2018	Ghada Ghantous	Private Citizen	<p>Good afternoon,</p> <p>I read recently that the Transportation Corridor Agency, an agency that was created to build toll roads, has submitted a 1,200+ page draft plan to Cal Trans and SCAG listing the projects in the 2019 Federal Transportation Plan. There are 8 options, 5 of which include managed toll lanes on the 5 freeway. Several of the options go through existing neighborhoods in San Clemente, in addition to adding toll lanes to both sides of the 5 freeway from Pico to Basilone. If approved, the proposed plans will result in a total of 12 lanes on the 5 fwy!</p> <p>The TCA has the power of eminent domain, and in order to add the toll lanes to the I-5, homes/ businesses/ open space will have to be taken along either side of the freeway. The proposed plans set aside millions of dollars for “taking/ purchase” of 150 properties on either side of the 5 fwy from Pico to Basilone. Based on the drawings I have seen, possible impacted structures could include hotels, churches, grocery stores not to mention residents’ homes. This is outrageous!</p> <p>As a tax payer, I would like to know why Cal Trans is working with the TCA and using OUR TAX Dollars to study proposals that are not on the legislative maps and are not voter approved?</p> <p>The TCA is a fiscally-irresponsible agency which is \$6.4 billion in debt. With their record of failure, they are in no position to propose any new projects, especially ones that are not needed and will destroy existing neighborhoods.</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programmed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	<p>July 23, 2018</p>

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				<p>The 73 freeway was supposed to be free 2 years ago. Instead of paying down the bonds, the TCA continues to drown in debt while using its funds to give the CEO a 6% retroactive pay raise, sponsor tournaments and events and send its executives to overseas conferences. This is waste and abuse of tax payer money. Orange County transportation planning is the responsibility of OCTA and Cal Trans, NOT the TCA.</p> <p>The TCA has collected development fees for 30 years from south OC Cities, yet they have build nothing in over 20 years. Why are they still collecting development fees? The agency fabricated both the public input and the studies that were conducted <u>in the middle of the 5 freeway construction expansion</u>. Why would they conduct traffic studies during construction when they know traffic will be adversely impacted? This agency is corrupt and is reaching far outside of its scope.</p> <p>Instead of taking on more debt and building any new toll roads, it is time for the TCA to pay down the bonds. Please turn down the TCA’s 8 proposals and leave Orange County’s transportation planning in the hands of the OCTA and Cal Trans.</p> <p>Thank you,</p> <p>Ghada</p>		
FTIP 19-15	July 26, 2018	Gary Gileno	Private Citizen	<p>Public Comment made at July 26, 2018 Public Hearing at SCAG Los Angeles Office</p> <p>Ok. Good Afternoon. Good afternoon Southern California Shadow Government. So for 53 years this agency has been here and after all of these decades, still no one comes to these meetings. If you guys were in marketing you’d all be fired. So I’ve looked over these documents just a little bit, just to see what it is you guys are trying to do, and what I got out of it is there are projects that are going to cost more than originally anticipated and you’re updating the pricing, some of them are going to take longer than anticipated, and</p>	<p>Comment noted. SCAG is required to demonstrate that the FTIP and RTP are fiscally constrained, meaning that there is sufficient funds (Federal, State, local and private) to implements projects. In addition, the projects in the FTIP and RTP must reflect the latest project cost estimates in order to receive federal funding approval.</p>	July 26, 2018

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				<p>there are new projects that are being put into the packet. I was here in 2016 when the regional council passed the regional transportation plan and they boastfully bragged that the plan was costing a half a trillion dollars. So if you’re going to put in new projects and update the pricing on current projects that means it’s going to cost even more money than that. So the question is, where is that money supposed to come from? Are you guys going to raise our gas taxes? Oh you already did that. Because the SB1 gas tax is in the regional transportation plan 2016 document. We know that you guys are the ones that are responsible for that tax. We have the photographs of Alan Wapner and the SCAG delegation in Sacramento with Kevin de Leon and then not long after the gas tax passes. And what also happened after the gas tax passed was you guys moved into this building and I just took a little tour around the building and it’s just shocking the government waste that is going on in this place. The fact that you have half trillion dollar plans you pass the plan raise our taxes you pay over a million dollars to get out of an old contract to get into this contract. We have the contract, we did a FOIA request to get that contract. We see you’re paying ninety-eight thousand dollars a month to live here and then in 15 years. You’ll be paying 2m dollars a year to live here. And as we were driving up here, only a mile from this building is a literal third world country. I mean it is so shocking and just sad what is going on just down the street from here with people in the street, homeless people, people that are suffering and it’s hot outside. And what are we doing here we’re spending all this money on these projects. We’re spending all this money on a building to have two floors. I mean half a trillion dollars for a regional transportation plan and then you guys want to add more money to it? And you know most of these projects, people don’t even want. One of the projects that’s in these plans is for my city. You guys want to take a lane off of each side of the road on a busy street and our city has been fighting it. We actually stopped city council, at least for now, from implementing it. People don’t want these plans, we don’t want you. You know I have a question, so all these plans over here, it says that you’re going to go from 2 lanes to 6 lanes, 4 lanes to 6 lanes, you’re going to widen roads, widen freeways, build toll lanes. Yet everything is about getting out of cars, everything is about riding the bus, so why are you going to widen roads</p>		

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				<p>and put in toll roads everywhere if your goal is to get us out of our cars in the first place? I mean just everything that goes on around here in California is just a** backwards. We’re living in a state where you can shoot up needles into your arm and do it basically legally, but if you use a straw in a restaurant, you can go to jail! It’s the same thing here you want to widen the roads while trying to get us out of our cars. I think I’ve said enough for today, thank you.</p>		
<p>FTIP 19-16</p>	<p>July 26, 2018</p>	<p>Lorelle Moe-Luna Planning and Programming Manager</p>	<p>Riverside County Transportation Commission</p>	<p>Public Comment made at July 26, 2018 Public Hearing via video conference from SCAG Riverside Office</p> <p>Yes, I would like to make a comment. Hi Pablo, this is Lorelle Luna with RCTC, we just wanted to say thank you to you and Agustin and to Daniel and to the SCAG Staff for getting us through the RTP Amendment here. It was a big undertaking for not just us, but for all of the agencies in Riverside County who had changes. And all of you work so hard with us and everything went pretty smoothly and the staff there was just very responsive to all of our questions and needs, so we want to thank you very much for all of your hard work on this.</p>	<p>Comment Noted</p>	<p>July 26, 2018</p>
<p>FTIP 19-17</p>	<p>July 27, 2018</p>	<p>Parker Wondries</p>	<p>Private Citizen</p>	<p>We respectfully and forcefully OBJECT to the 241 Toll rd Extension at OSO as proposed by TCA. We understand that draft plans have been submitted to Cal Trans and SCAG for 2019 Federal Transportation Plan Projects. We feel the widening of the 5 freeway in South Orange County as well as the extension of La Pata are more than sufficient additions to help alleviate traffic in South OC. WE DO NOT WANT THE 241 TOLL ROAD EXTENSION TO GO THROUGH. WE URGE YOU TO HEAR US AND HELP US PUT AN END TO THIS TOLL ROAD NIGHTMARE THAT CONTINUES TO WASTE TIME ANS RESOURCES. ASSIST IN DISMANTLING THE TCA.</p> <p>Parker Wondries and residents in our neighborhood oppose the241 TOLL ROAD Extension. San Clemente Ca</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	<p>August 22, 2018</p>

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Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 19-18	July 27, 2018	Fabia Barsic	Private Citizen	<p>Attention - URGENT</p> <p>The TCA has submitted the draft plans to Cal Trans, and SCAG has listed the projects in the 2019 Federal Transportation Plan.</p> <p>PLEASE STOP THIS INSANITY of the building a TOLL ROAD THAT CUTS RIGHT THROUGH OUR COMMUNITY IN SAN CLEMENTE.</p> <p>Please stop any toll road in South OC.</p> <p>The TCA has 6.4 Billion Dollars of Debt with No Results.</p> <p>For the love of God, please put an end to the idea of a 241 toll road extension. It is not needed and it will devastate well established communities!</p> <p>Fabia Barsic</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 27, 2018
FTIP 19-19	July 29, 2018	Michelle Schumacher	Private Citizen	<p>Good afternoon,</p> <p>We are aware that the Transportation Corridor Agency (TCA) has submitted the draft plans to Cal Trans and SCAG has listed the projects in the 2019 Federal Transportation Plan with 8 projects 5 of them include managed toll lanes on the 5 freeway in conjunction with a devastating unmitigatable not needed toll road.</p> <p>The TCA has 6.4 Billion Dollars of Debt with No Results. Why in the world are our beautiful historic cities being put on a chopping block for urban sprawl by an agency with a 30 year track record of abysmal failure?</p> <p>Why in the world is CAL TRANS using OUR TAX Dollars studying proposals that are not on the legislative maps and are not voter approved for use of the extra toll tax on our freeways?</p> <p>New taxes need a vote of citizens in California pursuant to</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	August 8, 2018

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				<p>our California Constitution. Cal Trans should not be abusing tax payers by working with the TCA on economically discriminatory projects of managed toll lanes on the 5 freeway when Managed Lanes as a new tax that HAVE NOT been approved by tax payers of our SB funds?</p> <p>Recent studies show clearly the TCA’s proposals will make traffic worse. In addition the price tag is too hefty so a few drivers can enjoy a congestion free alternative as the toll roads boast on thier website. They TCA is actually proud of the fact the toll roads are underused. The 73 was supposed to be free 2 years ago instead the TCA owes 6.4 BILLION dollars more than the cost to construct the toll roads over 20 years later - this is going in the wrong direction. The CEO was just awarded a 6% retroactive pay raise. The top employees use the TCA and the money that should go to pay down the bonds for international travel and sponsoring golf tournaments and on and on the waste and abuse of tax payers.</p> <p>The TCA has collected development fees for 30 years from our South OC Cities, they gave up the only route on the legislative maps in 2016 - why are they still collecting development fees? The TCA is trying to morph into something that is OUTSIDE the scope of the Joint Powers Agreement - this is not only illegal but it is being rushed through by lobbyists and special interests. We already have the OCTA and Cal Trans our planning transportation agencies. The TCA has used OC as a piggy bank for 30 years they should NOT be looking into regional solutions.</p> <p>The TCA has fabricated both the public input and the studies were conducted in the middle of the 5 freeway construction expansion - they dont care - the TCA lies to Board of Directors regularly and to residents often. The Mobility Plans they have said they were spending millions to look into for the past 2 years did not even include managed toll lanes on the 5 freeway until 2 months ago- this agency is corrupt and is reaching far outside of its scope.</p> <p>We are asking for a FEDERAL INVESTIGATION and prosecution - they are behaving the same way as the City of</p>		

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				<p>Bell as a horizontal JPA we believe - there are NO checks and balances.</p> <p>Please throw these submissions from the TCA in the trash where they belong.</p> <p>Cal Trans has no business being economically discriminatory and SCAG - your organization believes in public input - the TCA is lobbyists lead and this is special interest nonsense that will harm all of OC for years to come.</p> <p>It is time the TCA does one thing and pay down the bonds, they have been hoarding cash with the last refinance several references - to appear cash flush and not the risky nightmare they have proven to be time and time again. Please note that TAX PAYERS have not forgotten the last time this agency used 1.1 Billion Dollars for a tax payer bailout.</p> <p>Thank you and should you wish for any back up up any of the items referenced in this email please do not hesitate to contact me.</p> <p>Michelle S</p>		
FTIP 19-20	July 30, 2018	Julian Husbands	Private Citizen	<p>Good Morning,</p> <p>I read recently that the Transportation Corridor Agency, an agency that was created to build toll roads, has submitted a 1,200+ page draft plan to Cal Trans and SCAG listing the projects in the 2019 Federal Transportation Plan. There are 8 options, 5 of which include managed toll lanes on the 5 freeway. Several of the options go through existing neighborhoods in San Clemente, in addition to adding toll lanes to both sides of the 5 freeway from Pico to Basilone. If approved, the proposed plans will result in a total of 12 lanes on the Interstate 5.</p> <p>The TCA has the power of eminent domain, and in order to add the toll lanes to the I-5, homes/ businesses/ open space will have to be taken along either side of the freeway. The proposed plans set aside millions of dollars for “taking/ purchase” of 150 properties on either side of the 5 fwy from Pico to Basilone. Based on the drawings I have seen, possible impacted structures could include hotels, churches,</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 31, 2018

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				<p>grocery stores not to mention residents’ homes. This is outrageous!</p> <p>As a tax payer, I would like to know why Cal Trans is working with the TCA and using OUR TAX Dollars to study proposals that are not on the legislative maps and are not voter approved?</p> <p>The TCA is a fiscally-irresponsible agency which is \$6.4 billion in debt. With their record of failure, they are in no position to propose any new projects, especially ones that are not needed and will destroy existing neighborhoods. The 73 freeway was supposed to be free 2 years ago. Instead of paying down the bonds, the TCA continues to drown in debt while using its funds to give the CEO a 6% retroactive pay raise, sponsor tournaments and events and send its executives to overseas conferences. This is waste and abuse of tax payer money. Orange County transportation planning is the responsibility of OCTA and Cal Trans, NOT the TCA.</p> <p>The TCA has collected development fees for 30 years from south OC Cities, yet they have build nothing in over 20 years. Why are they still collecting development fees? The agency fabricated both the public input and the studies that were conducted <u>in the middle of the 5 freeway construction expansion</u>. Why would they conduct traffic studies during construction when they know traffic will be adversely impacted? This agency is corrupt and is reaching far outside of its scope.</p> <p>Instead of taking on more debt and building any new toll roads, it is time for the TCA to pay down the bonds. Please turn down the TCA’s 8 proposals and leave Orange County’s transportation planning in the hands of the OCTA and Cal Trans.</p> <p>I vociferously oppose a toll road that cuts through the heart of San Clemente.</p> <p>Sincerely,</p> <p>Julian Husbands</p>		

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Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 19-21	August 1, 2018	Stacey Arthur	Private Citizen	<p>Good afternoon,</p> <p>I read recently that the Transportation Corridor Agency, an agency that was created to build toll roads, has submitted a 1,200+ page draft plan to Cal Trans and SCAG listing the projects in the 2019 Federal Transportation Plan. There are 8 options, 5 of which include managed toll lanes on the 5 freeway. Several of the options go through existing neighborhoods in San Clemente, in addition to adding toll lanes to both sides of the 5 freeway from Pico to Basilone. If approved, the proposed plans will result in a total of 12 lanes on the 5 fwy!</p> <p>The TCA has the power of eminent domain, and in order to add the toll lanes to the I-5, homes/ businesses/ open space will have to be taken along either side of the freeway. The proposed plans set aside millions of dollars for “taking/ purchase” of 150 properties on either side of the 5 fwy from Pico to Basilone. Based on the drawings I have seen, possible impacted structures could include hotels, churches, grocery stores not to mention residents’ homes. This is outrageous!</p> <p>As a tax payer, I would like to know why Cal Trans is working with the TCA and using OUR TAX Dollars to study proposals that are not on the legislative maps and are not voter approved?</p> <p>The TCA is a fiscally-irresponsible agency which is \$6.4 billion in debt. With their record of failure, they are in no position to propose any new projects, especially ones that are not needed and will destroy existing neighborhoods. The 73 freeway was supposed to be free 2 years ago.</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programmed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	August 2, 2018

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				<p>Instead of paying down the bonds, the TCA continues to drown in debt while using its funds to give the CEO a 6% retroactive pay raise, sponsor tournaments and events and send its executives to overseas conferences. This is waste and abuse of tax payer money. Orange County transportation planning is the responsibility of OCTA and Cal Trans, NOT the TCA.</p> <p>The TCA has collected development fees for 30 years from south OC Cities, yet they have build nothing in over 20 years. Why are they still collecting development fees? The agency fabricated both the public input and the studies that were conducted <u>in the middle of the 5 freeway construction expansion</u>. Why would they conduct traffic studies during construction when they know traffic will be adversely impacted? This agency is corrupt and is reaching far outside of its scope.</p> <p>Instead of taking on more debt and building any new toll roads, it is time for the TCA to pay down the bonds. Please turn down the TCA’s 8 proposals and leave Orange County’s transportation planning in the hands of the OCTA and Cal Trans.</p> <p>Thank you, Stacey</p>		
FTIP 19-22	August 2, 2018	Gail Collins	Private Citizen	<p>To Whom it may concern.</p> <p>I understand that the TCA has submitted draft plans to Cal Trans and SCAG, listing their projects for the 2019 Federal Transportation Plan.</p> <p>I urge the powers that be to take a close look at the Transportation Corridor Agency and determine if they are event relevant at this point in time.</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project</p>	August 3, 2018

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Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>You’r sincere response is appreciated in San Clemente. The voters are watching.</p> <p>Sincerely yours</p> <p>Gail Collins</p>	<p>definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	
FTIP 19-23	August 3, 2018	Tressy Capps	Private Citizen	<p>Please confirm receipt of this email:</p> <p>I attended the public hearing in person at the SCAG LA Office July 26, 2018. The attached letter (which I demand be made part of my official comment and included on the record) is a record of my visit to your new offices. The high security at the Wilshire Grand only serves to discourage the public from engaging in the planning process. Requiring the public to produce identification to attend a public hearing in my opinion is a violation of the Brown Act and moving forward checks and balances need to be put in place to make sure this never happens again. For example, on the date you expect the public you notify the lobby personnel with signage or a flyer downstairs so there is no confusion whatsoever.</p> <p>Having followed SCAG's practices for several years I must say, you are either inept at public outreach or purposely covert. Perhaps one of your many taxpayer funded conferences can include Brown Act instruction and training for all SCAG staff.</p> <p>SCAG uses public funds to develop their plans but discourages public participation which should be investigated and remedied immediately.</p> <p>Sincerely,</p> <p>Tressy Capps</p> <p>From Attachment:</p> <p>From: Tressy Capps To: Los Angeles County District Attorney Public Integrity Unit Re: Possible Brown Act Violation 7-26-18 at SCAG LA Office</p>	<p>Comment noted and confirmation was provided. SCAG investigated the matter with the security office at the 900 Wilshire building and determined that there was a protocol error with respect to the July 26, 2018 public hearing. SCAG is working with building security to clarify the appropriate process for the public’s attendance at SCAG public meetings and hearings.</p>	August 3, 2018

Attachment: 2019 FTIP Section VIII Comments to Responses (2019 FTIP + 2016 RTP/SCS Amendment #3)



Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>On the afternoon of July 26, 2018 while attending a public hearing at the SCAG LA office (see attached) security in the lobby required both me and Gary Gileno to produce our driver’s licenses before we could proceed up the elevator. The woman at the counter called upstairs to SCAG, announced our presence, requested our ID and swiped our driver’s licenses before we could go upstairs.</p> <p>I am requesting your office investigate this as there are many public meetings held each month at the SCAG offices and the public should not be forced to provide ID to attend these meetings which are posted on SCAG’s website. http://www.scag.ca.gov/committees/Pages/Current-Agendas.aspx</p> <p>Please let me know the outcome of your investigation. I would also like to know if our information was stored on their computers.</p> <p>Sincerely, Tressy Capps</p>		
FTIP 19-24	August 7, 2018	Carol A. Gomez	Planning and Rules Manager South Coast Air Quality Management District	<p>Hello Pablo,</p> <p>Attached are our comments to the FTIP. Please let me know if you have any questions. A hard copy of the attached is going out in the mail today.</p> <p>From Attachment: August 2, 2018</p> <p>Mr. Pablo Gutierrez Acting Manager Southern California Association of Governments 900 Wilshire Blvd., Ste. 1700 Los Angeles, CA 90017</p>		August 7, 2018

Attachment: 2019 FTIP Section VIII Comments to Responses (2019 FTIP + 2016 RTP/SCS Amendment #3)



Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Dear Mr. Gutierrez:</p> <p>Thank you for the opportunity to provide comments on the Draft 2019 Federal Transportation Improvement Program (FTIP) and Draft Amendment No. 3 to the 2016 Regional Transportation Plan / Sustainable Communities Strategy (2016 RTP/SCS) prepared by the Southern California Association of Governments (SCAG). The South Coast Air Quality Management District (SCAQMD) applauds your agency's efforts to forge forward with the development and release of this document which will facilitate the timely implementation of many important Transportation Control Measures (TCMs). We are committed to partnering with SCAG to meet the Plan's overall objectives.</p> <p>Similar to the policies and programs included in the 2016 Air Quality Management Plan (AQMP) for the South Coast Air Basin (Basin), which was recently approved as part of the State Implementation Plan (SIP) for California, we also anticipate that the transportation policies, projects, and programs included in the Draft 2019 FTIP and the Draft Amendment No.3 to the 2016 RTP/SCS will be critical components of the region's collaborative advancement towards our mutual goals for clean air, mobility and efficient land use. Improved land use and transportation policies are also critical components to the success of California's climate change initiatives.</p> <p>As you know, the health impacts of air pollution on residents in the Basin are staggering. Exceedance of the federal health-based standards leads to heightened risk of premature deaths, lost work days and reduced quality of life due to various cardiopulmonary illnesses. Thus, it is in this context, that we submit the following comments to the Draft 2019 FTIP and the Draft Amendment No. 3 to the 2016 RTP/SCS, primarily focusing on air quality-related transportation issues. Our comments below significantly focus on the achievement of air quality and transportation goals while addressing issues associated with the quantification of estimated emission reductions, the timely implementation of Transportation Control Measures (TCMs), and the use of AB2766 funds for transportation</p>	<p>Response to comment#1 (from next page) - As correctly noted by the commenter, the 87 tons per day of NOx emission reductions was calculated for the whole SCAG region between 2016 and 2020. The estimated NOx reductions and travel time saving were quantified with the same input/assumptions and methodology used for the Regional Emissions Analysis which are described in details in Section II. Regional Emissions Analysis of the 2019 FTIP Technical Appendix – Volume II of III (pages II-1 through II-40). It is important to note that the total regional emission reduction and travel time saving are not required by nor part of the Regional Emissions Analysis for transportation conformity determination purposes; They are included in the Executive Summary to illustrate/highlight the benefits of 2019 FTIP; In addition, the 2019 FTIP, as stated immediately above the three figures on the bottom of page 10 of the Executive Summary, will “HELP ACHIEVE” 87 tons per day of nitrogen oxides from 2016 level. To be consistent, the second and third sentences of the last paragraph on page 10 of the Executive Summary will be combined and revised as follows:</p> <p>The original two sentences: “By 2020, the FTIP is projected to help the region to achieve a reduction of over 820,000 hours per day in travel time. This would result in a</p>	

Attachment: 2019 FTIP Section VIII Comments to Responses (2019 FTIP + 2016 RTP/SCS Amendment #3)



Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>related projects within the SCAQMD's jurisdiction.</p> <p><u>Section II- Regional Emission Analysis:</u></p> <p>Comment #1- The Executive Summary indicates that by 2020, implementation of the FTIP will result in a decrease of 820,000 hrs/day from travel time on all automobile trips, which in return will result in a reduction of nitrogen oxides (NOx) by 87 tons/day, based on 2016levels. Based on a review of Tables 21 through 48 in Section II- Regional Emissions Analysis, it is unclear how this NOx emission reduction level was quantified. Although the modeled projects listed on pages 45-205 of the Regional Emission Analysis provide details on specific projects that will ultimately reduce travel time, no methodology is given of how the reduction in automobile travel time was calculated from the modeled projects. It can be assumed that the emission reductions were based from the modeled on-road NOx emissions difference between 2016 and 2020 with the planned transportation projects completed. However, the methodology used should be clarified and explained thoroughly in the document.</p> <p>Additionally, the 87 tons/day of NOx emissions reductions is for the whole SCAG region. The portion of these estimated emission reductions that take place within the South Coast Air Basin (SCAB) should also be quantified in the document.</p> <p>Comment #2- On page 11-15, Table 6, the estimated trip reductions from parking subsidies increases from 0.00 percent for years 2019 through 2030 to 0.61 percent in 2031, and 2.97 percent in 2040. This estimated increase is not explained or justified. The rationale for this estimated increase in trip reductions from parking subsidies should be described.</p>	<p>reduction of 87 tons per day of nitrogen oxide (NOx), a pollutant which is emitted from cars, trucks and buses, among other sources.”</p> <p>The combined/ revised sentence: “By 2020, the FTIP is projected to help the region to achieve a reduction of over 820,000 hours per day in travel time and a reduction of 87 tons per day of nitrogen oxide (NOx), a pollutant which is emitted from cars, trucks and buses, among other sources.”</p> <p>Since the 87 tons per day of NOx reduction will not be achieved by the 2019 FTIP alone and the main purpose of the 2019 FTIP document is to fulfill federal and state requirements, it is appropriate to only report the regional total in the document.</p> <p>The assumption regarding parking subsidies comes from the adopted 2016 RTP/SCS project #7120006, which identifies \$4.5 billion for region-wide additional TDM investments. About half of this funding was assumed to incentivize carpooling by subsidizing parking, resulting in the reduction of over 436,000 work trips per day, each year the program is in effect (2031-2040). This is not a new project for the 2019 FTIP, as it is included in the</p>	

Attachment: 2019 FTIP Section VIII Comments to Responses (2019 FTIP + 2016 RTP/SCS Amendment #3)



Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p><u>Section III- : Timely Implementation of TCMs</u></p> <p>Comment #3- On page III-51, Project ID LAF9422 involves the procurement of seven 30-foot clean fuel vehicles to reduce headways on six selected DASH routes. It should be clarified what specific type of fuel is being used in the vehicles for this project.</p> <p>Comment #4- On page III-58, Project IDs ORA150602 and ORA 152203 involve the procurement of various small and medium expansion buses, as well as expansion minivans. It should be clarified what specific type of fuel is being used in the vehicles for these projects.</p> <p>Volume III- Project Listing</p> <p>Comment #5- For projects utilizing AB2766 funds, such as the following projects listed below, it should be</p>	<p>RTP/SCS adopted April 2016.</p> <p>Based on the assumptions that parking subsidies will start in 2031 and result in 436,436 work trips reduction for both 2035 and 2040, the percentages of parking subsidies for 2035 and 2040 are estimated first and then linearly extrapolated back to 2031 as follows:</p> <p>1 - % of parking subsidies for 2035 = # work trip reduction/total Home-Based Work trips = 436,436/14,230,192 = 3.07%</p> <p>2 - For 2040 = 436,436/14,673,471 = 2.97%</p> <p>3 - For 2031 = 3.07%/5 = 0.61%</p> <p>Response from LA Metro: CNG</p> <p>Response from OCTA: The Small and Medium Buses are Diesel. The Minivans are gasoline.</p> <p>Comment noted and addressed per individual projects below.</p>	

Attachment: 2019 FTIP Section VIII Comments to Responses (2019 FTIP + 2016 RTP/SCS Amendment #3)



Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>distinguished from which element of the program the funds are being derived from (e.g., MSRC).</p> <ul style="list-style-type: none"> • Project ID LAOG719- The Willowbrook/Rosa Parks Transit Station Improvement Project • Project ID LAF7400- Monterey Park Clean Fuel Bus Replacements • Project ID LAOG433- Culver City Bus Replacement Project • Project ID LAOG955- Culver City CNG Station Compressor Replacement Project • Project ID RIV62029- Temecula Park-And-Ride Lot Development Project <p>Thank you again for the opportunity to comment on the Draft 2019 FTIP and Draft Amendment No. 3 to the 2016 RTP/SCS. The details covered in the documents and appendices reflect tremendous dedication to our regional planning process and to the continued improvement of air quality and mobility for the SCAG region.</p> <p>Sincerely,</p> <p>Sarah L. Rees, Ph.D. Assistant Deputy Executive Officer Planning, Rule Development & Area Sources</p>	<p>Response from LA Metro: MSRC</p> <p>Response from LA Metro: MSRC</p> <p>Response from LA Metro: The two projects have used AB2766 <u>Subvention Funds</u>, which are allocated to the City of Culver City based on population and utilized for capital projects such as the transit bus replacement and the CNG station project.</p> <p>Response from RCTC: <u>Subvention Funds</u></p>	
FTIP 19-25	August 8, 2018	Devra Rossi	Private Citizen	<p>Urgent Action item – The TCA has submitted the draft plans to Cal Trans and SCAG has listed the projects in the 2019 Federal Transportation Plan (both documents can be found at the links at the bottom). Email ASAP to the following people and tell them no toll road in South OC. The TCA has 6.4 Billion Dollars of Debt with No Results. You can share whatever you wish with them – short and sweet but please email ASAP</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds</p>	August 8, 2018

Attachment: 2019 FTIP Section VIII Comments to Responses (2019 FTIP + 2016 RTP/SCS Amendment #3)



Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.	

Attachment: 2019 FTIP Section VIII Comments to Responses (2019 FTIP + 2016 RTP/SCS Amendment #3)





RESOLUTION No. 18-603-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING AMENDMENT# 3 TO THE 2016-2040 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2016 RTP/SCS) AND ITS CORRESPONDING CONFORMITY DETERMINATION

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS 900 Wilshire Blvd., Ste. 1700 Los Angeles, CA 90017 T: (213) 236-1800 www.scag.ca.gov

REGIONAL COUNCIL OFFICERS

- President Alan D. Wapner, San Bernardino County Transportation Authority
First Vice President Bill Jahn, Big Bear Lake
Second Vice President Randon Lane, Murrieta
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COMMITTEE CHAIRS

- Executive/Administration Alan D. Wapner, San Bernardino County Transportation Authority
Community, Economic & Human Development Peggy Huang, Transportation Corridor Agencies
Energy & Environment Linda Parks, Ventura County
Transportation Curt Hagman, San Bernardino County

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

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

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

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code §65080(b) et seq., SCAG must prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB) and that will be incorporated into the RTP;

WHEREAS, the 2016 RTP/SCS must be consistent with all other applicable provisions of federal and state law including:

Attachment: 2016 RTP/SCS Amendment 3 Resolution 18-603-03 (2019 FTIP + 2016 RTP/SCS Amendment #3)

(1) The *Fixing America's Surface Transportation Act (FAST Act)* (P.L. 114-94, December 4, 2015) and the *Moving Ahead for Progress in the 21st Century (MAP-21)* (P.L. 112-141);

(2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C;

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

(4) §§174 and 176(c) and (d) of the federal Clean Air Act [(42 U.S.C. §§7504 and 7506(c) and (d)] and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93;

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

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

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

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

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

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

WHEREAS, on April 7, 2016, the SCAG Regional Council approved the 2016 RTP/SCS, and on June 1, 2016, FHWA and FTA found that the 2016 RTP/SCS conforms to the applicable State Implementation Plan (SIP);

WHEREAS, SCAG has received requests from the local county transportation commissions (CTCs) for additional project additions or modifications to the 2016 RTP/SCS as part of the development of the 2019 FTIP;

WHEREAS, 23 U.S.C. §134(h)(3)(C) and 23 C.F.R. §450.324(f)(2) requires the 2019 FTIP to be consistent with the 2016 RTP/SCS;

WHEREAS, pursuant to Government Code §65080(b)(2)(F) and federal public participation requirements, including 23 C.F.R. §450.316(b)(1)(iv), SCAG must prepare amendments to the RTP, including its SCS, and FTIP, by providing adequate public notice of public involvement activities and time for public review. It is anticipated that SCAG’s Regional Council will adopt an updated Public Participation Plan on September 6, 2018, to serve as a guide for SCAG’s public involvement process;

WHEREAS, on July 9, 2018, SCAG’s Executive/Administration Committee acting on behalf of the Regional Council released the Draft Amendment #3 to the 2016 RTP/SCS (herein referred to as “Amendment #3” or “Amendment”) for a 30-day public review and comment period;

WHEREAS, a Notice of Availability for a 30-day public review and comment period was posted on SCAG’s website at <http://scag.ca.gov> on July 9, 2018; public notices were mailed and emailed to regional stakeholders; the Draft Amendment was made available on SCAG’s website; and copies were provided for review at SCAG offices throughout the region;

WHEREAS, two public hearings for the Draft Amendment #3 and the Draft 2019 FTIP were held at the SCAG Main Office in Los Angeles on July 17, 2018 and July 26, 2018, which were accessible via videoconferencing at SCAG’s offices throughout the region;

WHEREAS, to the extent that SCAG has received any written comments on the Draft Amendment #3, those comments have been responded to, and those comments along with responses are summarized in the final versions of the Amendment;

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

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

WHEREAS, the Amendment include a financial plan identifying the financial impact of the changes contained in the Amendment;

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

WHEREAS, conformity of Amendment # 3 to the 2016 RTP/SCS has been determined simultaneously with the 2019 FTIP in order to address the consistency requirement of federal law.

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

1. The Regional Council approves Amendment #3 to the 2016 RTP/SCS for the purpose of complying with the requirements of the FAST Act, MAP-21, and all other applicable laws and regulations as referenced in the above recitals. In adopting this Amendment, the Regional Council finds as follows:
 - a. Amendment #3 to the 2016 RTP/SCS comply with all applicable federal and state requirements, including the FAST Act and MAP-21 planning provisions; and
 - b. Amendment #3 to the 2016 RTP/SCS comply with the greenhouse gas emission reduction targets established by the California Air Resources Board and meets the requirements of Senate Bill 375 (Steinberg, 2008) as codified in Government Code §65080(b) et seq. by achieving per capita GHG emission reductions relative to 2005 of 8% by 2020 and 18% by 2035.
2. The Regional Council hereby makes a positive transportation conformity determination of Amendment #3 to the 2016 RTP/SCS and In making this determination, the Regional Council finds as follows:

- a. Amendment #3 to the 2016 RTP/SCS passes the four tests and analyses required for conformity, namely: regional emissions analysis; timely implementation of Transportation Control Measures; financial constraint analysis; and interagency consultation and public involvement.
3. SCAG's Executive Director or his designee is authorized to transmit Amendment #3 to the 2016 RTP/SCS and associated conformity findings to the FTA and the FHWA to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.

APPROVED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 6th day of September, 2018.

Alan D. Wapner
President, SCAG
San Bernardino County
Transportation Authority

Attest:

Hasan Ikhata
Executive Director

Approved as to Form:

Joanna Africa
Chief Counsel

RESOLUTION No. 18-603-4

REGIONAL COUNCIL OFFICERS

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County Transportation Authority

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Transportation
Curt Hagman, San Bernardino
County

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS APPROVING THE
2018/19 – 2023//24 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM (2019 FTIP)**

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

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

WHEREAS, under federal metropolitan transportation planning law, 23 U.S.C. §134 et seq. and implementing regulations under 23 C.F.R Part 450, a MPO shall develop and update a FTIP for the metropolitan planning area covering a period of no less than four years. In addition, under state law, the FTIP must be updated every two years so as to be consistent with the State Transportation Improvement Program (STIP). The SCAG Regional Council adopted and approved the FY 2016/17 – 2021/22 FTIP (2017 FTIP) in September 2016. As such, the 2019 FTIP updates the 2017 FTIP; and

WHEREAS, the 2019 FTIP is a staged, multi-year, intermodal program of transportation projects which covers six fiscal years, includes a priority list of projects to be carried out in the first four fiscal years (2018/19, 2019/20, 2020/21, and 2021/22) and a listing of obligated projects from prior years that may require state or federal action. Projects in the additional years (2022/23 and 2023/24) are to be considered by the Federal Highway Administration (FHWA) and Federal Transportation Agency (FTA) as informational. The 2019 FTIP is composed of approximately 2,000 transportation projects with \$34.6 billion dollars programmed in fiscal years FY 2018/19 to FY 2023/24; and

Attachment: 2019 FTIP Resolution 18-603-04 (2019 FTIP + 2016 RTP/SCS Amendment #3)

WHEREAS, SCAG adopted its Final 2016-2040 RTP/SCS in April 2016, and 23 U.S.C. §134(j)(3)(C) and 23 C.F.R. § 450.324(g) requires each project or project phase in the 2019 FTIP to be consistent with the 2016 RTP/SCS; and

WHEREAS, 42 U.S.C. § 7506(c)(1) requires the 2019 FTIP to conform with the applicable State Implementation Plan (SIPs) developed for the federal non-attainment and maintenance areas in the Mojave Desert Air Basin, the Ventura County portion of the South Coast Air Basin, the South Coast Air Basin, and the Salton Sea Air Basin; and

WHEREAS, the 2019 FTIP used the most recently approved version of Emission Factors as approved by the California Air Resources board and the U.S. Environmental Protection Agency (EPA) for conformity analysis; and

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

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

WHEREAS, 23 C.F.R. §450.330(a) requires each MPO to adopt a public participation program. It is anticipated that SCAG's Regional Council will adopt an updated Public Participation Plan on September 6, 2018, to serve as a guide for SCAG's public involvement process and provide more explicit details as to SCAG's strategies, procedures and techniques for public participation on the RTP/SCS, FTIP and the Overall Work Program (OWP). Such strategies, procedures and techniques require SCAG to hold a public hearing regarding a draft FTIP; and

WHEREAS, SCAG staff has conducted an analysis of the Draft 2019 FTIP and found that the 2019 FTIP complies with federal and state metropolitan planning requirements and is consistent with the 2016-2040 RTP/SCS and its policies; and

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. §93.105 as well as the provisions of SCAG's Public Participation Plan, SCAG consulted with the respective transportation and air quality planning agencies, which involved discussion of a draft of the 2019 FTIP with the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) on June 28, 2018. In addition, the Executive

Administration Committee acting on behalf of the SCAG Regional Council authorized the release of the Draft 2019 FTIP for a 30-day public review and comment period on July 9, 2018. The Draft 2019 FTIP was available for public review and comment from July 10 to August 8, 2018 during which time SCAG held two (2) public hearings regarding the Draft 2019 FTIP on July 17 and 26, 2018 respectively; and

WHEREAS, comments received during the public review and comment period were considered by staff and appropriately addressed as part of the final version of the Draft 2019 FTIP; and

WHEREAS, the 2019 FTIP complies with the required transportation conformity tests with respect to financial constraint, timely implementation of transportation control measures, the regional emission analysis and the inter-agency consultation/public review process. Specifically, the 2019 FTIP demonstrates timely implementation of TCMs in the applicable State Implementation Programs (SIPs) within the SCAG region, and includes a Finance Plan that indicates estimated available resources including resources from public and private sources that are reasonably expected to be available to carry out the 2019 FTIP as required by 23 U.S.C. §134(h)(2)(b). Further, the 2019 FTIP reaffirms the transportation conformity determination of the 2016-2039 RTP/SCS update and takes into account minor revisions related to project descriptions, schedules and funding; and

WHEREAS, projects in the 2019 FTIP satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including the establishment of performance management targets for safety performance measures for all public roads in the planning region; and

WHEREAS, SCAG's Regional Council has reviewed the final 2019 FTIP and related staff reports and materials, which are incorporated herein by this reference.

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

1. The Regional Council approves and adopts the 2019 FTIP for all six (6) counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) in the SCAG region for the purpose of complying with federal and state metropolitan transportation planning requirements. In adopting the 2019 FTIP, the Regional Council finds as follows:

- a. The 2019 FTIP complies with all applicable federal and state requirements;
 - b. The 2019 FTIP implements and is consistent with SCAG's 2016-2040 RTP/SCS;
 - c. The 2019 FTIP is consistent and in conformance with the portions of the applicable SIPs relevant to all air basis as required by 42 U.S.C. §7506(c)(1) and accompanying Federal regulations at 40 C.F.R. Parts 51 and 93; and
 - d. The 2019 FTIP passes all required conformity tests with respect to financial constraint, timely implementation of transportation control measures, the regional emission analysis and the inter-agency consultation/public review process.
2. In approving the 2019 FTIP, the Regional Council, approves the staff findings and incorporates all of the foregoing recitals in this Resolution.
3. SCAG's Executive Director or his designee shall transmit the 2019 FTIP to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 C.F.R. Parts 51 and 93.

APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a meeting this 6th day of September, 2018.

Alan D. Wapner
President, SCAG
San Bernardino
County Transportation Authority

Attested by:

Hasan Ikhrata
Executive Director

Approved as to Form:

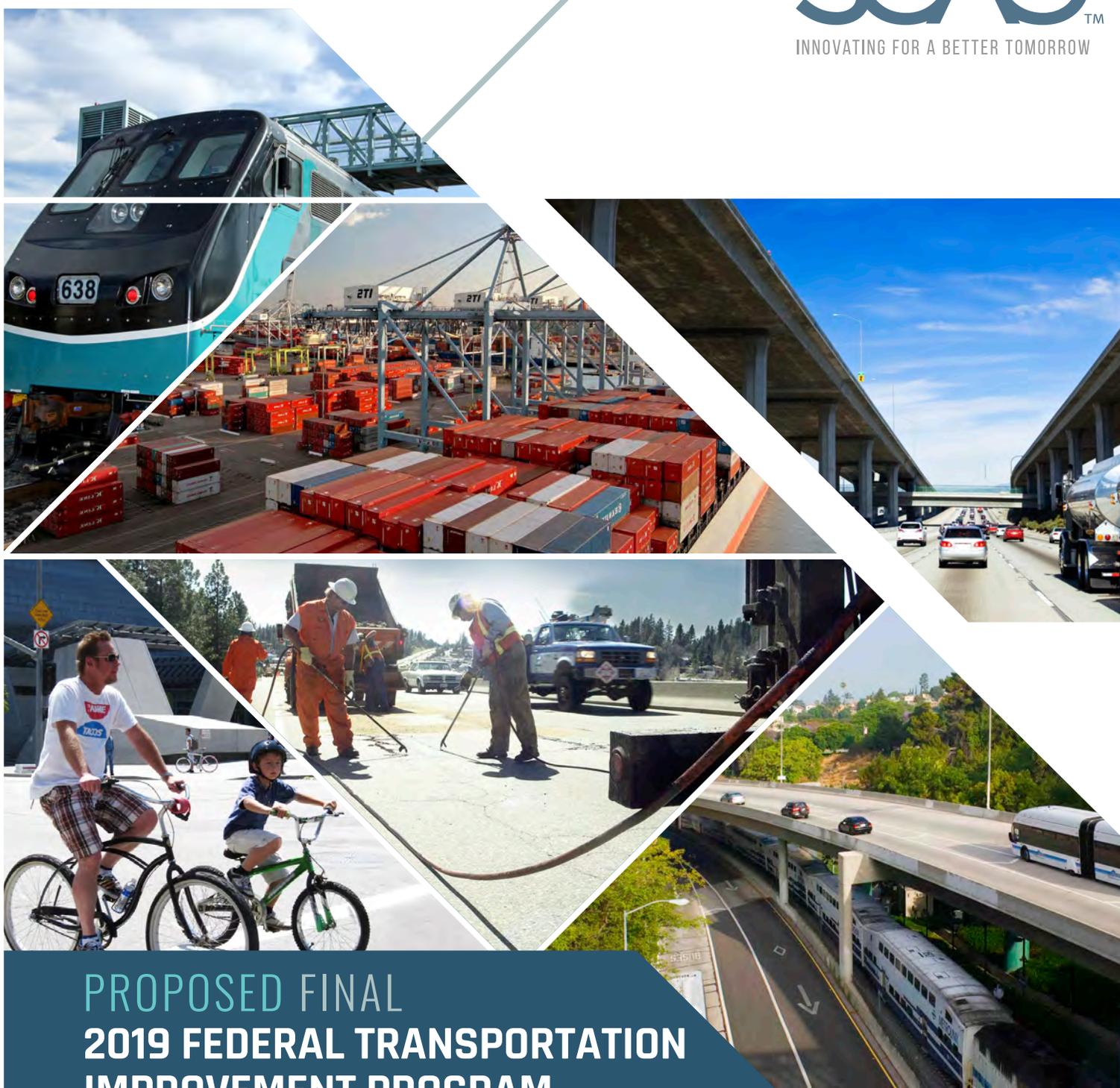
Joann Africa
Chief Counsel

Attachment: 2019 FTIP Resolution 18-603-04 (2019 FTIP + 2016 RTP/SCS Amendment #3)



SCAGTM

INNOVATING FOR A BETTER TOMORROW



PROPOSED FINAL 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

EXECUTIVE SUMMARY VOLUME I OF III

FY 2018/19 - 2023/24
September 2018

Attachment: Proposed Final 2019 FTIP Executive Summary (2019 FTIP + 2016 RTP/SCS Amendment #3)

VISION

Southern California's Catalyst
for a Brighter Future

MISSION

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

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 in accordance with the provisions under the Metropolitan Planning Program as set forth in Section 104(f) of Title 23 of the U.S. Code. Additional financial assistance was provided by the California State Department of Transportation.

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Ventura County Transportation Commission Mike T. Judge, Simi Valley

Transportation Corridor Agencies Peggy Huang, Yorba Linda

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EXECUTIVE SUMMARY

INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a federally mandated four year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The SCAG 2019 FTIP is a comprehensive listing of such transportation projects proposed over fiscal years (FY) 2018/19 - 2023/24 for the region, with the last two years 2022/23 - 2023/24 provided for informational purposes. As the Metropolitan Planning Organization (MPO) for the six county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement SCAG's overall strategy for enhancing regional mobility and improving both the efficiency and safety of the regional transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized (including active transportation) projects.

The FTIP is developed through a bottom-up process by which the six County Transportation Commissions (CTCs) work with their local agencies and public transportation operators, as well as the general public, to develop their individual county Transportation Improvement Programs (TIPs) for inclusion into the regional FTIP. The 2019 FTIP has been developed in partnership with the CTCs and Caltrans districts 7, 8, 11, 12, and headquarters.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source.

The projects included in the 2019 FTIP are consistent with SCAG's approved 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The FTIP is developed to incrementally implement the programs and projects contained in the RTP/SCS.

THE SCAG REGION



PROGRAM SUMMARY

The 2019 FTIP includes approximately 2,000 projects programmed at \$34.6 billion over the next six years. By comparison, the total programming for the 2017 FTIP was \$27.7 billion. The increase in programming funds in the 2019 FTIP compared to the 2017 FTIP is due to a variety of factors. First, the passage of SB 1 has increased programming for transportation projects throughout the state and in the SCAG region. Additionally, the passage of Los Angeles County's Measure M sales tax has increased funding for transportation projects throughout Los Angeles County. The 2019 FTIP shows that \$6.5 billion in previously programmed funds have been implemented (see listing of "Completed Projects" in Project Listing Volume III - Part A of the 2019 FTIP). In addition, the 2019 FTIP reflects \$13.4 billion in secured funding (see listing of "100% Prior Years" in Project Listing Volume III - Part A of the 2019 FTIP).

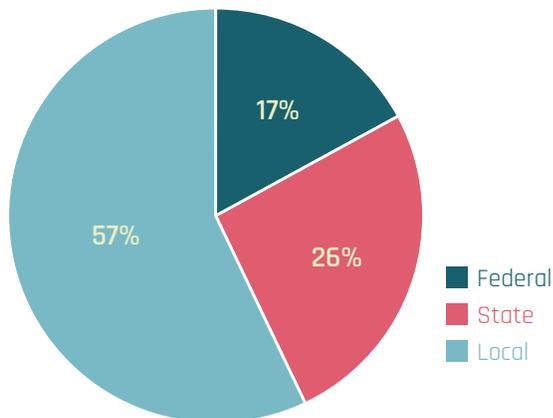
The following charts and tables demonstrate how these funds are distributed based on funding source, program, and county.

Figure 1 is a summary of funding sources categorized as federal, state and local sources. Figure 1 and its accompanying pie chart illustrate that 17 percent of the program total is from federal funds, 26 percent from state funds, and 57 percent from local funds.

FIGURE 1 SUMMARY OF 2019 FTIP BY FUNDING SOURCE (in 000's)

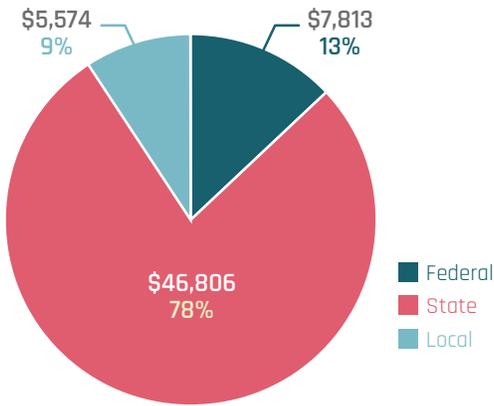
	FEDERAL	STATE	LOCAL	TOTAL
2018/19	\$2,107,193	\$2,813,254	\$5,199,082	\$10,119,529
2019/20	\$1,148,032	\$2,453,315	\$4,289,819	\$7,891,166
2020/21	\$1,032,479	\$1,384,687	\$3,831,677	\$6,248,843
2021/22	\$878,569	\$982,370	\$3,461,486	\$5,322,425
2022/23	\$386,351	\$1,221,483	\$885,843	\$2,493,677
2023/24	\$327,033	\$79,231	\$2,086,210	\$2,492,474
TOTAL	\$5,879,657	\$8,934,340	\$19,754,117	\$34,568,114
% OF TOTAL	17%	26%	57%	100%

SUMMARY OF 2019 FTIP BY FUNDING SOURCE

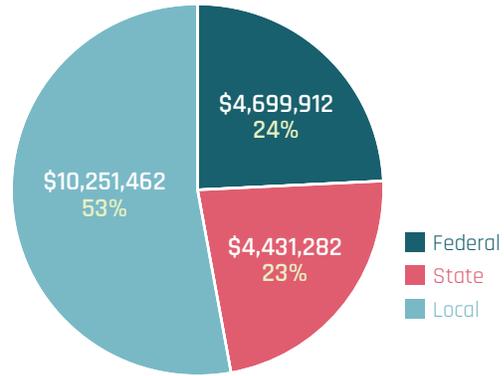


The six pie charts shown below summarize the funds programmed in the 2019 FTIP for each county in the SCAG region by federal, state, and local funding sources.

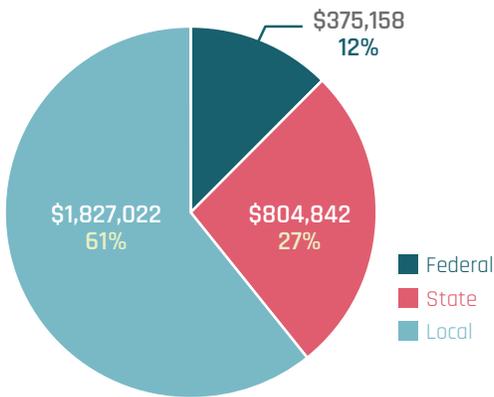
IMPERIAL COUNTY: \$60,193 (in \$000's)



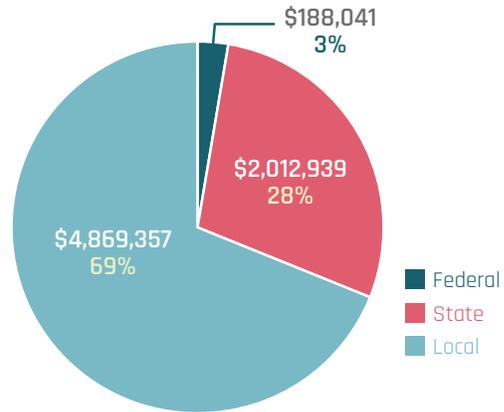
LOS ANGELES COUNTY: \$19,382,656 (in \$000's)



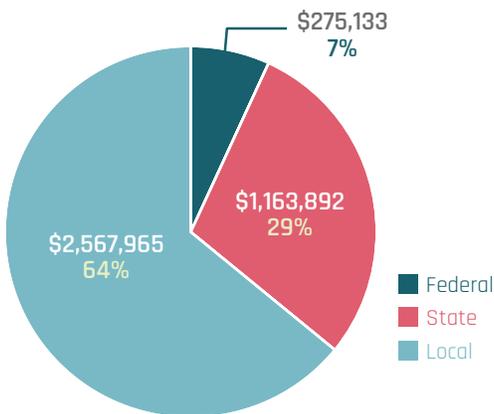
ORANGE COUNTY: \$3,007,022 (in \$000's)



RIVERSIDE COUNTY: \$7,070,337 (in \$000's)



SAN BERNARDINO COUNTY: \$4,006,990 (in \$000's)



VENTURA COUNTY: \$856,230 (in \$000's)

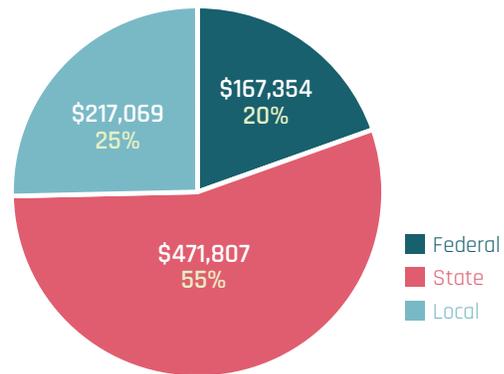
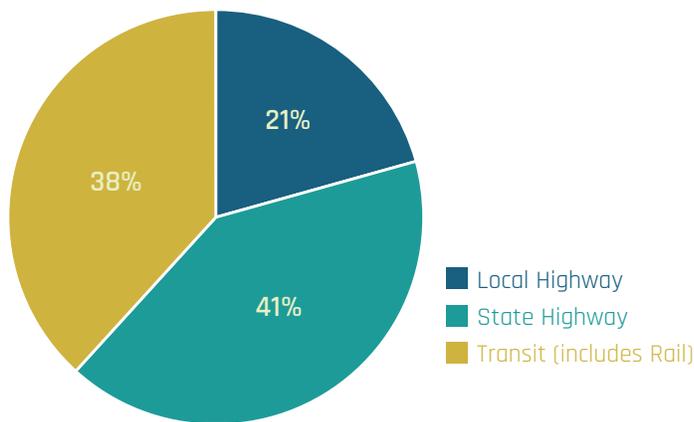


Figure 2 summarizes the funds programmed in the local highways, state highways, and transit (including rail) programs. Figure 2 and its accompanying pie chart illustrate that 41 percent of the total \$34.6 billion in the 2019 FTIP is programmed in the State Highway Program, 21 percent in the Local Highway Program and 38 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 2019 FTIP).

FIGURE 2 SUMMARY OF 2019 FTIP BY PROGRAM (in 000's)

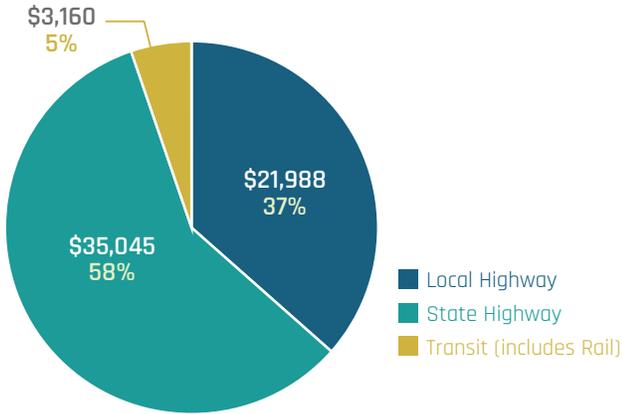
	LOCAL HIGHWAY	STATE HIGHWAY	TRANSIT (INCLUDES RAIL)	TOTAL
2018/19	\$2,165,273	\$3,956,631	\$3,997,625	\$10,119,529
2019/20	\$1,658,397	\$3,123,350	\$3,109,419	\$7,891,166
2020/21	\$1,098,574	\$3,050,009	\$2,100,260	\$6,248,843
2021/22	\$523,945	\$3,027,164	\$1,771,316	\$5,322,425
2022/23	\$1,100,119	\$346,176	\$1,047,382	\$2,493,677
2023/24	\$573,083	\$761,638	\$1,157,753	\$2,492,474
TOTAL	\$7,119,391	\$14,264,968	\$13,183,755	\$34,568,114
% OF TOTAL	21%	41%	38%	100%

SUMMARY OF 2019 FTIP BY PROGRAM

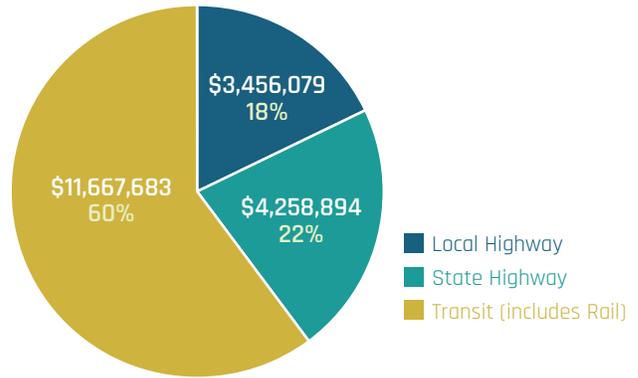


The six pie charts below summarize the funds programmed in the 2019 FTIP for each county in the SCAG region for state Highway, Local Highway, and Transit (including Rail) programs.

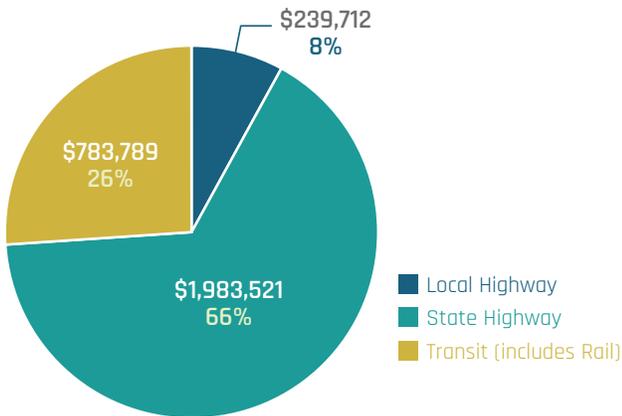
IMPERIAL COUNTY: \$60,193 (in \$000's)



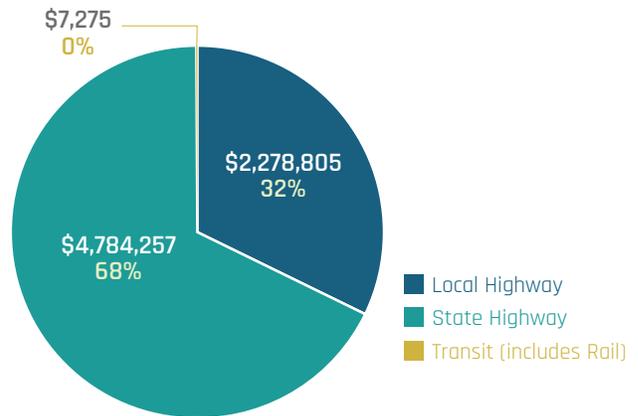
LOS ANGELES COUNTY: \$19,382,656 (in \$000's)



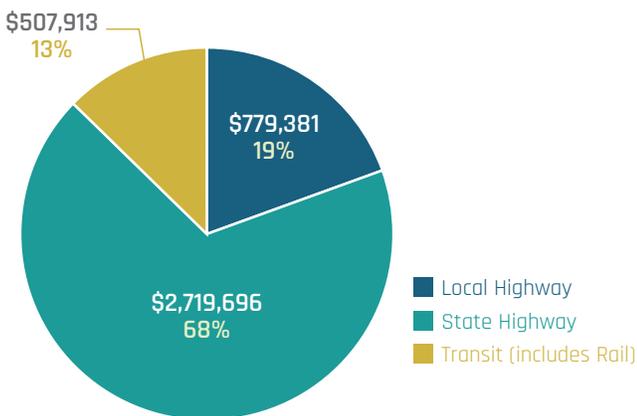
ORANGE COUNTY: \$3,007,022 (in \$000's)



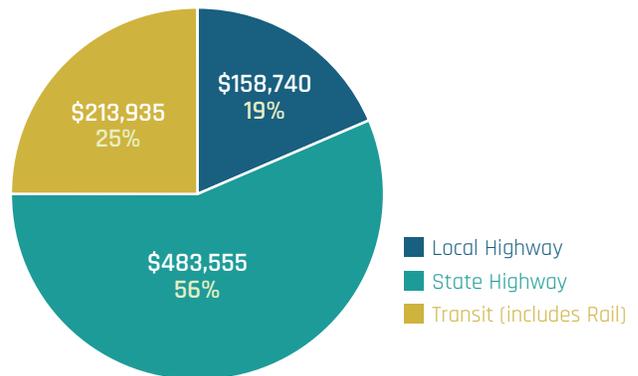
RIVERSIDE COUNTY: \$7,070,337 (in \$000's)



SAN BERNARDINO COUNTY: \$4,006,990 (in \$000's)



VENTURA COUNTY: \$856,230 (in \$000's)



ENVIRONMENTAL JUSTICE

The Final 2016 RTP/SCS, approved by the SCAG Regional Council on April 7, 2016 (and certified by FHWA/FTA with regard to transportation conformity on June 1, 2016), included a comprehensive environmental justice analysis. The 2019 FTIP is consistent with the policies, programs and projects included in the 2016 RTP/SCS, and as such the environmental justice analysis included as part of the 2016 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2019 FTIP.

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

Additionally, SCAG is in the process of updating its 2014 Public Participation Plan and plans to adopt the 2018 PPP in September 2018. The updated plan addresses Title VI Requirements and Guidelines for Federal Transit Administration Recipients (FTA Circular 4702.1B; Effective October 1, 2012), including enhanced strategies for engaging minority and limited English proficient populations in SCAG's transportation planning and programming processes, as well as Environmental Justice Policy Guidance for Federal Transit Administration Recipients (FTA Circular 4703.1; Effective August 15, 2012).

INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

As stated earlier in this document, the 2019 FTIP complies with applicable federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP). In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a regional forum for interagency consultation. For more information on SCAG's current PPP, please visit: <http://www.scag.ca.gov/participate/Pages/PublicParticipationPlan.aspx>

SCAG, in cooperation with the CTCs, TCWG, and other local, state, and federal partners, completed an update to the 2019 FTIP Guidelines. Development of these guidelines is the first step in drafting the 2019 FTIP. These guidelines serve as the manual for CTCs to develop their county Transportation Improvement Program (TIP) and submit their TIPs through SCAG's FTIP database. SCAG received comments from stakeholders and revised the document as necessary. The Final Guidelines for the 2019 FTIP were approved by the SCAG Regional Council on September 7, 2017. For additional information on the 2019 FTIP Guidelines, please visit: <http://ftip.scag.ca.gov/Documents/Final2019FTIPGuidelines.pdf>

On July 10, 2018, the Draft 2019 FTIP was released for a 30-day public review period. During the public review period, two public hearings were held on the Draft 2019 FTIP on July 17th and 26th, 2018, at SCAG's Los Angeles office with video-conferencing available from SCAG's regional offices, located in Imperial, Orange, Riverside, San Bernardino and Ventura counties and three additional video conference sites in the City of Palmdale, Coachella Valley Association of Governments (CVAG) and South Bay Cities Council of Governments (SBCCOG). These public hearings were noticed in numerous newspapers throughout the region. The notices were published in English, Spanish, Korean, Chinese and Vietnamese languages (copies of these notices are included in Section V of the Final Technical Appendix). The 2019 FTIP is posted on the SCAG website and will be distributed to libraries throughout the region once federally approved.

ECONOMIC IMPACTS OF 2019 FTIP PROGRAM EXPENDITURES

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

The FTIP program budget includes spending on a mix of transportation projects – state highway, local highway, and transit – that are planned in six Southern California counties over a six- year time period beginning in FY 2018/2019 and ending in FY 2023/2024. 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 in the construction category given their similarity. Due to differences in economic impacts arising from different kinds of transportation spending, FTIP transportation project expenditure data is sorted by category, such as construction services, operations and maintenance for transit operations and architectural and engineering services. Right-of-way acquisition costs are excluded since these represent a transfer of assets and are generally considered to have no economic impact. Each category of spending was modeled separately and their impacts summed. Employment estimates are measured on a job-count basis for employment gains and are reported on an annual basis.

Over the six-year period, the FTIP program will generate an annual average of more than 91,000 jobs in the six-county SCAG region. The total employment impact of the 2019 FTIP transportation program is shown in Figure 3. The aggregate job totals do not precisely reflect the sum of the six individual counties due to rounding and various SCAG region-wide FTIP projects which are allocated and captured at the regional, rather than county, level.

FIGURE 3 JOBS CREATED ANNUALLY BY 2019 FTIP INVESTMENTS (REMI ANALYSIS)

	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	AVERAGE
SCAG REGION	168,793	128,077	105,571	85,684	34,793	25,382	91,383
LOS ANGELES COUNTY	93,285	61,102	37,969	38,204	14,363	9,836	42,460
ORANGE COUNTY	26,332	23,045	14,168	9,067	3,579	1,001	12,865
SAN BERNARDINO COUNTY	16,246	14,178	19,116	18,125	4,236	2,042	12,324
RIVERSIDE COUNTY	26,005	24,794	31,113	16,887	11,929	10,987	20,286
VENTURA COUNTY	5,647	3,538	2,336	2,352	481	1,471	2,637
IMPERIAL COUNTY	294	524	219	152	152	57	233

In addition to supporting job basis and creation in the region, the rest of California will also benefit from spillover impacts of these investments totaling an additional 5,500 jobs per year on average, and an additional 21,000 jobs per year on average in other US states. Interestingly, Job basis and creation in the rest of California and other states is greater in the 2019 FTIP investment compared to the 2017 FTIP investment due to increased trade between the SCAG region and other areas in California and the US. This shows that investing for transportation in SCAG region is becoming more important for job creation not only for our region but also beyond.

These impacts are primarily related to the construction and maintenance-related benefits of the 2019 FTIP, or the economic and job creation impacts of the direct investment in transportation infrastructure. In addition, there are longer-term economic impacts because of the relative efficiency improvements of the regional transportation system.

SCAG's 2016 RTP/SCS included an analysis of economic impacts arising from efficiency gains in terms of worker and business economic productivity and goods movement that will beneficially in terms of economic development, competitive advantage, and overall economic competitiveness in the global economy. Projects that reduce congestion may help firms produce at lower cost, or allow those firms to reach larger markets or hire more highly skilled employees. A robust regional economy with a well-functioning transportation system provides a more attractive place for firms to do business, enhancing the economic competitiveness of the SCAG region.

Over time, these transportation network efficiency benefits become all the more important to regions such as Southern California in terms of enhanced economic growth and competitiveness, attraction and retention of employers and creation of good-paying jobs. Economic analysis performed in support of the 2016 RTP/SCS estimated that job gains resulting from transportation network efficiency improvements derived from full implementation of the RTP to be an average of 351,000 jobs per year. Transportation modeling of the 2019 FTIP shows an overall increased transportation network efficiency of approximately 7 percent, suggesting increased benefits over and above the 351,000 jobs associated with implementation of the 2016 RTP/SCS.

PROGRAM PERFORMANCE OF 2019 FTIP

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

http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS_PerformanceMeasures.pdf

The 'Moving Ahead for Progress in the 21st Century' (MAP-21) legislation, which was signed into law on July 6, 2012, established new federal requirements for states and MPOs such as SCAG to implement a performance-based approach to transportation system decision making and development of transportation plans. The 'Fixing America's Surface Transportation' (FAST) Act, signed into law on December 4, 2015, reaffirmed the federal commitment to the establishment of transportation performance measures. Although SCAG has been using performance measures in its metropolitan planning programs for many years, MAP-21 requires the establishment of performance targets that address several performance measures specifically indicated in the federal legislation:

- Pavement condition on the Interstate System and National Highway System (NHS)
- Performance of the Interstate System and NHS
- Bridge condition on the NHS
- Fatalities and serious injuries on all public roads
- Travel time reliability and peak hour excessive delay
- On-road mobile source emissions
- Freight movement on the Interstate System
- Transit safety
- Transit asset management/state of good repair
- CMAQ program performance

Further, MAP-21 requires that the FTIP include, to the maximum extent practicable, a description of the anticipated effect of the TIP program toward achieving the federal performance targets, thereby linking investment priorities to those targets. As of May 20, 2017, federal rulemaking has finalized performance measures provisions for highway safety, National Highway System (NHS) performance, freight movement, the Congestion Mitigation and Air Quality (CMAQ) program, and for pavement and bridge condition. The Final Rule requires that State Departments of Transportation and MPOs collaborate to establish targets in the identified national performance areas to document progress over time and to inform expectations for future performance. At the time of publication of this document, coordination between Caltrans and the state's MPO's, including SCAG, is on-going and is still in progress. Therefore, the performance discussion in the 2019 FTIP will focus primarily on key measures from the adopted 2016 RTP/SCS. Once the regional MAP-21 performance targets have been established, the 2019 FTIP will be revised as appropriate.

For additional information regarding program performance, please see the Performance Measures chapter of the 2019 FTIP Technical Appendix at: http://ftip.scag.ca.gov/Documents/D2019-FTIP_TA_Sec07.pdf

PROGRAMMING INVESTMENTS

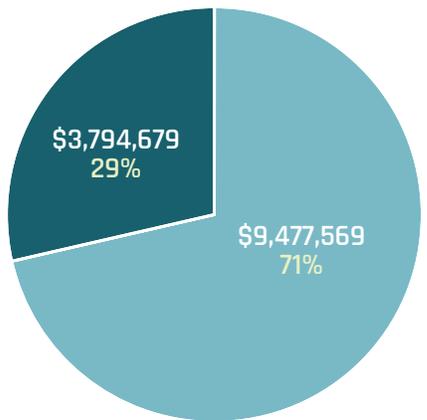
The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of the 2016 RTP/SCS. The 2019 FTIP funding breakdown in Figure 4 shows the region's transportation priorities, with an emphasis on operations and maintenance of the existing regional transportation system.

FIGURE 4 2019 FTIP AMOUNT PROGRAMMED (in Millions)

Transit Improvements	\$9,478
Transit Operations and Maintenance	\$3,795
Highway Improvements	\$13,596
Highway Operations and Maintenance	\$6,764
ITS, Transportation Demand Management, and Active Transportation	\$691
Other	\$245

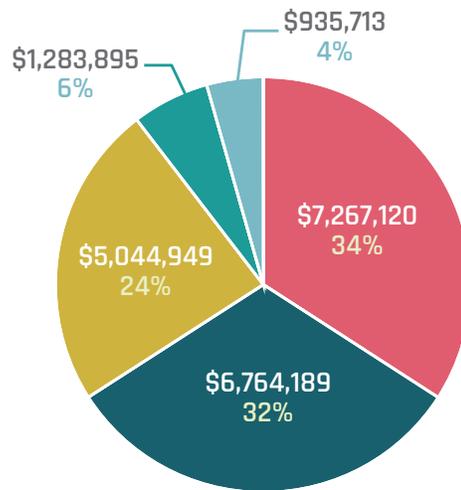
2019 FTIP INVESTMENT CATEGORIES

TRANSIT INVESTMENT: \$13,272,248 (IN \$000'S)



- Transit Improvement
- Transit Operations and Maintenance

HIGHWAY INVESTMENT: \$21,295,866 (IN \$000'S)



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

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

Figure 5 shows an estimated \$2 billion that will fund over 616 active transportation projects included in the 2019 FTIP. The region is increasing its investments in active transportation projects and still more is being done. While the FTIP includes all federally funded projects and projects that require federal action, active transportation projects that are 100% locally funded or 100% state funded are not required to be programmed in the FTIP. Cycle 4 of Active Transportation Program (ATP) grants has not yet been released and will be programmed when projects are awarded.

FIGURE 5 ACTIVE TRANSPORTATION INVESTMENT (in Millions)

ATP PROJECT TYPE	SCAG REGION 2019 FTIP FY2018/19 - FY2023/24*	PERCENTAGE OF ATP INVESTMENT IN 2019 FTIP	SCAG REGION 2017 FTIP FY2016/17 - FY2021/22**	PERCENTAGE OF ATP INVESTMENT IN 2017 FTIP
Bicycle and Pedestrian Infrastructure	\$736.1	33%	\$481.9	47%
Dedicated Bicycle Infrastructure	\$274.7	12%	\$153.9	15%
Dedicated Pedestrian Infrastructure	\$242.9	11%	\$154.6	15%
First Mile/Last Mile Strategies	\$237.5	11%	\$51.4	5%
Bicycle Detection & Traffic Signals	\$46.5	2%	\$14.7	1%
Safe Routes to Schools/ Education	\$46.5	2%	N/A	N/A
Planning	\$24.2	1%	N/A	N/A
ATP as Part of Larger Project (est. average 5% of total cost)	\$626.7	28%	\$179.0	17%
TOTAL AMOUNTS	\$2,235.1		\$1,035.5	

* Excludes ATP Projects for Cycle 4 | ** Excludes ATP Projects for Cycle 3

The fruits of these investments are reflected in mobility and environmental benefits. By 2020, the FTIP is projected to help the region to achieve a reduction of over 820,000 hours per day in travel time and a reduction of 87 tons per day of nitrogen oxide (NOx), a pollutant which is emitted from cars, trucks and buses, among other sources. This would also result in an 8 percent per capita reduction in regional greenhouse gas (GHG) emissions.

IN 2020, THE 2019 FTIP WILL HELP ACHIEVE



820,000 HRS/DAY
in reduced travel time for all automobile trips



87 TONS/DAY
reduction of nitrogen oxides from 2016 level, improving air quality



8% PER CAPITA REDUCTION
in regional GHG emissions, meeting target set by the California Air Resources Board

TRANSPORTATION CONFORMITY

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

CONFORMITY DETERMINATIONS FOR THE DRAFT 2019 FTIP

The 2019 FTIP meets all federal transportation conformity requirements and meets the five tests required under the U.S. DOT Metropolitan Planning Regulations and U.S. EPA Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2019 FTIP under the required federal tests.

CONSISTENCY WITH 2016 RTP/SCS TEST

FINDING: SCAG's 2019 FTIP (project listing) is consistent with the 2016 RTP/SCS (policies, programs, and projects).

REGIONAL EMISSIONS TESTS

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

FINDING: The regional emissions analyses for the 2019 FTIP is an update to the regional emissions analyses for the 2016 RTP/SCS.

FINDING: The 2019 FTIP regional emissions analysis for PM_{2.5} and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the South Coast Air Basin (SCAB).

FINDING: The 2019 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseño Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

FINDING: The 2019 FTIP regional emissions for NO₂ meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

FINDING: The 2019 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the SCAB.

FINDING: The 2019 FTIP regional emissions for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB and the SSAB (Riverside County Coachella Valley portion).

FINDING: The 2019 FTIP regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).

FINDING: The 2019 FTIP regional emissions analysis for PM_{2.5} and its precursors (2006 and 2012 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the SSAB (urbanized area of Imperial County portion).

TIMELY IMPLEMENTATION OF TCM TEST

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

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

INTER-AGENCY CONSULTATION AND PUBLIC INVOLVEMENT TEST

FINDING: The 2019 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://www.scag.ca.gov/participate/Pages/PublicParticipationPlan.aspx>. In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a forum for interagency consultation.

The draft 2019 FTIP was discussed with SCAG's TCWG, which includes representatives from the federal, state, and local air quality and transportation agencies, on multiple occasions throughout the development process (September 26, 2017; October 24, 2017; December 5, 2017; February 6, 2018; March 27, 2018; April 24, 2018; and May 22, 2018; and June 26, 2018). The draft conformity analysis was released for a 30-day public review on July 10, 2018. Two public hearings were held on July 17 and July 26, 2018 at the SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The 2019 FTIP was presented to the Regional Transportation CEOs at their meeting held in August 2018, fulfilling the consultation requirements of AB 1246 as codified in Public Utilities Code Sections 130058 and 130059. The 2019 FTIP is posted on the SCAG website, was noticed in numerous newspapers, and will be distributed to libraries throughout the region once federally approved. All comments on the 2019 FTIP have been documented and responded to accordingly.

FINANCIAL CONSTRAINT TEST

FINDING: The 2019 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e) and is consistent with the Financial Plan contained in the 2016 RTP/SCS. SCAG's 2019 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.



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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
From: Michael Gainor, Senior Regional Planner, Compliance &
Performance Monitoring, (213) 236-1822, Gainor@scag.ca.gov
Subject: Draft MAP-21 PM 2 & PM 3 Targets

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council adopt SCAG’s performance measure targets for the MAP-21 performance management packages PM #2 and PM #3, which are supportive of the adopted statewide targets.

RECOMMENDED ACTION FOR CEHD AND EEC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

The ‘Moving Ahead for Progress in the 21st Century’ (MAP-21) federal transportation authorization bill, enacted in 2012, established a framework for a national performance-based transportation planning process through the setting of performance measures and performance targets to advance specific national transportation goals. The development of performance measures provides for a standardized metric for evaluating progress made toward meeting each of the national goals. Performance targets provide a numeric threshold by which the performance measures can be interpreted as having made adequate progress toward achieving federal performance goals. The performance-based planning program as defined by MAP-21 was continued in the subsequent federal transportation authorization legislation, the ‘Fixing America’s Surface Transportation (FAST) Act’, in 2015.

Federal rule-making has subsequently established a set of national performance measures and guidelines to be used for setting statewide and regional performance targets within several federal performance areas. FHWA released the federal performance measures rulemakings in three separate packages, which were identified as ‘Performance Management’ (PM) groups. PM #1, finalized in April, 2016, focuses on transportation system safety. Statewide PM #1 targets were established by Caltrans in April, 2017, with SCAG and the other major statewide MPOs electing to adopt the statewide targets within their respective regions.

In May 2017 FHWA released its final rulemaking in support of the other two Performance Management packages, PM #2 and PM #3. PM #2 focuses on pavement and bridge condition on the National Highway System. PM #3 provides a set of measures to evaluate highway system performance, freight movement, and the CMAQ program. MAP-21 requires the establishment of statewide performance measures for both of these PM groups by May 20, 2018. SCAG has been actively coordinating with Caltrans along with the other major California MPOs on the establishment of statewide performance targets for these two sets of federal performance metrics. Caltrans released the statewide PM #2 and PM #3 performance targets on May 20, 2018. MPOs across the state collaborated closely with Caltrans in the development of these statewide targets. SCAG staff recommend supporting the statewide targets and adopting SCAG-specific targets based on Caltrans' target setting methodology. If needed, SCAG will have the opportunity to revisit and update its targets during FY 2019.

BACKGROUND:

MAP-21 established a framework for the development and implementation of a national performance-based transportation planning program designed to advance specific national transportation goals. The MAP-21 performance-based planning program was continued in the subsequent federal transportation authorization legislation, the 'FAST' Act.

Federal rule-making in support of the MAP-21 performance based planning program has subsequently established a set of national performance measures and guidelines to be used for setting statewide and regional performance targets within several performance areas. FHWA released its performance management guidelines in three separate rulemakings. Performance Management package 1 (PM #1) was finalized in April, 2016. PM #1 focuses on transportation system safety. Statewide PM #1 targets were established by Caltrans in April, 2017, with SCAG and the other major statewide MPOs electing to adopt the statewide targets within their respective regions.

In May, 2017 FHWA released its final rulemaking in support of the other two Performance Management (PM) packages, PM #2 and PM #3. The rulemakings require Caltrans to establish statewide performance targets for both of these Performance Management packages by May 20, 2018. SCAG staff have coordinated closely with Caltrans and with the other major California MPOs on the establishment of statewide performance targets for these two sets of federal performance metrics.

PM #2 focuses on pavement and bridge condition on the National Highway System (NHS). In California, the NHS is owned and operated by Caltrans in conjunction with local jurisdictions. The NHS includes the Interstate Highway System plus additional roadways such as principal arterials that are considered particularly important to the nation's economy, defense, and mobility. NHS pavement condition is especially critical in the SCAG region since 20 percent of the state's non-interstate pavement is located within our region.

PERFORMANCE MEASURES:

PM #2 includes six specific performance measures to evaluate NHS pavement and bridge condition:

- Percentage of Interstate system pavement in 'Good' condition

- Percentage of Interstate system pavement in 'Poor' condition
- Percentage of non-interstate NHS pavement in 'Good' condition
- Percentage of non-interstate NHS pavement in 'Poor' condition
- Percentage of NHS bridges in 'Good' condition
- Percentage of NHS bridges in 'Poor' condition

Please see Attachment 1 for more details regarding the PM #2 statewide NHS pavement and bridge condition targets.

PM #3 provides a set of six specific measures to evaluate NHS System Performance, Freight Movement, and the CMAQ program.

The PM #3 NHS System Performance category includes two specific measures:

- Percent of reliable person-miles travelled on the Interstate system
- Percent of reliable person-miles travelled on the non-interstate NHS

There is one performance measure for Freight Movement:

- Percent of Interstate system mileage providing for reliable truck travel times (reported as 'Truck Travel Time Reliability Index', with lower values indicating more reliable performance)

The CMAQ program includes three specific performance measures:

- Total emission reductions by applicable pollutants under the CMAQ program
- Annual hours of peak hour excessive delay per capita
- Percent of non-single occupancy vehicle travel

Please see Attachment 2 for more details regarding the PM #3 statewide targets.

PERFORMANCE TARGETS:

Caltrans, as the state Department of Transportation (DOT), is required to establish a set of statewide targets that reflect the anticipated performance level at the end of each four-year reporting period for each of the measures. MAP-21 also provides for a 'Mid Performance Period Progress Report', which occurs two years after the beginning of a performance period, in the case of this initial reporting cycle, on January 1, 2020. To fulfill this requirement, Caltrans must also establish two-year targets for each of the measures to reflect anticipated performance at the midpoint of each reporting period. The 'Mid Performance Period Progress Report' allows Caltrans and SCAG to evaluate conditions two years into the reporting period and to adjust their four-year targets as needed to account for any unforeseen changes in anticipated performance. Caltrans is required to coordinate with MPOs, including SCAG, when adjusting any of the statewide four-year performance targets.

MAP-21 provides MPOs, including SCAG, the option to either accept the two and four-year statewide targets set by Caltrans for implementation at the regional level, or to develop a separate

set of regional targets applicable only to the SCAG region. SCAG will have until November 16, 2018 to make a final determination in regard to the applicable PM #2 and PM #3 performance targets.

PM #2 STATEWIDE TARGETS:

As shown in Attachment 1, the statewide PM #2 targets provide for a moderate decrease in the percentage of Interstate System pavements classified as being in 'Good' condition, from 47.9 percent in 2017 to 45.1 percent after 2 years, then to 44.5 percent at the end of the four year performance period. Likewise, the percentages for Interstate System pavements in 'Poor' condition show a small increase over the performance period, from 3.1 percent in 2017 to 3.5 percent after 2 years, then to 3.8 percent after 4 years. The Interstate System targets were developed by Caltrans with the acknowledgment that many of the planned interstate improvement projects to be funded through SB 1 will not yet be operational. Please note that approximately 51 percent of statewide Interstate System pavements were classified as being in 'Fair' condition in 2017.

Targets for non-interstate NHS pavements anticipate gradual improvement over the performance period. In 2017, 25.5 percent of statewide non-interstate NHS pavements were classified as being in 'Good' condition, with targets of 28.2 percent after 2 years, and 29.9 percent at the end of the four year performance period. 7.1 percent of statewide non-interstate NHS pavements were considered to be in 'Poor' condition in 2017, with targets of 7.3 percent after 2 years and 7.2 percent at the end of the four year period. Statewide NHS bridge condition targets indicate steady improvement over the performance period, with 66.5 percent of bridges classified as being in 'Good;' condition in 2017, with statewide targets of 69.1 percent after 2 years, and 70.5 percent at the end of the four year reporting period. Statewide NHS bridges considered to be in 'Poor' condition were at 4.8 percent in 2017, with targets of 4.6 percent after 2 years and 4.4 percent after 4 years. Please note that approximately 71 percent of statewide NHS bridges were classified as being in 'Fair' condition in 2017.

The second table in Attachment 1 shows Caltrans targets for pavements and bridges located within the SCAG region. Non-interstate NHS pavements within the SCAG region show moderate improvement over the performance period, with 3.7 percent considered to be in 'Good' condition in 2017, and targets of 4.0 percent after 2 years and 4.7 percent after 4 years. Likewise, the percentage of non-interstate pavements in the SCAG region classified as being in 'Poor' condition is expected to gradually decrease, from 14.4 percent in 2017, to 13.8 percent after 2 years, and down to 12.7 percent after 4 years.

The Caltrans targets also indicate steady improvement of NHS bridge condition in the SCAG region. 36.1 percent of bridges in the SCAG region were classified as being in 'Good' condition in 2017, with a 2 year target of 37.9 percent, and a 4 year target of 41.4 percent. 14.8 percent of NHS bridges in the SCAG region were considered to be in 'Poor' condition in 2017, with Caltrans targets of 14.0 percent after 2 years, and down to 12.4 percent at the conclusion of the four year reporting period. Please note that about 82 percent of Interstate System pavements and 49 percent of the NHS bridges in the SCAG region were classified as being in 'Fair' condition in 2017.

PM #3 STATEWIDE TARGETS:

As demonstrated in Attachment 2, the statewide targets for the PM #3 performance measures anticipate small but steady improvement for each of the travel time reliability performance

indicators. In 2017, 64.6 percent of total person-miles of travel on the Interstate System was considered reliable. Caltrans established statewide interstate travel time reliability targets of 65.1 percent after 2 years, then up to 65.6 percent after 4 years. On the non-interstate NHS, 73.0 percent of total person miles traveled were considered reliable in 2017. Caltrans introduced a statewide target of 74 percent after 4 years. A 2-year non-interstate travel time reliability target is not required for the initial MAP-21 performance reporting cycle. Truck travel time reliability is reported as the Truck Travel Time Reliability Index (TTTRI), which is a value calculated as the ratio of the 95th percentile truck travel time (least reliable travel time) by the normal (50th percentile) travel time along a specific highway segment. A higher TTTRI value represents a less reliable travel time, therefore a lower value indicates improvement in reliability. In 2017, the statewide TTTRI was 1.69. Caltrans has developed targets for moderate truck travel time reliability improvement over the reporting cycle, to 1.68 after 2 years and down to 1.67 after 4 years.

In regard to the CMAQ program emissions reduction performance measures, Caltrans has established statewide targets that reflect small increases for each of the criteria pollutants amounting to 1.0 percent after 2 years, and 2.0 percent after 4 years.

The two CMAQ traffic congestion performance measures, 'Annual Hours of Peak Hour Excessive Delay' and 'Percent of Non-Single Occupancy Vehicle Travel' are applicable only to the two U.S. Census designated 'Urban Areas' within the SCAG region that have populations exceeding one million. These Urban Areas include 'Los Angeles/Long Beach/Anaheim' and 'Riverside/San Bernardino'. MAP-21 requires that Caltrans and SCAG coordinate on the establishment of a single, unified set of targets for these two CMAQ traffic congestion measures for each of the SCAG region's two designated Urban Areas. The two CMAQ traffic congestion measures, and the associated 2-year and 4-year unified targets for the two Urbanized Areas in the SCAG region, are highlighted in yellow on Attachment 2.

In the Los Angeles/Long Beach/Anaheim Urban Area, per capita hours of peak hour excessive delay was reported at 51.7 hours in 2017. The 2017 value was reported at 16.3 hours for the San Bernardino/Riverside Urban Area. Choosing a conservative approach for the initial reporting cycle, Caltrans and SCAG agreed that a 1.0 percent improvement after 4 years for both of SCAG's Urban Areas would be appropriate. The same conservative approach was followed in developing targets for the 'Non-Single Occupancy Vehicle Travel' measure, with a 0.5 percent increase after 2 years, and 1.0 percent increase at the conclusion of the 4 year performance reporting period for both Urban Areas in the SCAG region.

Please note that two of the PM #3 performance measures, 'Percent of Reliable Person-Miles Travelled on the Non-Interstate NHS' and 'Annual Hours of Peak Hour Excessive Delay per Capita', require only the establishment of a four-year target for the initial MAP-21 performance reporting cycle due to current data limitations.

PERFORMANCE REPORTING:

The MAP-21 reporting framework is based on four-year performance periods, the first of which began on January 1, 2018 and will end on December 31, 2021. Due to federal air quality conformity reporting requirements, the CMAQ measure for 'Total Emission Reductions by Applicable

Pollutants' features a slightly different schedule, with the initial four-year reporting period beginning on October 1, 2017 and ending on September 30, 2021.

To establish an initial dataset for comparison with future performance, MAP-21 requires that Caltrans submit a 'Baseline Performance Period Report' by October 1, 2018. The baseline report includes the two and four-year statewide targets for each of the federal performance measures, and provides quantitative 'existing conditions' data for each of the measures, indicating how the state is currently performing. This baseline dataset will then be used as a benchmark to evaluate progress made toward achievement of the two-year and four-year targets.

At the conclusion of each four-year performance reporting cycle, Caltrans will be required to submit a report to FHWA indicating the extent to which each of the designated statewide performance targets for each of the federal measures was achieved. If FHWA determines that sufficient progress has not been made toward meeting any of the targets, a separate report must be submitted by Caltrans indicating why the targets were not met and what steps are being taken to ensure the targets are met during the subsequent reporting cycle.

CURRENT ACTIVITIES:

Caltrans submitted the statewide PM #2 and PM #3 performance targets to FHWA on May 20, 2018. The rulemakings provide SCAG 180 days from the date of submittal of the statewide targets to elect either to adopt the Caltrans statewide targets for implementation within the SCAG region, or to develop a separate set of performance targets specific to our region. SCAG will therefore have until November 16, 2018 to either communicate our intent to adopt the statewide PM #2 and PM #3 performance targets, or to provide Caltrans our own set of regional targets. If SCAG chooses to adopt the statewide targets, we are agreeing to plan and program projects that are supportive of the Caltrans targets as applied at the regional level.

The two CMAQ program performance measures, discussed above, for which a single, unified target is required are excluded from the regional target setting option. Any adjustments made to the four-year targets established for those two measures at the two-year Mid Performance Reporting Period must be agreed upon collectively by Caltrans and SCAG.

NEXT STEPS:

SCAG staff participated in the development process of the statewide targets for PM #2 and PM #3 and have completed our review of the final targets that were provided by Caltrans on May 20, 2018. Based on this review, SCAG staff recommends supporting the statewide targets and adopting SCAG-specific targets based on Caltrans' target setting methodology. Pending the review of the policy committees, staff will be forwarding the proposed PM 2 and PM 3 targets to the Regional Council for approval at their October meeting.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 18/19 Overall Work Program (080.SCG00153.04: Regional Assessment).

ATTACHMENT(S):



-
1. Attachment 1: Caltrans PM2 Statewide Targets
 2. Attachment 2: Caltrans PM3 Statewide Targets
 3. Attachment 3_MAP-21 Target Setting Update_Presentation

Attachment 1: Caltrans Statewide PM 2 Targets

Statewide NHS Pavement & Bridge Performance Targets										
Pavement & Bridge Performance Measures	Existing (2017)		2-Year NHS Targets (1/1/18 - 12/31/19)				4-Year NHS Targets (1/1/20 - 12/31/21)			
	Good	Poor	Good	Change	Poor	Change	Good	Change	Poor	Change
	NHS Pavements (Total)	30.4%	6.1%	32.5%	+2.1%	6.3%	+0.2%	33.6%	+3.2%	6.4%
Interstate	47.9%	3.1%	45.1%	-2.8%	3.5%	+0.4%	44.5%	-3.4%	3.8%	+0.7%
Non-Interstate	25.5%	7.1%	28.2%	+2.7%	7.3%	+0.2%	29.9%	+4.4%	7.2%	+0.1%
Bridges on the NHS	66.5%	4.8%	69.1%	+2.6	4.6%	-0.2%	70.5%	+4.0%	4.4%	-0.4%

SCAG Region Non-Interstate NHS Pavement & Bridge Performance Targets										
Pavement & Bridge Performance Measures	Existing (2017)		2-Year NHS Targets (1/1/18 - 12/31/19)				4-Year NHS Targets (1/1/20 - 12/31/21)			
	Good	Poor	Good	Change	Poor	Change	Good	Change	Poor	Change
	Non-Interstate Pavement	3.7%	14.4%	4.0%	+0.3%	13.8%	-0.6%	4.7%	+1.0%	12.7%
Bridges on the NHS	36.1%	14.8%	37.9%	+1.8%	14.0%	-0.8%	41.4%	+5.3%	12.4%	-2.4%

Attachment 2: Caltrans PM 3 Statewide Performance Targets

Performance Measure	2017 Baseline Data	2-year Target	4-year Target
Percent of Reliable Person-Miles Traveled on the Interstate	64.6%	65.1% (+0.5%)	65.6% (+1.0%)
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	73.0%	N/A	74.0% (+1.0%)
Percent of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)	1.69	1.68 (-0.01)	1.67 (-0.02)
Total Emissions Reductions by Applicable Pollutants Under the CMAQ Program			
VOC (kg/day)	951.83	961.35 (+1.0%)	970.87 (+2.0%)
CO (kg/day)	6,863.26	6,931.90 (+1.0%)	7,000.54 (+2.0%)
NOx (kg/day)	1,753.36	1,770.89 (+1.0%)	1,788.43 (+2.0%)
PM10 (kg/day)	2,431.21	2,455.52 (+1.0%)	2,479.83 (+2.0%)
PM2.5 (kg/day)	904.25	913.29 (+1.0%)	922.34 (+2.0%)
Annual Hours of Peak Hour Excessive Delay per Capita	Caltrans & SCAG must coordinate on a single, unified 4-year target		
Sacramento UA	14.9 Hours	N/A	14.7 (-1.0%)
San Francisco-Oakland UA	31.3 Hours	N/A	30.0 (-4.0%)
San Jose UA	27.5 Hours	N/A	26.4 (-4.0%)
Los Angeles-Long Beach-Anaheim UA	51.7 Hours	N/A	51.2 (-1.0%)
Riverside-San Bernardino UA	16.3 Hours	N/A	16.1 (-1.0%)
San Diego UA	18.4 Hours	N/A	18.0 (-2.0%)
Percent Non-Single Occupancy Vehicle (SOV) Travel	Caltrans & SCAG must coordinate on a single, unified 2-year & 4-year target		
Sacramento UA	22.8%	23.3% (+0.5%)	23.8% (+1.0%)
San Francisco-Oakland UA	44.3%	45.3% (+1.0%)	46.3% (+2.0%)
San Jose UA	24.5%	25.5% (+1.0%)	26.5% (+2.0%)
Los Angeles-Long Beach-Anaheim UA	25.6%	26.1% (+0.5%)	26.6% (+1.0%)
Riverside-San Bernardino UA	22.7%	23.2% (+0.5%)	23.7% (+1.0%)
San Diego UA	23.8%	24.8% (+1.0%)	25.2% (+1.4%)

Attachment 2: Caltrans PM3 Statewide Targets (Draft MAP-21 PM 2 & PM 3 Targets)

MAP-21 Performance Monitoring Target Setting Update

Transportation Committee
September 6, 2018

Mike Gainor, Senior Regional Planner
Daniel Tran, Senior Regional Planner



MAP-21 Performance Monitoring



- MAP-21 (2012) established a legislative foundation for a national performance-based transportation planning program.
- The FAST Act (2015) continued the performance monitoring requirements outlined in MAP-21.
- State DOTs & MPOs are required to establish performance targets supportive of national transportation goals.
- FHWA rule-making established a set of national performance measures & guidelines for the setting of statewide & regional performance targets.

1

Performance Measures & Targets



- Performance measures are quantitatively defined metrics used to assess progress toward designated performance objectives.
- MAP-21 performance measures were established by FHWA through Performance Management Groups (PM) 1, 2, & 3.
- Performance targets represent the performance level anticipated for each measure within a specified reporting period.
- Targets are developed by the State DOT (Caltrans) & by MPOs (SCAG).
- SCAG has been actively involved in the statewide MAP-21 target setting process in coordination with Caltrans & the other major California MPOs.

2

MAP-21 Performance Management



Final FHWA rule-making was promulgated in (3) separate Performance Management (PM) packages:

PM #1: Highway Safety (May, 2016). Statewide & regional PM #1 targets were set in May, 2017.

PM #2: National Highway System (NHS) Pavement & Bridge Condition (May, 2017).

PM #3: NHS System Performance, Freight Movement, & CMAQ Program (May, 2017).

- Statewide PM #2 & PM #3 targets were set by Caltrans in May, 2018.
- SCAG will have until November 16, 2018 to elect either to adopt Caltrans' statewide PM #2 & PM #3 targets, or develop a separate set of regional targets.

3

Pavement & Bridge Performance Management Final Rule (PM #2)



- Effective May 20, 2017
- Statutory authority under MAP-21 (49 USC 490)
- Establishes performance measures for pavement and bridge conditions on the National Highway System (NHS) Interstate System and on remainder of the NHS (Non-Interstate)
- **Pavement**
 - % of pavement in good conditions
 - % of pavement in poor conditions
 - Lane miles
- **Bridge**
 - % of bridges in good conditions
 - % of bridges in poor conditions
 - Square feet (Deck Area)



Pavement Performance Measures



- Good/fair/poor measure determined based on 4 metrics
 - If all are good the combined measure is good
 - If >2 metrics are poor the combined measure is poor
- Need to report conditions and targets for % good and poor for Interstate and non-Interstate NHS
- Rule sets an additional goal of <5% poor for Interstates

	Good	Fair	Poor
IRI (inches/mile)	<95	95-170 95-220*	>170 >220*
Cracking (%)	<5	5-10	>10
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15

Bridge Performance Measures



- Good/Fair/Poor measure based on National Bridge Inventory (NBI) ratings
 - Use minimum of deck, superstructure, and substructure
 - Report conditions and targets for % good and poor for NHS bridges
- Additional goal of <10% of the NHS bridge deck area structurally deficient

		NBI Rating Scale <small>(from 0 – 9)</small>								
		9	8	7	6	5	4	3	2	1
		Good			Fair			Poor		
Bridge	Deck <small>(Item 58)</small>	≥7			5 or 6			≤4		
	Superstructure <small>(Item 59)</small>	≥7			5 or 6			≤4		
	Substructure <small>(Item 60)</small>	≥7			5 or 6			≤4		
	Culvert <small>(Item 62)</small>	≥7			5 or 6			≤4		

6

Performance Target Setting Requirements



FHWA 2 & 4-Year Targets

- Requirements set forth in 23 CFR 490
- 1st 4-year Performance Period (Jan 2018 – Dec 2021)
- 2-year Mid-Performance Point
- Pavement and bridge only
- NHS inventory
- Targets are fiscally constrained
- Caltrans set 2 & 4-yr targets on May 2018
- No penalties

7

PM #2 Pre-Target Setting



- Prior to setting targets, Caltrans asked MPOs to complete a PM #2 Condition Reporting Form.
- SCAG provided expected conditions for our region over the next 2 & 4 years.
- SCAG leveraged the Statewide Transportation Asset Management Plan (TAMP) which includes 10-year targets for pavement & bridges.
- Applied average annual growth rate to establish 2 & 4 year targets for the SCAG region.

Expected 2-Year NHS Pavement and Bridge Map-21 Based Condition
(Quantity weighted average)

2-Year Performance Targets	Inventory	Good	Fair	Poor
Pavement Lane Miles (Miles)	Use Inventory from Caltrans Provided Worksheet	Provide one Good/Fair/Poor Condition Target per MPO in Total Lane Miles.		
Bridge Deck Area (Square Feet)		Provide one Good/Fair/Poor Condition Target per MPO in Total Square Feet.		

Expected 4-Year NHS Pavement and Bridge Map-21 Based Condition
(Quantity weighted average)

4-Year Performance Targets	Inventory	Good	Fair	Poor
Pavement Lane Miles (Miles)	Use Inventory from Caltrans Provided Worksheet	Provide one Good/Fair/Poor Condition Target per MPO in Total Lane Miles.		
Bridge Deck Area (Square Feet)		Provide one Good/Fair/Poor Condition Target per MPO in Total Square Feet.		

Expected 2-Year NHS Pavement and Bridge Map-21 Based Condition
(Quantity weighted average)

2-Year Performance Targets	Inventory	Good	Fair	Poor
Pavement Lane Miles (Miles)	11,718	468	9,630	1,620
Bridge Deck Area (Square Feet)	13,767,555	5,216,634	6,620,596	1,930,324

Expected 4-Year NHS Pavement and Bridge Map-21 Based Condition
(Quantity weighted average)

4-Year Performance Targets	Inventory	Good	Fair	Poor
Pavement Lane Miles (Miles)	11,840	553	6,778	1,509
Bridge Deck Area (Square Feet)	13,770,308	5,706,841	6,353,799	1,709,668



PM #2 Statewide Targets



Statewide NHS Pavement & Bridge Performance Targets											
Pavement & Bridge Performance Measures	Existing (2017)			2 Year NHS Targets (1/1/18 - 12/31/19)				4 Year NHS Targets (1/1/18 - 12/31/21)			
	Total	Good (%)	Poor (%)	Good (%)	Change	Poor (%)	Change	Good (%)	Change	Poor (%)	Change
NHS Pavements (Total)	56,075 lane miles	30.4%	6.1%	32.4%	↑ 2.0%	6.3%	↓ 0.2%	33.5%	↑ 3.1%	6.4%	↓ 0.3%
Non-Interstate	41,917 lane miles	25.5%	7.1%	28.2%	↑ 2.7%	7.3%	↓ 0.2%	29.9%	↑ 4.4%	7.2%	↓ 0.1%
Interstate	14,159 lane miles	47.9%	3.1%	45.1%	↓ -2.8%	3.5%	↑ 0.4%	44.5%	↓ -3.4%	3.8%	↑ 0.7%
Bridges on the NHS	234,285,883 sq. ft.	66.5%	4.8%	69.1%	↑ 2.6%	4.6%	↓ -0.2%	70.5%	↑ 4.0%	4.4%	↓ -0.4%

SCAG Pavement & Bridge Performance Targets											
Pavement & Bridge Performance Measures	Existing (2017)			2 Year NHS Targets (1/1/18 - 12/31/19)				4 Year NHS Targets (1/1/18 - 12/31/21)			
	Total	Good (%)	Poor (%)	Good (%)	Change	Poor (%)	Change	Good (%)	Change	Poor (%)	Change
Non-Interstate	11,658 lane miles	3.7%	14.4%	4.0%	↑ 0.3%	13.8%	↓ -0.6%	4.7%	↑ 1.0%	12.7%	↓ -1.7%
Bridges on the NHS	13,766,178 sq. ft.	36.1%	14.8%	37.9%	↑ 1.8%	14.0%	↓ -0.8%	41.4%	↑ 5.3%	12.4%	↓ -2.4%

- The statewide target is a roll up from individual MPO targets weighted based on percentage of NHS pavement and bridges
- SCAG non-interstate pavement = 20% of entire state; SCAG NHS bridge = 5% of the entire state
- Overall, at the 2 and 4 year period 'good' pavement and bridges are expected to marginally increase, while 'poor' pavement and bridges conditions are expected to decrease.

Attachment: Attachment 3_MAP-21 Target Setting Update_Presentation (Draft MAP-21 PM 2 & PM 3 Targets)

PM #2 Performance Targets



- Statewide targets based on roll up of individual regional targets.
- Targets must be incorporated into the FTIP and RTP/SCS
- If Caltrans determines that targets are not being met after the 2-year target date (December, 2019), there is an opportunity to revise the 4-year condition target (i.e. repeal of SB-1).
- There are **no penalties** if targets are not met, however MPOs will need to report to Caltrans regarding steps for improvement.



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PM #3: NHS Performance, Freight, & CMAQ



Performance Management Group 3 (PM #3) consists of (3) categories of federal performance measures:

- 1) National Highway System Performance (2 measures)
- 2) Freight (1 measure)
- 3) CMAQ Program (3 measures)

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PM #3: NHS Performance, Freight, & CMAQ



The PM #3 National Highway System Performance category consists of (2) performance measures:

- 1) Percent of Reliable Person-Miles Traveled on the Interstate System.
- 2) Percent of Reliable Person-Miles Traveled on the Non-Interstate National Highway System.

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PM #3: NHS Performance, Freight, & CMAQ



The PM 3 'Freight' performance category consists of (1) performance measure:

- 1) Percent of Interstate System Mileage Providing Reliable Truck Travel Times.

The PM #3 'CMAQ Program' performance category features (3) performance measures:

- 1) Total Emissions Reductions by Applicable Pollutants (VOC, CO, NOx, PM 2.5, PM 10).
- 2) Annual Hours of Peak Hour Excessive Delay per Capita.
- 3) Percent Non-Single Occupancy Vehicle (SOV) Travel.

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PM #3: NHS Performance, Freight, & CMAQ

Statewide PM #3 NHS Performance Targets

Performance Measure	2017 Baseline	2-Year Target	4-Year Target
Percent of Reliable Person-Miles Traveled on the Interstate System	64.6%	65.1% (+0.5%)	65.6% (+1.0%)
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	73.0%	N/A	74.0% (+1.0%)

- Caltrans released its statewide PM #3 targets in May, 2018.
- For the Interstate System travel time reliability measure, Caltrans selected a 2-year target (65.1%) to provide for a 0.5% improvement over the 2017 baseline value of 64.6%.
- The 4-year Interstate System target continues the 2-year improvement trend to a full 1.0% over baseline to 65.6%.
- FHWA rulemaking requires only a 4-year target for the non-interstate NHS travel time reliability measure. Caltrans selected a statewide target of 1.0% improvement over the baseline value (73% to 74%).

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PM #3: NHS Performance, Freight, & CMAQ

Statewide PM #3 Freight Travel Time Targets

Performance Measure	2017 Baseline	2-Year Target	4-Year Target
Percent of Interstate System Mileage Providing Reliable Truck Travel Time	1.69	1.68 (-0.01)	1.67 (-0.02)

- For the Freight travel time reliability measure, Caltrans selected a 2-year target (1.68) for an improvement of 0.01 over the 2017 baseline value (1.69).
- The 4-year Freight travel time reliability target continues the moderate improvement trend down to 1.67, for an improvement of 0.02 over the baseline.
- Freight travel time reliability is evaluated using the 'Truck Travel Time Index' (TTTI).
- TTTI is calculated as the ratio of the 95th percentile (slowest) travel time on an interstate segment by the 50th percentile (normal) travel time on that segment.
- For example, if the normal travel time is 50 MPH and the 95th percentile travel time is 30 MPH, the TTTI for that segment would be 1.67.

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Attachment: Attachment 3_MAP-21 Target Setting Update_Presentation (Draft MAP-21 PM 2 & PM 3 Targets)

PM #3: NHS Performance, Freight, & CMAQ

Statewide CMAQ Program Emissions Reduction Targets

Total Emissions Reductions by Applicable Pollutants	2017 Baseline	2-Year Target	4-Year Target
VOC (kg/day)	951.83	961.35 (+1.0%)	970.87 (+2.0%)
CO (kg/day)	6,863.26	6,931.90 (+1.0%)	7,000.54 (+2.0%)
NOx (kg/day)	1,753.36	1,770.89 (+1.0%)	1,788.43 (+2.0%)
PM10 (kg/day)	2,431.21	2,455.52 (+1.0%)	2,479.83 (+2.0%)
PM2.5 (kg/day)	904.25	913.29 (+1.0%)	922.34 (+2.0%)

- Total emissions reduction is calculated by summing the 2-year & 4-year emissions reduction totals by applicable pollutant for CMAQ-funded projects.
- The 2-year statewide emissions reduction targets for all (5) applicable pollutants were set by Caltrans for a 1.0% increase over the 2017 baseline.
- The 4-year statewide emissions reduction targets for each of the (5) applicable pollutants was set by Caltrans for a 2.0% increase over the 2017 baseline.

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PM #3: NHS Performance, Freight, & CMAQ

CMAQ Program Congestion Targets

- The 2 remaining PM #3 CMAQ Program performance measures focus on the congestion relief aspects of the CMAQ program: 'Annual Hours of Peak Hour Excessive Delay per Capita' & 'Percent Non-Single Occupancy Vehicle (Non-SOV) Travel'.
- These 2 congestion relief measures require a single, unified target be established for each US Census designated 'Urban Area' in the state with 2010 populations exceeding 1 million.
- There are 2 such Urban Areas in the SCAG region: Los Angeles/Long Beach/Anaheim & Riverside/San Bernardino.
- The 'Annual Hours of Excessive Delay' measure requires only a 4-year target for the initial performance reporting period for each Urban Area.

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Attachment: Attachment 3_MAP-21 Target Setting Update_Presentation (Draft MAP-21 PM 2 & PM 3 Targets)

PM #3: NHS Performance, Freight, & CMAQ

Peak Hour Excessive Delay Targets

Annual Hours of Peak Hour Excessive Delay per Capita	2017 Baseline	2-Year Target	4-Year Target
Los Angeles/Long Beach/Anaheim	51.7 Hours	N/A	51.2 (-1.0%)
Riverside/San Bernardino	16.3 Hours	N/A	16.1 (-1.0%)

- In 2017, commuters in the Los Angeles/Long Beach/Anaheim Urban Area experienced 51.7 annual hours of excessive delay per capita.
- In Riverside/San Bernardino, the 2017 excessive delay value was 16.3 hours per capita.
- Caltrans & SCAG agreed upon a single, unified 4-year target for the Los Angeles/Long Beach/Anaheim Urban Area of 51.2 hours, a 1.0% improvement over 2017 baseline.
- For the Riverside/San Bernardino Urban Area, Caltrans & SCAG agreed upon a single, unified 4-year target of 16.1 hours, a 1.0% improvement over the 2017 baseline.

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PM #3: NHS Performance, Freight, & CMAQ

Non-SOV Travel Mode Share Targets

Percent Non-SOV Travel	2017 Baseline	2-Year Target	4-Year Target
Los Angeles/Long Beach/Anaheim	25.6%	26.1% (+0.5%)	26.6% (+1.0%)
Riverside/San Bernardino	22.7%	23.2% (+0.5%)	23.7% (+1.0%)

- In 2017, 25.6% of commuters in the Los Angeles/Long Beach/Anaheim Urban Area travelled by a mode other than single occupancy vehicle (SOV).
- In the Riverside/San Bernardino Urban Area, 22.7% of commuters used a non-SOV transportation option in 2017.
- Caltrans & SCAG agreed upon unified 2-year Non-SOV mode share targets of 26.1% for the Los Angeles/Long Beach/Anaheim Urban Area; & 23.2% for Riverside/San Bernardino, each representing a 0.5% increase over the respective baseline values.
- Caltrans & SCAG agreed upon unified 4-year Non-SOV mode share targets of 26.6% for the Los Angeles/Long Beach/Anaheim Urban Area; & 23.7% for Riverside/San Bernardino, each representing a 1.0% increase over the respective baseline values.

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Attachment: Attachment 3_MAP-21 Target Setting Update_Presentation (Draft MAP-21 PM 2 & PM 3 Targets)

MAP-21 Performance Reporting



- MAP-21 establishes a 4-year performance target setting & reporting cycle, beginning (for most performance reporting areas) in October, 2018.
- Caltrans is required to set statewide performance targets, however SCAG has option to establish regional targets for most measures within 180 days of Caltrans submittal.
- SCAG coordinates with Caltrans on establishment of statewide targets & on specific performance targets for our region.
- Caltrans' initial 'baseline' performance period report (for most measures) is due to FHWA on October 1, 2018. The baseline report establishes existing conditions to be assessed over the first 4-year reporting period which ends on December 31, 2021.

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MAP-21 Performance Reporting



- After 2 years, a mid-term progress evaluation is to be conducted, allowing Caltrans & SCAG to re-evaluate initial targets to ensure adequate progress is being made toward the 4-year performance goals.
- Caltrans' initial 2-year 'Mid-term Significant Progress Determination' will be due to FHWA on October 1, 2020.
- During the mid-term progress evaluation, Caltrans & SCAG are permitted to adjust initial 4-year targets (if necessary).
- MAP-21 performance reporting information will be incorporated into the SCAG 2020 RTP/SCS & FTIP.

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MAP-21 Performance Reporting



- At the conclusion of each 4-year performance period, Caltrans is required to submit a report to FHWA demonstrating that 'significant progress' has been made toward achievement of each of the statewide performance targets.
- 'Significant progress' is indicated when either the designated performance target is achieved, OR actual performance is improved over the baseline report (even if target is not actually achieved).
- If any of the performance target areas fail to demonstrate 'significant progress' in the 4-year performance report, Caltrans is required to submit an additional report explaining why progress has not occurred & what steps are being taken to achieve the targets.

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Recommended Action



Recommended Action:

PM #2: To support & adopt the statewide PM #2 targets as proposed by Caltrans for pavement & bridge condition on the National Highway System.

PM #3: To support & adopt the statewide PM #3 targets as proposed by Caltrans for National Highway System performance, freight, and the CMAQ program.

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Thank you!

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Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

**TC Agenda Item No. 1
September 6, 2018**

TRANSPORTATION COMMITTEE
MINUTES OF THE MEETING
THURSDAY, APRIL 5, 2018

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

The Transportation Committee (TC) met at SCAG, 900 Wilshire Blvd., 17th Floor, Los Angeles, CA 90017. The meeting was called to order by Chair Hon. Curt Hagman, San Bernardino County. A quorum was present.

Members Present:

- | | |
|--|-----------------------|
| Hon. Sean Ashton, Downey | District 25 |
| Hon. Glen Becerra, Simi Valley | District 46 |
| Hon. Ben Benoit, Wildomar | South Coast AQMD |
| Hon. Will Berg, Port Hueneme | VCOG |
| Hon. Russell Betts, Desert Hot Springs | CVAG |
| Hon. Art Brown, Buena Park | District 21 |
| Hon. Joe Buscaino, Los Angeles | District 62 |
| Hon. Ross Chun, Aliso Viejo | OCTA |
| Hon. Jim Clarke, Culver City | WCCOG |
| Hon. Jonathan Curtis, La Cañada-Flintridge | District 36 |
| Hon. Emily Gabel-Luddy | AVCJPA |
| Hon. James Gazeley, Lomita | District 39 |
| Hon. Jeffrey Giba, Moreno Valley | District 69 |
| Hon. Jack Hadjinian, Montebello | SGVCOG |
| Hon. Curt Hagman (Chair) | San Bernardino County |
| Hon. Carol Herrera, Diamond Bar | District 37 |
| Hon. Steven Hofbauer, Palmdale | District 43 |
| Hon. Jim Hyatt, Calimesa | District 3 |
| Hon. Mike T. Judge, Simi Valley | VCTC |
| Hon. Trish Kelley, Mission Viejo | OCCOG |
| Hon. Randon Lane, Murrieta (Vice Chair) | District 5 |
| Hon. Clint Lorimore, Eastvale | District 4 |
| Hon. Steve Manos, Lake Elsinore | District 63 |
| Hon. Ray Marquez, Chino Hills | District 10 |
| Hon. Larry McCallon | Highland |
| Hon. Marsha McLean, Santa Clarita | District 67 |
| Hon. Dan Medina, Gardena | District 28 |

Attachment: Minutes of the TC Meeting - April 2018 (TC Minutes of 4-5-18)

Hon. Barbara Messina, Alhambra	District 34
Hon. L. Dennis Michael	District 9
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Kris Murray, Anaheim	District 19
Hon. Frank Navarro, Colton	District 6
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Sam Pedroza, Claremont	District 38
Hon. Greg Pettis, Cathedral City	District 2
Hon. Charles Puckett, Tustin	District 17
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Ali Saleh, Bell	GCCOG
Hon. Jesus Silva, Fullerton	
Hon. Marty Simonoff, Brea	District 22
Hon. Jess Talamantes	SFVCOG
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Mr. Paul Marquez	Caltrans District 7

Members Not Present:

Hon. Rusty Bailey, Riverside	District 68
Hon. Austin Bishop, Palmdale	North L.A. County
Hon. Gonzalez, Lena, Long Beach	District 30
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Jose Huizar, Los Angeles	District 61
Hon. Linda Krupa, Hemet	WRCOG
Hon. James C. Ledford	Palmdale
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Shawn Nelson	Orange County
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Zareh Sinanyan, Glendale	SFVCOG
Hon. José Luis Solache, Lynwood	District 26
Hon. Barb Stanton, Apple Valley	SBCTA/SBCOG
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG
Hon. Michael Wilson, Indio	District 66

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Curt Hagman, San Bernardino County, called the meeting to order at 10:09 a.m. Hon. Joe Buscaino, Los Angeles, led the Pledge of Allegiance.

PUBLIC COMMENT

Mr. Mitchell Jackman encouraged the Committee to consider promoting no drive days as a way to reduce traffic congestion.

ACTION ITEMS

1. Election of 2018-19 Chair and Vice Chair

Joann Africa, SCAG Chief Counsel, announced that the Committee will elect its 2018-19 Chair and Vice Chair. Ms. Africa stated that additional nominations would be accepted from the floor. As no nomination were received from the floor Ms. Africa stated the candidate for Chair is Hon. Curt Hagman, San Bernardino County, and the candidates for Vice Chair are Hon. Clint Lorimore, Eastvale, Hon. Frank Navarro, Colton and Hon. Cheryl Viegas-Walker, El Centro. After statements were given by each of the candidates, the Committee voted.

Hon. Curt Hagman, San Bernardino County, received the majority of votes and was elected Chair as follows:

Hagman: Benoit, Berg, Betts, Brown, Buscaino, Chun, Clarke, Curtis, Gabel-Luddy, Gazeley, Giba, Hadjinian, Hagman, Herrera, Hyatt, Judge, Kelley, Lane, Lorimore, Manos, Marquez, McCallon, McLean, Medina, Michael, Moore, Navarro, O’Connor, Pedroza, Puckett, Real Sebastian, Saleh, Silva, Simonoff, Talamantes, Tercero, Viegas-Walker (37)

Hon. Cheryl Viegas-Walker, El Centro, received the majority of votes and was elected Vice Chair as follows:

Lorimore: Benoit, Betts, Clarke, Giba, Hagman, Hyatt, Lorimore, Manos, Messina, Moore, Simonoff (11)

Navarro: Berg, Judge, Marquez, McCallon, McLean, Michael, Navarro, Saleh, Silva, Talamantes, Tercero (11)

Viegas-Walker: Brown, Buscaino, Chun, Curtis, Gabel-Luddy, Gazeley, Hadjinian, Herrera, Hofbauer, Kelley, Lane, Medina, O’Connor, Pedroza, Pettis, Puckett, Real Sebastian, Viegas-Walker (18)

CONSENT CALENDAR

2. Minutes of the March 1, 2018 Meeting

Receive and File

- 3. 29th Annual Demographic Workshop, June 11, 2018
- 4. Regional Planning Working Groups Series
- 5. ARB SB 375 Regional GHG Target Update for the 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS)
- 6. Environmental Justice Working Group
- 7. Go Human Active Transportation Safety and Encouragement Campaign Update

A MOTION was made (Puckett) and SECONDED (Navarro) to approve Consent Calendar 2 – 7. The Motion passed by the following votes:

AYES: Benoit, Berg, Betts, Brown, Buscaino, Chun, Clarke, Curtis, Gabel-Luddy, Gazeley, Giba, Hadjinian, Hagman, Herrera, Hofbauer, Hyatt, Judge, Kelley, Lane, Lorimore, Manos, Marquez, McCallon, McLean, Medina, Messina, Michael, Moore, Navarro, O’Connor, Pedroza, Pettis, Puckett, Real Sebastian, Saleh, Silva, Simonoff, Talamantes, Tercero, Viegas-Walker (40)

NOES: None

ABSTAIN: None

INFORMATION ITEMS

8. Downtown Los Angeles (LA) Streetcar

Reza Shahmirzadi, Program Manager, Downtown Los Angeles (LA) Streetcar, provided an update on the LA Streetcar. Mr. Shahmirzadi reported that the LA Streetcar is a proposed 3.8 mile streetcar loop with 24 planned stations along a downtown route that includes 1st Street, Broadway, 11th Street, Figueroa Street, 7th Street and Hill operating at a speed of 6 miles per hour in evening peak hours. He noted the streetcar will operate with 7-minute peak hour headways and 10-minute and 15-minute headways other times of the day. Further, ridership is projected to be 4,180 by 2020 and 5,370 by 2040. Additionally, 6 vehicles will be in operation connecting passengers to the Convention Center, Staples Center, LA Live and Broadway Fashion District. Mr. Shahmirzadi reviewed key issues and challenges including funding availability, maintenance and storage facility costs and complex utility relocations.

Hon. Dan Medina, Gardena, asked why the streetcar would be one directional. Mr. Shahmirzadi responded that due to the space and right of way limitations, a one direction service is the most viable option.

9. Southern California Optimized Rail Expansion (SCORE)

Roderick Diaz, Planning and Development Director, Metrolink, reported on Southern California Optimized Rail Expansion (SCORE) Program. Mr. Diaz stated that Metrolink's regional rail system currently comprises 7 lines, 59 stations and 400 miles of rail service serving 40,000 passengers a day. He noted that a significant portion of the system is single track only enabling one-way service. Further, 60% of the system is owned by other railroads and most of Metrolink's current service is directed toward downtown Los Angeles. He noted the SCORE program seeks to make double track improvements on key sections so the majority of the system can provide a minimum of 30-minute frequency in both directions and 15-minute headways on core segments of the system.

Mr. Diaz noted these improvements will enable passengers to use the service without having to consult a schedule and attract a greater number of riders. Further, better coordination can be achieved with bus service enhancing First/Last Mile options. He noted capital investments would include additional stations, signal system, new maintenance facilities, grade crossings and grade separations. Mr. Diaz stated the SCORE Program will complement other investments such as Link Union Station which will improve rail flow through.

Hon. Steven Hofbauer, Palmdale, asked about frequency of service to the Antelope Valley. Mr. Diaz responded that these system improvements will better enable reverse peak direction service from Santa Clarita to Palmdale. Additionally, High Speed Rail service is planned from Palmdale to Union Station which will provide additional service to the area.

Hon. Sam Pedroza, Claremont, asked if a funding measure is being considered to fund these improvements. Mr. Diaz responded that any funding provided would be used toward the SCORE Program and noted improvements can be provided incrementally.

10. Harbor Performance Enhancement Center (HPEC)

Jonathan Rosenthal, CEO, Harbor Performance Center (HPEC), reported on the proposed HPEC initiative. Mr. Rosenthal stated HPEC is a partnership between the Port of Los Angeles (POLA)

and a private consortium. He noted the proposed site will serve as a container staging facility on a 110-acre site on Terminal Island at POLA. HPEC is expected to handle approximately 3,500 truckloads per day which will be transported from nearby container terminals. Further, the facility is expected to increase efficiency, reduce costs and emissions while increasing productivity by 10% or greater.

Mr. Rosenthal noted HPEC seeks to use private sector capabilities to produce greater cargo efficiency. He reported that freight facilities currently experience an imbalance between cargo availability and labor and HPEC seeks greater inventory control to move a greater velocity of freight. This will mean less container stacking and better distribution efficiency improving regional competitiveness.

Hon. Curt Hagman, San Bernardino County, asked about the essential process for moving freight on the facility. Mr. Rosenthal responded that containers would be wheeled within the facility for improved efficiency to create a free flow pile and less container stacking.

11. 2019 Active Transportation Program (ATP) Guidelines and Call for Projects

Kome Ajise, Director of Planning, presented opening remarks noting there are two components of the ATP program; the statewide and the regional programs. He noted there have been three (3) previous cycles of the ATP which has awarded funding to approximately 300 regional projects totaling nearly \$500 million.

Robert Nelson, Deputy Director, California Transportation Commission, continued the presentation stating that the goal of the ATP is to encourage increased use of active transportation including biking and walking. Additionally, the California Transportation Commission is expected to adopt 2019 Active Transportation Program Guidelines and host a call for projects from May 16, 2018 to July 31, 2018. The 2019 ATP will award approximately \$400 million through fiscal years 2019/20 to 2022/23. The total amount to be awarded is approximately double the amount of the previous cycle due to the addition of SB 1 funding. As in past cycles, the 2019 ATP will award 50% (\$200 million) of funding to the highest scoring projects statewide. 10% of funding will be awarded to Small Urban and Rural Areas under which no SCAG jurisdictions qualifies. 40% or approximately \$90 million of the MPO funding will fund SCAG region ATP projects in collaboration with the six county transportation commissions.

Hon. Alan Wapner, Ontario, asked about geographic equity in funds allocation. Mr. Nelson responded that the process is competitive and the MPOs portion allows for funding to be spent exclusively within each MPO jurisdiction.

CHAIR'S REPORT

Curt Hagman, San Bernardino County, announced that the Committee elected Hon. Curt Hagman, San Bernardino County, to serve as Chair for the coming year and Hon. Cheryl Viegas-Walker, El Centro, to serve as Vice Chair. Mr. Hagman reminded members that 700 forms are due by those who have not yet submitted them and also noted that the next meeting of the Transportation Committee will be June 7, 2018 as SCAG's General Assembly will be held May 3-4, 2018.

METROLINK REPORT

Hon Art Brown, Buena Park, stated the Board voted to acquire 155 new ticket vending machines which will place an additional 32 vending machines in service. The new vending machines will accept cash in addition to credit cards. Additionally, ridership increased .9% for the quarter ending December 31, 2107. Mr. Brown also noted commuter rail ridership nationwide fell 1.1% during the same period. Also, Angels Express has begun service to Angels Stadium.

ADJOURNMENT

Hon. Curt Hagman, San Bernardino County, adjourned the meeting at 11:49 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

Transportation Committee Attendance Report

2018

Member (including Ex-Officio) Last Name, First Name	Representing	X = County Represented						X = Attended			= No Meeting			NM = New Member			Mtgs Atten ded
		IC	LA	OC	RC	SB	VC	Feb	Mar	April	GA May	June	July	Aug	Sept	Oct	
Ashton, Sean*	Downey		X					X	X	X							
Bailey, Rusty*	Riverside, WRCOG				X			X	X								
Becerra, Glen*	Simi Valley						X	X	X	X							
Benoit, Ben*	South Coast AQMD				X			X	X	X							
Berg, Will	VCOG, Port Hueneme							X	X	X							
Betts, Russell	CVAG				X			X	X	X							
Bishop, Austin	County																
Brown, Art*	Buena Park			X				X	X	X							
Buscaino, Joe*	Los Angeles		X					X	X	X							
Castro, Nieves	Caltrans District 7																
Chun, Ross	Aliso Viejo, OCTA			x				X	X	X							
Clarke, Jim	Culver City, WCCOG		X					X	X	X							
Curtis, Jonathan*	La Cañada Flintridge		X							X							
Gabel-Luddy, Emily	Burbank, AVCJPA		X							X							
Gazeley, James*	Lomita		X					X	X	X							
Giba, Jeffrey*	Moreno Valley				X			X	X	X							
Gonzalez, Lena*	Long Beach		X														
Hadjinian, Jack	Montebello, SGVCOG		X					X		X							
Hagman, Curt* (Chair)	San Bernardino County					X		X	X	X							
Harnik, Jan*	Palm Desert, RCTC				X												
Harrington, Dave	Aliso Viejo, OCCOG			X													
Herrera, Carol*	Diamond Bar		X					X	X	X							
Hofbauer, Steven*	County		X					X	X	X							
Huizar, Jose*	Los Angeles		X														
Hyatt, Jim*	Calimesa				X			X	X	X							
Judge, Mike*	Simi Valley, VCTC						X	X	X	X							
Kelley, Trish	Mission Viejo, OCCOG			X				X	X	X							
Krupa, Linda	Hemet, WRCOG				X												
Lane, Randon* (Vice Chair)	Murrieta				X			X	X	X							
Ledford, James C.	County		X														
Lorimore, Clint*	Eastvale				X			X	X	X							
Manos, Steve*	Lake Elsinore				X			X	X	X							
Marquez, Ray*	Chino Hills					X		X	X	X							
McCallon, Larry	Highland					X		X	X	X							
McLean, Marsha*	Santa Clarita		X					X	X	X							
Medina, Dan*	Gardena		X					X	X	X							
Messina, Barbara*	Alhambra		X					X	X	X							
L. Dennis Michael*	Rancho Cucamonga					X		X	X	X							
Minagar, Fred*	Laguna Niguel			X				X	X								
Moore, Carol	Laguna Woods, OCCOG			X				X	X	X							
Murray, Kris*	Anaheim			X					X	X							
Navarro, Frank*	Colton					X		X		X							
Nelson, Shawn*	County of Orange			X													
O'Connor, Pam*	Santa Monica		X						X	X							
Pedroza, Sam*	Claremont		X					X	X	X							
Pettis, Greg*	Cathedral City				X			X	X	X							
Puckett, Charles*	Tustin							X	X	X							
Real Sebastian, Teresa	Monterey Park/SGVCOG		X					X	X	X							
Robinson, Dwight	Lake Forest, OCCOG			X													
Ruiz, Crystal	WRCOG/San Jacinto				X				X								
Saleh, Ali*	City of Bell, GCCOG		X					X	X	X							
Sandoval, Damon	Morongo Band of Mission Indians																
Silva, Jesus	Fullerton			x				X		X							
Simonoff, Marty*	Brea			X				X	X	X							
Sinanyan, Zareh	Glendale		X														
Solache, José Luis*	Lynwood		X						X								
Stanton, Barb*	Apple Valley					X											
Sternquist, Cynthia	Temple City		X					X									
Talamantes, Jess			X						X	X							
Tercero, Brent	Pico Rivera		X					X	X	X							
Viegas-Walker, Cheryl*	El Centro	X						X	X	X							
Wapner, Alan*	SBCTA/SBCOG					X		X	X	X							
Weintraub, Alicia	Calabasas/LVMCOG		X					X	X								
Wilson, Michael*	Indio, CVAG				X			X									
Totals		1	24	11	12	7	2										

Attachment: Minutes of the TC Meeting - April 2018 (TC Minutes of 4-5-18)



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Kome Ajise, Director of Planning, Sustainability, 213-236-1835,
Ajise@scag.ca.gov

Subject: Sustainable Communities Program Guidelines

RECOMMENDED ACTION FOR CEHD:

Recommend Regional Council approve the 2018 Sustainable Communities Program (SCP) Guidelines and authorize staff to release the Call for Applications.

RECOMMENDED ACTIONS FOR EEC AND TC:

Receive and File.

RECOMMENDED ACTION FOR RC:

Approve 2018 Sustainable Communities Program (SCP) Guidelines and authorize staff to release the Call for Applications.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

Staff has developed guidelines for the 2018 Sustainable Communities Program (SCP). The 2018 SCP will fund Integrated Land Use, Green Region Initiative, and Active Transportation projects that support and implement the policies and initiatives of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2018 SCP (formerly the "Sustainability Planning Grants" program) is a multi-year funding opportunity that is supported through federal, state, and local resources. There is a multi-year funding commitment of about \$6 million. Approximately \$1.6 million is available in SCAG's FY 2018-19 Overall Work Program (OWP), while approximately \$4.4M is anticipated from the California Active Transportation Program (ATP) for SCAG's fiscal year 2019-2020 OWP. If any additional SCAG resources become available they will be included in the budget development process in future fiscal years.

Staff will promptly issue a Call for Applications subject to authorization of the SCP guidelines by the Regional Council on September 6, 2018. Applications will be due to SCAG by 5PM on November 15, 2018, and staff will conduct a workshop at least one month before this due date in order to answer questions and foster SCP program understanding. Approval of application rankings will be sought

from the Regional Council in March 2019, and individual project initiation schedules will be developed promptly thereafter.

BACKGROUND:

For many years, SCAG has provided technical assistance and resources to local jurisdictions that support local planning, as well as implementation of the RTP/SCS. Innovative approaches to addressing and solving regional issues have been tested and implemented at local, subregional and regional levels. The Sustainable Communities Program (SCP), previously known as the Compass Blueprint Program and the Sustainability Planning Grant (SPG) program, has an updated title to reflect the broad suite of resources available that support implementation of the region's Sustainable Communities Strategy (SCS). To date, SCAG has awarded approximately \$22.3 million in total funding to complete 203 local sustainability and active transportation planning projects. SCAG most recently awarded an additional \$12.2 million in funding to 75 additional Phase 1 and Phase 2 projects in the 2016 SPG Call for Proposals. These 2016 SPG projects are still underway, and an update on the project status is provided in Attachment 2. All of these projects demonstrate progress in advancing regional priorities and provide examples of integrated transportation, land use, and active transportation planning tailored to local needs that other cities can emulate.

While the SCP is funded from a variety of sources, SCAG, with the support of the county transportation commissions, has been able to significantly expand programming capacity over the last three funding cycles with resources from the California Active Transportation Program (ATP). The Regional ATP Guidelines, which provide direction for the programming of the region's share of the ATP, have consistently set aside approximately five percent of available funds for active transportation plans and programs. This financial commitment to planning aims to ensure local agencies have the capacity to develop projects that result in significant safety and mobility improvements and compete well for statewide ATP funds. ATP grants awarded to projects through the SCP Call for Applications are managed by SCAG staff to reduce the administrative burden for local agencies.

In previous funding rounds, eligible applicants were able to propose any project that largely fulfilled the program and project category goals. Successful applicants received technical assistance to complete a wide assortment of projects. SCAG procured the consultant on behalf of applicants and managed contract, invoicing, and other administrative details.

The steady growth of the SCP has put significant strain on SCAG's contracting processes and planning staff. As a result, SCAG has not been able to deliver projects as quickly as originally planned. Recognizing this strain and in preparation for the 2018 SCP, staff has sharpened the program focus, especially considering the limited amount of available resources, restrictive conditions associated with funding sources, and the importance of addressing ambitious GHG reduction targets. Specific project types have been developed that provide practical, relevant strategies for meeting SB 375 greenhouse gas (GHG) reduction targets and queue jurisdictions for future funding opportunities (i.e. Greenhouse Gas Reduction Fund). A list of deliverables for each project type has been developed and is defined in the attached program guidelines (Attachment 1). Eligible applicants can apply for specific project types and will ultimately receive the listed

deliverables tailored to their agency/project. This approach will allow SCAG to use a streamlined approach to maximize limited resources and expedite the procurement process.

SCAG staff developed a list of nine (9) project types for which applicants will be able to apply and distributed this list in a survey to participants in SCAG’s numerous Regional Planning Working Groups for input and comments. Approximately 1,500 representatives from cities, counties, county transportation commissions, councils of government, state agencies, non-profits/non-governmental organizations, universities, and the private sector received the survey in early July 2018. SCAG staff received responses from 132 respondents from across the SCAG region. Staff finalized the nine project types based on this input.

DISCUSSION:

2018 Sustainable Communities Program Goals and Project Categories

The SCP is a multi-year funding program supported by federal, state, and local resources. The Program will support innovative approaches to addressing regional issues in support of the following goals:

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

The Program supports projects in two funding categories: Active Transportation and Integrated Land Use & Green Region Initiative. Each project category has additional goals:

Active Transportation	Integrated Land Use & Green Region Initiative
<ul style="list-style-type: none"> • Increase the proportion of trips accomplished by biking and walking; • Increase safety and mobility of non-motorized users; • Continue to foster jurisdictional support and promote implementation of the goals, objectives and strategies of 2016 RTP/SCS; • Seed active transportation concepts and produce plans that provide a preliminary step for future ATP applicants; and • Integrate multiple funding streams to increase the overall budget for active transportation planning and capacity building projects. 	<ul style="list-style-type: none"> • Promote regional implementation of the goals, objectives and strategies of 2016 RTP/SCS. • Encourage integrated concepts and produce plans that strategically identify resources for project implementation • Promote reliable and efficient mobility for people, goods, and services, while meeting the State’s GHG emission reduction goals • Identify areas for strategic infill and investment within the region • Support local and regional sustainability, adaptation & resiliency planning • Focus new growth around transit and Livable Corridors

In the 2018 Call for Applications, staff has sharpened the program focus to nine (9) specific projects types, each with a unique application. As discussed in the Background, these program modifications aim to maximize resources toward meeting GHG reduction targets and expedite the procurement process. Project types are outlined below.

Active Transportation Project Types:

- *Community-wide & Area Plans:* Support for the implementation of the transit integration and short trip strategies as outlined in the RTP/SCS. Examples include a community-wide bicycle or pedestrian master plan, community-wide active transportation master plan, and first-last mile plans.
- *Regional Corridors Plans:* Coordination and collaboration with neighboring jurisdictions and/or county transportation commissions and SCAG on regional corridor plans. Examples include improving connectivity and closing gaps in a regionally significant bikeway network.
- *Infrastructure Demonstration Projects (Quick-Build):* Opportunities for jurisdictions to test new infrastructure designs (i.e. protected bike lanes, scramble cross-walk, cycle track) and collect community feedback prior to installing permanent infrastructure.
- *Safety Strategic Plan:* Protecting pedestrians and bicyclists with an aim to reduce vehicle collisions. Examples include local Vision Zero Plans and county or sub-regional plans to identify a high-injury network and strategic investment strategy.

Integrated Land Use (ILU) Project Types:

- *SB 743 Implementation Assistance:* Support for agencies to establish vehicle miles travelled (VMT) baselines and thresholds for compliance with SB 743.
- *Parking Pricing, Reduction, and Management Strategies:* Providing critical parking and land use related analysis to support revitalization, traffic reduction, and maximization of transit infrastructure
- *Livable Corridor & Transit Oriented Development (TOD) Planning:* Planning efforts along corridors with frequent bus service to development corridor vision plans including land use and redevelopment strategies.

Green Region Initiative (GRI) Project Types:

- *Heat Island Reduction with Urban Greening and Cool Streets:* Strategies for shaded pathways to/from transit; first/last mile investments; increased resiliency to warming urban air temperatures through trees and landscaping, reduced impervious surfaces, and cool street surface treatments.
- *Electric Vehicle Charging Infrastructure Planning:* Identifying potential locations for electric vehicle charging stations at workplaces and multi-unit dwellings (MUDs) to encourage the installation of more charging infrastructure

Eligible applicants include the following:

- Cities and counties;
- Native American Tribal Governments;
- Regional transportation planning agencies (RTPAs)
- Transit agencies; and

- Other public transportation planning entities.

The following groups are eligible to apply as a sub-applicant:

- Cities and counties;
- Native American Tribal Governments;
- Transit agencies;
- RTPAs;
- Universities and Community Colleges;
- Community-Based Organizations;
- Non-Profit Organizations (501(c)3);
- Councils of Government; and
- Other public entities.

Greater details on specific eligibility, selection criteria, and the evaluation process can be found in the attached guidelines (Attachment 1).

Next Steps

Staff will present the Sustainable Communities Program Guidelines to the Community, Economic, and Human Development (CEHD) Committee at their September 6, 2018, meeting. The CEHD will be asked to make a recommendation to the Regional Council to approve the Guidelines and authorize staff to release the 2018 Sustainable Communities Resource Program Call for Applications. Given several programming and spending deadlines assigned by various funding sources, SCAG has a relatively short timeframe to release and evaluate applications; recommend project awards; and begin expending available funding during FY 18-19. As a result, staff will also present the item to the Regional Council at their September 6, 2018, meeting for approval of release. Any significant comments from the SCAG policy committees will be reported to the Regional Council for their timely consideration prior to approval of the Guidelines.

Pending Regional Council approval, the anticipated schedule can be found below:

Call for Applications Opens	September 10, 2018
Application Workshop	Week of September 24, 2018 or October 1, 2018
SCAG SCP Call for Applications Deadline	November 15, 2018
Proposal Review and Scoring	November 2018 – January 2019
SCAG Regional Council Approval of 2018 SCP Application Rankings	March 7, 2019
California Transportation Commission approval of ATP projects	June 2019
Projects Begin	Fiscal Year 2019-2020

FISCAL IMPACT:

Staff's work budget for the SCP and funding for selected SCP projects are included in the FY 2018-2019 Overall Work Program (OWP) 275-4823.03 – SB1 Sustainability Planning Grant Program (2018 Call for Projects), 065-0137.12 – Electric Vehicle (EV) Program Readiness Strategies. Funding for the



Active Transportation SCP projects will be included in FY 2019-2020 OWP 050-0169.06 – Active Transportation Program.

ATTACHMENT(S):

1. 2018 Sustainable Communities Program Final Guidelines
2. 2016 Sustainability Planning Grant Status

Southern California Association of Governments

2018 Sustainable Communities Program Call for Applications

Overview

The Southern California Association of Governments (SCAG) announces the Call for Applications for the 2018 Sustainability Communities Program (SCP). For many years, SCAG's various sustainability planning grant programs (Compass Blueprint, Sustainability Planning Grants) have provided resources and direct technical assistance to member jurisdictions to complete important local planning efforts and enable implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

The SCP allows SCAG to strengthen partnerships with local agencies who are responsible for land use and transportation decisions. Projects selected will allow local agencies to facilitate coordination and integration of transportation planning with active transportation, land use, growth management, urban greening, and electric vehicle charging stations. The SCP also serves as the primary funding vehicle where SCAG partners with local agencies to implement the goals, objectives and strategies of the adopted 2016 RTP/SCS and achieve an integrated regional development pattern that reduces greenhouse gas (GHG) emissions. Applicants are encouraged to review strategies promoted in the 2016 RTP/SCS to align project applications with regional planning priorities and concepts. The most competitive applications will advance multiple planning goals, utilize new or innovative planning practices, and result in planning products or programs that are clearly tied to implementation. Conducting collaborative public participation efforts to further extend planning to communities previously not engaged in land use and transportation discussions is highly encouraged.

Goals

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

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

Categories

The 2018 SCP is comprised of 3 main project categories that meet the goals of the overall program. Each category is detailed further in the category guidelines.

- Active Transportation (AT) – Examples include community-wide active transportation plans, safety strategic plans and active transportation demonstration programs.
- Integrated Land Use (ILU) – Includes the following predefined projects: SB743 Implementation; Parking Management, Pricing, and Reduction; and Livable Corridor Transit Oriented Development (TOD) Planning
- Green Region Initiatives (GRI) – Includes the following predefined projects: Heat Island Reduction with Urban Greening and Cool Streets, and Electric Vehicle Charging Infrastructure Planning

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

Scoring Rubric & Criteria

The overall scoring rubric across all three project types funded through the SCP will be the same. For each category, the application includes 3 main scoring criterion – 1) Project Need, 2) Goals, Objectives and Outcomes, and 3) Partnerships and Leveraging. Application questions vary by category within each topic area depending on the types of projects eligible. The potential points to be awarded for responses to each question also vary by category and project type, and are noted in each application. Further clarification regarding how points are awarded will be provided in the project application forms.

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

Funding Sources

Funding for the 2018 SCP will be provided through a combination of federal, state, and local sources. SCAG will allocate funding for project applications based on the eligibility of each funding source and the applicant's readiness. Grants and projects will be managed by SCAG and implemented through its consultants only. Hosting a call for applications to award funds through multiple funding streams is intended to simplify the application process and achieve efficiencies in program administration.

The 2018 SCP will program up to five percent (5%) of SCAG's regional funding from Cycle 4 of the Active Transportation Program, per the 2019 [ATP Regional Guidelines](#).

Due to the inclusion of Senate Bill 1 (SB1) funding, at the time of award notice an applicant, sub-applicant and/or jurisdiction is required to have a housing element in substantial compliance with State housing element law, and must have submitted updated housing element Annual Progress Reports.

Timely Use of Funds/Time Extensions

A project initiation schedule and expectations regarding period of performance will be determined within three months of project award announcements, and will be based on project complexity, funding source, and SCAG staff capacity. Once the project schedule has been established, extensions will be considered on a case-by-case basis. Extensions and scope changes must be requested in letter format. All requests must include an explanation of the issues and actions the agency has taken to correct the issues. All extensions will be contingent on funding availability and the program requirements of the funding source assigned to the project when awarded. SCAG intends all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

Schedule

The following schedule outlines important dates.

Milestone	Date
SCAG SCP Call for Applications Opens	September 6, 2018
Application Workshop	October 2, 2018
SCAG SCP Call for Project Application Deadline	November 15, 2018
SCAG Regional Council Approval of 2018 SCP Application Rankings*	March 7, 2019

***Projects receiving ATP funding will also be subject to approval by the SCAG Regional Council and California Transportation Commission as part of the adoption of the complete 2019 Regional ATP. SCAG Regional Council consideration is anticipated in April 2019 followed by CTC action in June 2019.**

Contact Information

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

Caitlin Sims
 Management Analyst
 Telephone: 213-630-1550
 Email: sims@scag.ca.gov

Submittal Information

Applications are due November 15, 2018 by 5:00 pm using the instructions provided in the application. Questions regarding submitting applications for each category should be emailed to contact person listed above. Applications should include all supporting documents in a single PDF file. Project sponsors do not need a board resolution in order to apply but they will be required to agree to submit a supporting resolution from the elected body or a letter of intent in support of the project from the appropriate executive officer prior to receiving funding. Files should be labeled in the following format:

AgencyName_ApplicationCategory_ProjectName. For example: SCAG_AT_GoHuman *or* SCAG_GRI_EVChargingStation.

Active Transportation

Overview

The Sustainable Communities Program Active Transportation Category (SCP-AT) will fund planning and demonstration projects that promote safety and encourage people to walk and bicycle. These projects will be designed to enhance local interest and/or capacity to build safe, efficient active transportation networks.

Goals and Purpose

The SCP-AT Call for Applications seeks to implement SCAG's 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The 2016 RTP/SCS was adopted on April 7, 2016 and is a long-range vision for transportation and land use planning for the region. The 2016 RTP/SCS focuses on the implementation of four primary regional active transportation strategy areas: Regional-Trip Strategies, Transit Integration Strategies, Short-Trip Strategies, and Education/Encouragement Strategies. All applicants are encouraged to review and align proposals with the recommended strategies, which can be found in the [2016 RTP/SCS Active Transportation Appendix](#).

By directing funding toward projects that implement the 2016 RTP/SCS, SCAG aims to achieve the following goals:

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

Funding Sources

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

Up to \$4.4 million of the program will be funded using no more than five percent (5%) of SCAG's allocation from the 2019 ATP. Per SCAG's 2019 ATP Regional Guidelines, planning and non-infrastructure resources may be programmed to projects submitted through the SCP or to applications submitted through the California Active Transportation Program. Therefore, the exact amount of ATP funding awarded to SCP projects will depend on the quality and scores of projects submitted through the SCP as compared to those submitted, but not funded, through the state's ATP Call for Proposals. The policies and procedures for awarding these funds are consistent with the direction established by the California Transportation Commission and can be found in SCAG's 2019 [Regional Active Transportation Program Guidelines](#). The balance of the program funding will be comprised of federal, state, and local funds.

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

Regional Equity

Minimum funding targets will be established for each county and project applications will be evaluated against other applications received in their respective county.

Eligible Applicants

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

- Local or Regional Agency - Examples include cities, counties, councils of government, Regional Transportation Planning Agency and County Public Health Departments.
- Transit Agencies - Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resources or Public Land Agencies - Federal, Tribal, State, or local agency responsible for natural resources or public land administration.
- Public schools or School districts
- Tribal Governments - Federally-recognized Native American Tribes.

Eligible Project Types/Maximum Awards

The SCP-AT will fund four types of projects 1) Community-Wide and Area Plans; 2) Regional Corridor Plans; 3) Safety Strategic Plans; and 4) Demonstration Projects. Projects should advance one or more program goals by enhancing community support for active transportation, increasing local capacity to implement active transportation infrastructure improvements and/or improving a local agency's competitiveness for future state and federal funding opportunities.

Community outreach is a crucial part of developing and implementing all projects. SCAG provides a suite of resources through its *Go Human* campaign that are available to complement proposed projects. These resources include the *Go Human* Kit of Parts and co-branded advertising collateral. Applicants interested in taking advantage of these resources must notify SCAG as part of the application process, however, the proposed project budget should not include funding for *Go Human* outreach elements.

Community-Wide & Area Plans (maximum award: \$250,000)

Applications submitted for this project type should support the implementation of the Transit Integration and Short Trip Strategies as outlined in the RTP/SCS. All planning applications must meet the requirements of the Active Transportation Program, as described in Appendix A of the [2019 Active Transportation Program Guidelines](#) (Cycle 4), with the following exception: SCAG will allow for plan applications to be completed in communities or areas that are not considered disadvantaged.

Examples of eligible plans include but are not limited to the following:

- Community-wide Bicycle or Pedestrian Master Plan
- Community-wide Active Transportation Master Plan

- First-Last Mile Plans (active transportation improvements only)

Regional Corridor Plans (maximum award: \$250,000)

Regional Corridor Plans are planning projects that cross jurisdictions and may require close collaboration with neighboring jurisdictions and/or county transportation commissions and SCAG. Examples must be consistent with the Regional Strategies set forth on Page 29 of the 2016 RTP/SCS Active Transportation Appendix, and include:

- Regional Greenway Network
- Regional Bikeway Network
- County-wide Regional Bikeway Network

Applications for Regional Corridor plans must meet the requirements of the Active Transportation Program as described in the [2019 Active Transportation Program Guidelines](#) (Cycle 4). SCAG will allow for Regional Corridor Plan applications to be completed in communities or areas that are not considered disadvantaged. Examples of projects may include:

- Plans for closing gaps or portions of a regionally significant bikeway network
- Plans for connecting an existing or planned bikeway to the regionally significant bikeway network
- Plans for connecting the regionally significant bikeway network to a business district or other major activity center

Applicants are strongly encouraged to partner with neighboring jurisdictions/agencies to plan for connectivity and implementation of these projects.

Safety Strategic Plans (maximum award: \$250,000)

This project type is new to the 2018 SCP in response to increase federal, state, and local interest in safety and planning to meet safety targets. Safety Strategic Plans should include a focus on protecting people walking and biking, but may also address vehicle to vehicle collisions. Safety Strategic Plans should aim to advance and leverage state and regional planning activities. Examples of project types may include county or sub-regional plans to identify a high-injury network and strategic investment strategy, and local Vision Zero Plans. Safety Strategic Plans will help further the region's efforts to reduce transportation-related serious injuries and fatalities, and achieve established regional safety targets. SCAG's Calendar Year 2018 safety targets are as follows:

- Number of fatalities: 1,601
- Rate of fatalities per 100 million vehicle miles traveled (VMT): 0.97
- Number of serious injuries: 5,752
- Rate of serious injuries per 100 million VMT: 3.5
- Number of non-motorized fatalities and non-motorized serious Injuries: 2,068

Plans should be data driven and include recommendations for context-sensitive approaches for reducing collisions. Plans should be developed in close coordination with community members and stakeholders. To learn more about the region's transportation safety existing conditions and safety targets, please visit SCAG's [Transportation Safety page](#).

Active Transportation Infrastructure Demonstration Projects (Quick Builds) (maximum award: \$500,000)

Active Transportation Infrastructure Demonstration Projects are a core element of the RTP/SCS Education/Encouragement Strategies and provide support for the implementation of other regional strategies, like Regional Corridors or Transit Integration Strategies. Quick Builds provide an opportunity for communities to test infrastructure designs before committing to the permanent infrastructure. This strategy allows for communities to consider innovative and cutting edge design that will create more active transportation trips and contribute significantly to the air quality requirements in the RTP/SCS.

- This project type is an evolution of SCAG’s successful [Go Human](#) outreach events, which have helped local agencies refine designs, build community support, attract grant funding, and expedite delivery of active transportation projects. Active Transportation Infrastructure Demonstration projects should be installed a minimum of three months to accommodate significant community engagement and allow for a more comprehensive assessment of project impact. Given the cap on funding awards, SCAG anticipates the majority of projects funded in this category will test pedestrian-related improvements or bike infrastructure on local streets. More complex projects requiring greater resources are eligible, if the applicant provides in-kind resources or match to fully-fund the demonstration. Project sponsors considering applying for a project in this category are encouraged to attend the Application Workshop and/or reach out to SCAG staff to discuss the scope of the demonstration and deliverability.

Complementary Services—Go Human

SCAG provides a suite of resources through its *Go Human* campaign that are available to complement proposed projects. Interested applicants may select one or both of the following *Go Human* outreach tools to “add on” to their project application at no cost to the project. For SCAG’s planning purposes, applicants wishing to take advantage of complementary services *must* note their intent to pursue these resources in the Background section of the application and provide a brief description on their value to the proposed project.

Go Human Kit of Parts (no financial award) – The Go Human Kit of Parts includes materials, signage and evaluation tools that allow the applicant or their consultant to plan and implement a *Go Human* event and gain community feedback as part of a project-specific or community-wide planning process . This complementary service includes the transport of the Kit of Parts to and from the event location. The applicant or its consultant will be responsible for preparation of a site and installation plan, to be approved by SCAG. The applicant or its consultant will also be responsible for the set-up, break-down and oversight of the *Go Human* Kit of Parts during the event. SCAG staff will be available to provide feedback and guidance on planning for a successful event and direction on appropriate utilization of the Kit of Parts.

Advertising Campaign (no financial award) – Co-branded *Go Human* print materials are available at no cost to cities or other local government agencies to help improve traffic safety for people walking and biking, and to help extend the reach of the *Go Human* campaign. Available materials include, but are not limited to:

- Lawn signs
- Banners
- Postcards
- Billboard ads (with donated placement)
- Bus shelter or bench ads (with donated placement)

- Social media graphics

Match Requirements

There are no match requirements for active transportation projects proposed through the SCP. However, the scoring criteria include points for Partnership and Leveraging to assess the extent to which there is a local commitment to the project.

Scoring Criteria

The scoring criteria across all four project types funded through the SCP-AT will be the same. For each type, the application includes 3 main focus areas. The potential points to be awarded for responses to each area are noted in the application. The question topics and their relationship to the scoring criteria are outlined below. Further clarification regarding how points are awarded will be provided in the project application forms.

Scoring Criteria	
Topic 1: Project Need	50 Points
Mobility & Safety	35
Public Health	5
Disadvantaged Communities/Community Need	10
Topic 2: Goals, Objectives and Outcomes	35 Points
Mobility & Safety	25
Public Health	5
Public Participation	5
Topic 3: Partnerships and Leveraging	15 Points
Leveraging	5
Cost Effectiveness	5
Public Participation	5

Application Process

Eligible applicants are encouraged to apply to the SCP-AT by completing an application specific to one the four Project Types, above. Please contact SCAG staff if the project includes multiple components, or if for any other reason, support is needed in identifying the proper application to use for a project application. Application workshops will be scheduled for October 2, 2018 to address any questions related to the application process. For more information and details on the workshop see –website. **Applicants must complete and submit their application by 5:00pm, November 15, 2018.**

Evaluation Process

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

funding eligibility. The Regional ATP Planning and Capacity Building resources, \$4.4 M, shall count toward a county's regional equity goals whether the project was submitted through the SCP or the statewide ATP application process. Following grant award announcements, unsuccessful applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their applications for future grant cycles.

DRAFT

Integrated Land Use & Green Region Initiatives

Overview

The 2018 Sustainable Communities Program Integrated Land Use/Green Region Initiatives categories (SCP-ILU/GRI) will fund specific planning efforts, outlined below, which further implementation of SCAG goals, policies, and objectives.

Goals and Purpose

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

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

- Promote regional implementation of the goals, objectives and strategies of 2016 RTP/SCS.
- Encourage integrated concepts and produce plans that strategically identify resources for project implementation
- Promote reliable and efficient mobility for people, goods, and services, while meeting the State's GHG emission reduction goals
- Identify areas for strategic infill and investment within the region
- Support local and regional sustainability, adaptation & resiliency planning
- Focus new growth around transit and Livable Corridors

Funding Sources

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

Projects in the ILU/GRI category will be managed by SCAG on behalf of applicants and/or sub-applicants, and implemented through its consultants only. SCAG will assume responsibility for procuring consultant support, and provide all necessary reporting and documentation required to funding partners. The Sponsoring Agency will assign a project manager and assume responsibility for engagement with jurisdiction staff.

Regional Equity

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

Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SCP-ILU/GRI funds as a primary applicant:

- Regional Transportation Planning Agencies (RTPAs)
- Transit Agencies;
- Cities and Counties;
- Native American Tribal Governments
- Other Public Transportation Planning Entities

The following are eligible to apply as a sub-applicant:

- Transit Agencies
- Universities and Community Colleges
- Native American Tribal Governments
- Cities and Counties
- Community-Based Organizations
- Non-Profit Organizations (501.C.3)
- Other Public Entities (e.g. Councils of Government)

For a sub-applicant to apply, an eligible entity listed in the first set above must sponsor their application. In order to do so the sub-applicant must identify both a Sponsoring Agency project manager as well as a sub-applicant project manager on the first page of the application form.

Eligible Project Types

Projects should advance one or more program goals by increasing local capacity to implement plans, enhancing community support for land use transportation integration, and/or improving a local agency's competitiveness for future state and federal funding opportunities. The 2018 SCP-ILU/GRI will provide a suite of resources for five specific types of projects:

1. SB 743 Implementation Assistance
2. Heat Island Reduction with Urban Greening and Cool Streets
3. Parking Management, Pricing and Reduction Strategies
4. Electric Vehicle Charging Infrastructure Planning
5. Livable Corridor Transit Oriented Development (TOD) Planning

SB 743 Implementation Assistance - VMT Baseline & Threshold Establishment

The 2016 RTP/SCS identifies and supports implementation of strategies to reduce GHG emissions and per-capita vehicle miles travelled (VMT) through integrated land use and transportation planning. The California Legislature passed Senate Bill (SB) 743 in 2013, modifying how transportation impacts are measured and eliminating the use of vehicle delay and level of service (LOS) metrics under the California Environmental Quality Act (CEQA). Instead of using automobile delay, as measured by level of service (LOS) and other metrics, the Office of Planning Research (OPR) identified vehicle miles traveled (VMT) as the new metric for transportation analysis evaluating transportation impacts under CEQA. This project will improve the ability of cities to comply with transition from LOS to VMT based project analysis under SB 743, which can lead to reduced regional VMT through more efficient development patterns, support a comprehensive strategy for regional mitigation options, and help implement the 2016 RTP/SCS.

The following products and services will be provided for up to five (5) jurisdictions:

- VMT baseline data, thresholds, calculation methodology, and mitigation measures

- VMT forecasting tool (customized to city or subregion)
- Memorandum of Advanced or Regional VMT Mitigation Measure Strategies
- Three regional strategies for SB 743 compliance may also be explored for applicants: (sub)regional mitigation banks, VMT mitigation exchange, and advance land use regulation mitigation (ex. through mix of land uses and parking strategies)
- Stakeholder engagement at a community workshop
- Implementation strategies

Heat Island Reduction with Urban Greening and Cool Streets

“Urban heat islands” form when natural land cover, e.g. trees, grasslands, wetlands – are replaced with pavement, buildings, and infrastructure. Paved surfaces and other non-reflective surfaces absorb heat during the day and release it at night, inflating overnight temperatures. Urban areas within the region are likely to experience more frequent, more intense, and longer heat waves as temperatures continue to rise due to climate change. Urban heat islands limit mobility by inhibiting human-powered modes of transportation such as walking and biking; increase energy demands; raise air pollution levels; and cause heat-related illness. By partnering with the region’s jurisdictions, SCAG will help increase resiliency to warming urban air temperatures and alleviate effects extreme heat events through urban greening, urban forestry, reduced impervious surfaces and cool pavement strategies and investments. This project seeks to promote increased walking, biking and other non-motorized transportation modes within defined contiguous areas that exhibit potential for increased high quality transit by strategizing for continuous shaded pathways to/from existing or planned transit and shaded transit stops. Moreover, the project will prioritize first/last mile investments, improve access to transit and other key destinations, and make the mode shift from SOVs to human-powered transportation for short trips more appealing.

The following products and services will be provided for up to five (5) jurisdictions that define areas (not exceeding 125 contiguous acres per jurisdiction) characterized by existing or planned high quality transit, active transportation infrastructure, infill land use policies, and high intersection density:

Urban Greening

- Inventory of trees on public and privately held property (with owner’s consent)
- Palette of recommended street/shade and companion plants
- Identification of vacant and other planting opportunity sites
- Strategies for short- and long-term maintenance of the urban forest
- Landscape design standards suitable for code adoption

Cool StreetsOn

- Inventory and existing condition report of streets, sidewalks, paths
- Palette of recommended construction materials and installation strategies of cool surface materials
- Strategies for short- and long-term maintenance of cool surface materials
- Cool street design standards suitable for code adoption

Stakeholder engagement at a community workshop and funding/implementation strategies will be provided for Urban Greening and Cool Streets efforts.

Parking Management, Pricing and Reduction Strategies

Modern on-site minimum parking requirements are routinely structured to ensure free parking is provided at the end of each leg of every vehicle trip, often without regard for the difficulty of providing that parking, its cumulative impacts on land use, or the disproportionate subsidy to drivers relative to other modes of transportation. Older commercial corridors face practical physical limitations in accommodating new minimum off-street parking. These limitations compel business owners to establish cumbersome off-site parking leases and detailed covenants, and parking variances are often needed. In other instances, commercial structures remain vacant or under-utilized despite an abundance of parking in the surrounding area, and neighborhood districts fail to provide the level of activity and amenities that adjacent residential communities could support.

This project will provide the applicant with critical parking and land use related analysis and recommendations for reducing future parking requirements to support revitalization, traffic reduction, and maximization of transit infrastructure. The resulting utilization study and implementation recommendations will position the applicant to advance modified requirements for specific study areas or city-wide for smaller jurisdictions. Special attention will also be paid to the need for pick-off/drop-off zones to accommodate ridehailing services and future automated taxi modes. In particular, the analysis will better link transportation and land use decision making in specific districts as they evolve into vibrant, walkable residential and commercial areas.

The following products and services will be provided for up to five (5) jurisdictions:

- Parking Utilization and Pick-up/Drop-off Studies
- Parking Standards Recommendation Report
- Parking Meter Pricing Recommendation Report
- Maps and visualizations
- Draft model ordinance to modify parking minimums for select districts or city-wide
- Stakeholder engagement at a community workshop
- Funding and implementation strategies

Electric Vehicle Charging Infrastructure Planning

The transportation sector remains a major source of GHG emissions in California. Accordingly, the Governor signed Executive Order B-48-18¹ consistent with California's 2017 Climate Change Scoping Plan calling for 5 million zero-emission vehicles (ZEV) on California's roads by 2030. To achieve this ambitious goal, significant barriers must be overcome to expand and accelerate plug-in electric vehicle (PEV) adoption, including the need to build the necessary charging stations, also known as electric vehicle supply equipment (EVSE) infrastructure. SCAG's So Cal PEV Plan² recommends regional efforts prioritize workplace and multi-unit dwelling (MUD) sites, in order to extend the electric range of employees and open PEV ownership to apartment dwellers. However, charging station build-out at workplaces and MUDs remains limited. The primary challenge to be overcome in addressing workplace

¹ <https://www.gov.ca.gov/2018/01/26/governor-brown-takes-action-to-increase-zero-emission-vehicles-fund-new-climate-investments/>

² <http://www.scag.ca.gov/programs/Pages/PEVReadinessPlan.aspx>

charging is motivating business owners and executives to investigate EV charging installation costs. The challenges facing retrofitting existing multi-unit dwelling structures are much more varied, including a wide range of building types, ownership and management arrangements, and parking configuration. The purpose of this project report is for SCAG to partner with communities to identify prime workplaces, MUDs, and publicly accessible fast charging locations within the applicant jurisdictions using the SCAG PEV Atlas, and to develop strategies to address barriers to implementation that jurisdictions can then implement.

The following products and services will be provided for up to five (5) jurisdictions:

- Inventory of existing PEV registrations, PEV charging stations, workplaces and MUDs
- Evaluation of local institutional barriers to PEV charging infrastructure
- Identification of most promising workplace, MUD and public EVSE sites based on latent demand, land use features, and distance to other charging stations or concentration of underserved MUD residents.
- Stakeholder engagement at a community workshop
- Outreach materials and incentives directed at the decision makers (owners, managers) of workplace and MUD properties to encourage installation of EVSE
- Funding and implementation strategies

Livable Corridor TOD Planning

The 2016 RTP/SCS anticipates that a significant amount of the region’s new housing, population and employment growth will occur in transit rich, mixed use corridors. These “Livable Corridors,” which will feature bus rapid transit (BRT) and frequent bus service are located in communities throughout the SCAG region. Livable Corridors will support higher density residential development oriented to transit use, mixed-use centers, and employment hubs at key intersections, as well as increased active transportation through dedicated bikeways and applying a “complete streets” approach. Underperforming, single-use, auto-oriented strip retail development should be replaced with higher density residential and employment.

Developing custom Livable Corridor land-use strategies and plans will encourage transit usage, as well as reduce GHG emissions and vehicle miles traveled. SCAG will partner with communities to develop “vision plans” for Livable Corridors that identify land-use and redevelopment strategies, and implementation plans that will enable communities to capture frequent bus service investment, and tap into regional and state funding opportunities and technical support. The overall goal will be to develop corridor land-use strategies and plans that encourage transit usage, as well as reduce greenhouse gas emissions and vehicle miles traveled. The following products and services will be provided for up to five (5) jurisdictions that contain Livable Corridors with existing or potential BRT and/or high frequency bus service:

- Demographic & socioeconomic profile
- Conceptual land-use plan
- Stakeholder engagement including jurisdiction staff and transit agencies at a community workshop
- Phasing strategies for future land-use development
- Inventory of corridor streetscape, parking and pedestrian infrastructure

- Infrastructure improvement plan to facilitate transit use, urban greening, reduced parking, and pedestrian activity
- Forecast of VMT and GHG reduction, increased transit ridership and pedestrian trips

SCP-ILU/GRI Scoring Criteria

The scoring criteria will vary across the five project types funded through the SCP-ILU/GRI. The potential points to be awarded for responses to each question are noted in the application. Further clarification regarding how points are awarded will be provided in the project application forms.

Scoring Criteria	
Topic 1: Project Need	50 Points
Readiness	15
Sustainability	20
Resource Need	10
Disadvantaged Communities	5
Topic 2: Project Goals, Objectives and Outcomes	35 Points
Execution	5
Implementation	20
Project Engagement	5
Stakeholder Participation	5
Topic 3: Partnerships and Leveraging	15 Points
Jurisdiction Resources	10
Stakeholder Support	5

Application Process

Eligible applicants are encouraged to apply to the SCP-ILU/GRI by completing an application specific to one of the five project types. Please contact SCAG staff if you have any questions regarding the project types or need help with the application form. SCAG staff reserve the right to change the project type, but only if it helps the project sponsor. Application workshops will be scheduled for October 2, 2018 to address any questions related to the application process. For more information and details on the workshop see –website. **Applicants must complete and submit their application by 5:00pm, November 15, 2018.**

Evaluation Process

Five (5) evaluation teams, one (1) for each project type, will be established to review, score and rank applications submitted to the SCP-ILU/GRI. Each team will be comprised of staff from partner agencies, and from SCAG. Final awards will be based on application score, regional geographic equity and funding eligibility. Following award announcements, interested applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their applications for future program cycles.

Applicant	County	Subregion	Project	Project Status
Active Transportation - Active Transportation Projects				
Baldwin Park	Los Angeles	SGVCOG	Go Human Bike-Friendly Business Program	Scope of Work in Development
Buena Park	Orange	OCCOG	Go Human	Contract/MOU Negotiation
Chino	San Bernardino	SBCTA	Go Human	Contract/MOU Negotiation
Commerce	Los Angeles	GCCOG	Safe Routes to School Plan/Active Transportation Plan	Pass-Through to Agency
Costa Mesa	Orange	OCCOG	Go Human	Completed
Culver City	Los Angeles	WSCCOG	Go Human	Contract/MOU Negotiation
El Monte	Los Angeles	SGVCOG	Ramona Blvd Complete Street Study	Work Underway
El Monte and South El Monte (Greater El Monte)	Los Angeles	SGVCOG	Go Human Bike-Friendly Business Program	Scope of Work in Development
Garden Grove	Orange	OCCOG	Safe Routes to School: Phase I Plan	Work Underway
Imperial County Transportation Commission	Imperial	ICTC	Safe Routes to School Project	Contract/MOU Negotiation
La Canada Flintridge	Los Angeles	SGVCOG	Go Human	Contract/MOU Negotiation
Long Beach DHHS	Los Angeles	GCCOG	Long Beach Safe Routes to School Program	Work Underway
Los Angeles County	Los Angeles	LA COUNTY	Vision Zero Action Plan	Work Underway
Los Angeles County DPW	Los Angeles	LA COUNTY	Walnut Park Go Human Demonstration Project	Completed
Los Angeles DOT	Los Angeles	LA CITY	Vision Zero - Community-Based Outreach	RFP Selection
Los Angeles DOT	Los Angeles	LA CITY	Vision Zero Campaign - Media Development	RFP Selection
Los Angeles Exposition Park	Los Angeles	LA CITY	Exposition Park Active Transportation Plan	Cancelled
OCTA	Orange	OCCOG	Partnerships With Police	Work Underway
Ontario	San Bernardino	SBCTA	Go Human	Completed
San Bernardino County	San Bernardino	SBCTA	Morongo Basin Active Transportation Plan	Work Underway
San Bernardino County	San Bernardino	SBCTA	Safe Routes to Schools Program	Work Underway
San Jacinto	Riverside	WRCOG	Envision San Jacinto (Go Human)	Contract/MOU Negotiation
Santa Ana	Orange	OCCOG	Pedestrian and Bicyclist Education Campaign	Contract/MOU Negotiation
SBCTA	San Bernardino	SBCTA	Redlands Rail Accessibility Plan	Work Underway
SGVCOG	Los Angeles	SGVCOG	Greenway Network Implementation Plan	To Be Allocated in FY 19-20
SGVCOG (Glendora, San Dimas, La Verne, Pomona, and Claremont)	Los Angeles	SGVCOG	Arrow Highway Complete Street Demonstration	Scope of Work in Development
South El Monte	Los Angeles	SGVCOG	South El Monte Open Streets	Scope of Work in Development
Thousand Oaks	Ventura	VCCOG	Active Transportation Plan	Work Underway
Ventura County	Ventura	VCCOG	Safe Routes to School Master Plan	Work Underway
West Covina	Los Angeles	SGVCOG	Go Human	Completed
Wildomar	Riverside	WRCOG	Active Transportation Plan	Not Started
City of LA	Los Angeles	LA CITY	Los Angeles Safe Routes to School	Delayed
Sustainability - ILU/GRI Projects				
Anaheim	Orange	OCCOG	Center City Corridors Plan	Delayed
Burbank	Los Angeles	SFVCOG	Golden State Implementation Study	Scope of Work in Development
Carson	Los Angeles	SBCCOG	Neighborhood Mobility Plan	Work Underway
Claremont	Los Angeles	SGVCOG	Claremont Locally Grown Power	Contract/MOU Completed
Colton	San Bernardino	SBCTA	South Colton Revitalization Plan	Contract/MOU Completed
Corona	Riverside	WRCOG	Climate Action Plan Update	Work Underway

Sustainability - ILU/GRI Projects				
Duarte	Los Angeles	SGVCOG	Town Center Traffic Calming Plan	Contract/MOU Negotiation
Fontana	San Bernardino	SBCTA	Urban Greening Landscape Plan	Work Underway
GCCOG	Los Angeles	GCCOG	Climate Action Plan Framework	Other
Glendale	Los Angeles	SFVCOG	Streetcar Feasibility Study	Contract/MOU Negotiation
Gold Coast Transit	Ventura	VCCOG	Building Transit Communities	RFP in Development
Imperial County Transportation Commission	Imperial	ICTC	Imperial Valley Climate Action Plan	Scope of Work in Development
Long Beach	Los Angeles	GCCOG	Destination Uptown	Work Underway
Los Angeles County Metro	Los Angeles	LA CITY	Union Station Civic Center District	RFQ Released
Los Angeles County Planning	Los Angeles	LA COUNTY	Climate Action and Adaption Plan	Contract/MOU Negotiation
Mission Viejo	Orange	OCCOG	Core Area Specific Plan	Cancelled
Moreno Valley	Riverside	WRCOG	Nason Street Corridor Phase II	Work Underway
Norwalk	Los Angeles	GCCOG	Firestone Corridor/San Antonio Village Vision	Not Started
Palmdale	Los Angeles	NLAC	Sustainable Mobility Element	Delayed
Perris	Riverside	WRCOG	Healthy Cities Challenge	Contract/MOU Completed
Placentia	Orange	OCCOG	Green Open Space Connections	Work Underway
Rancho Cucamonga	San Bernardino	SBCTA	Empire Yards Specific Plan	Scope of Work in Development
Santa Ana	Orange	OCCOG	Sustainability Vision	Work Underway
Santa Paula	Ventura	VCCOG	SCS Consistency Framework	Cancelled
San Bernardino County Transportation Authority	San Bernardino	SBCTA	San Bernardino County Regional GHG Reduction Plan Update	Contract/MOU Negotiation
San Bernardino County Transportation Authority	San Bernardino	SBCTA	Story Maps ("Dynamic Data Stories")	Contract/MOU Completed
South Pasadena	Los Angeles	SGVCOG	Climate Action Plan	Scope of Work in Development
Vernon	Los Angeles	GCCOG	Transit Service Feasibility Study	Contract/MOU Completed
Western Riverside Council of Governments	Riverside	WRCOG	SB743 Implementation	Work Underway
Phase 2 Projects				
Active Transportation - Active Transportation Projects				
Covina	Los Angeles	SGVCOG	First/Last Mile Transit Station Planning	Beginning RFP Scope
Indio	Riverside	CVAG	Bike Share Plan	Beginning RFP Scope
Irvine	Orange	OCCOG	Strategic Plan for Active Transportation	Beginning RFP Scope
Los Alamitos	Orange	OCCOG	Active Transportation Plan	Beginning RFP Scope
Redlands	San Bernardino	SBCTA	Sustainable Mobility Plan	Beginning RFP Scope
Riverside	Riverside	WRCOG	Active Transportation Plan	Beginning RFP Scope
Sustainability - ILU/GRI Projects				
Banning	Riverside	WRCOG	Paseo San Gorgonio Feasibility	Beginning RFP Scope
Big Bear Lake	San Bernardino	SBCTA	Mountain Mobility Analysis	Beginning RFP Scope
Huntington Beach	Orange	OCCOG	Orange County Recycling Market Development Zone	Beginning RFP Scope
Rolling Hills Estates	Los Angeles	SBCCOG	General Plan Update - Sustainability Element	Beginning RFP Scope
Torrance	Los Angeles	SBCCOG	Signage & Wayfinding Plan	Beginning RFP Scope
Westminster	Orange	OCCOG	Civic Center Specific Plan	Beginning RFP Scope
Yucaipa	San Bernardino	SBCTA	Freeway Corridor Specific Plan Update	Beginning RFP Scope



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Roland Ok, Senior Regional Planner, Compliance &
Performance Monitoring, (213) 236-1819, ok@scag.ca.gov
Subject: CEQA Documentation initiated for the 2020 RTP/SCS

EXECUTIVE DIRECTOR'S
APPROVAL

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

RECOMMENDED ACTION FOR TC AND RC:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:
The purpose of this staff report is to inform the EEC that staff will be initiating environmental documentation for the 2020 Regional Transportation Plan/Sustainable Communities Strategy (SoCal Connect or Plan). A Program Environmental Impact Report (PEIR) for the Plan will be prepared in accordance with the California Environmental Quality Act (CEQA). The PEIR will be a program-level document that will analyze the cumulative effects of the proposed actions, as well as transportation improvements and land use developments discussed in the Plan.

BACKGROUND:
SoCal Connect is a long-term plan which emphasizes the development and preservation of the region’s transportation system. For a transportation project to become eligible for federal and state funding, it must be included in the financially-constrained portion of the RTP. In addition, per state law, the Plan must include a Sustainable Communities Strategy (SCS) that demonstrates compliance with California Air Resources Board greenhouse gas (GHG) emission reduction targets from cars and light duty trucks.

CEQA, Pub. Res. Code § 21000 et seq., and its implementing regulations, CEQA Guidelines, codified at 14 C.C.R. § 15000 et seq., require SCAG as the Lead Agency to prepare an Environmental Impact Report for the Plan. The Plan necessitates preparation of a PEIR, which is a “first-tier” CEQA document designed to consider “broad policy alternatives and program-wide mitigation measures” (CEQA Guidelines §15168).

The PEIR will serve as a programmatic document that provides a region-wide assessment of potential significant environmental effects of the Plan. The PEIR will provide an opportunity to

inform decision-makers and the public about these effects. The PEIR will evaluate region-wide, potential significant environmental effects, including direct and indirect effects, growth-inducing impacts, and cumulative impacts of the Plan at a programmatic level. The PEIR will consider a range of reasonable alternatives to the Plan, including the no-project alternative and alternatives capable of achieving most of the basic objectives of the Plan and that may be capable of avoiding or substantially lessening any of the significant environmental effects the Plan. The PEIR will also evaluate proposed feasible mitigation measures capable of avoiding or reducing the significant effects of the Plan.

CURRENT STATUS OF THE 2020 RTP/SCS PEIR:

On August 20, 2018, SCAG's Executive Administration Committee (EAC), approved the Consultant's contract (18-026-C01) to assist SCAG with the preparation of a legally defensible PEIR. The Consultant will assist SCAG in completing the PEIR and provide services to ensure compliance with federal and state planning and environmental laws in the PEIR.

NEXT STEPS:

SCAG will release the Notice of Preparation (NOP) within the next two months, which will formally kick-off the PEIR process. The NOP will undergo a 30-day public review period which will allow for public comments. Following the release of the NOP and public review phase, SCAG will host two (2) public scoping meetings. The public scoping meetings will provide a presentation on the Plan's process and vision and allow for further comments on the Plan and the PEIR. Comments will received will be incorporated into the PEIR and will potentially serve as a guidance tool to conduct environmental analysis.

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2018/19 Overall Work Program (020.0161.04: Regulatory Compliance).



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Rongsheng Luo, Program Manager II, Compliance &
Performance Monitoring, (213) 236-1994, LUO@scag.ca.gov
Subject: Potential Strategies for Facility-Based Mobile Source Measures
Adopted in 2016 South Coast Air Quality Management Plan
(AQMP)

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

For Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC AND RC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

Since the November 2, 2017 informational staff report to the RC and policy committees CEHD,EEC, and TC, the South Coast Air Quality Management District (SCAQMD) staff has been continuing implementation of the facility-based mobile source measures adopted in the 2016 South Coast AQMP. Mr. Ian MacMillan, SCAQMD Planning & Rules Manager, will present a summary of emission reduction strategies that SCAQMD will pursue for sources covered by 2016 AQMP Facility-Based Mobile Source Measures including airports, marine ports, new and redevelopment projects, rail yards, and warehouses.

BACKGROUND:

As reported previously, the Final 2016 South Coast Air Quality Management Plan (AQMP) includes five facility-based mobile source measures seeking emission reductions from new development and redevelopment projects, marine ports, railyards, warehouses, and commercial airports. The SCAQMD Governing Board and the California Air Resources Board also have given additional directions to their respective staff regarding commercial airports and large freight facilities at their respective adoptions of the 2016 South Coast AQMP in March 2017.

In implementing the 2016 AQMP and the Boards’ directions, the SCAQMD staff formed five working groups in May 2017, and have been holding multiple meetings of the working groups as well as



developing both voluntary and regulatory measures in a process that has included extensive public input.

At its meeting on May 4, 2018, the SCAQMD Governing Board voted to direct its staff to further develop voluntary and regulatory measures to reduce emissions from ports, warehouses, airports, rail yards, and new development and redevelopment projects.

Several SCAG staff from the relevant subject areas have been actively participating in these working group meetings and providing input within their respective areas. SCAG staff will continue to participate in and closely monitor the working group process and will report back to the Regional Council and Policy Committee(s) as appropriate.

FISCAL IMPACT:

Work associated with this item is included in the current FY18-19 Overall Work Program (025.SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENT(S):

1. SCAQMD PowerPoint Presentation Facility-based Mobile Source Measures 090618

Potential Strategies for Facility-Based Mobile Source Measures Adopted in 2016 South Coast Air Quality Management Plan (AQMP)



SCAG Energy and Environment Committee
September 6, 2018

Background



- Ø 5 Facility-Based Mobile Source Measures (FBMSM) included in 2016 AQMP
 - Ø Airports, New/Redevelopment, Ports, Railyards, Warehouses
- Ø Primary goal of FBMSM is to reduce NOx emissions
 - Ø Assists in implementing CARB's Mobile Source Strategy "Further Deployment" control measures
 - Ø Measures need to be defined and in place 3 years before attainment deadline
 - Ø Mobile source strategies from CARB and SCAQMD are meant to complement each other



Board Approved Approach – Warehouses

Potential Voluntary Measures

- Ø New CEQA Air Quality Mitigation Fund
- Ø Warehouse Guidance Document (with CARB)
- Ø Explore Green Delivery options (e.g., opt-in fee to fund cleaner fleet)

Potential Regulatory Measures

- Ø Begin Indirect Source rulemaking activities
- Ø Interim Analyses
 - Ø Anticipated Emission Reductions
 - Ø Cost of Compliance
 - Ø Economic Impact Study + 3rd party review
 - Ø Industrial Real Estate Market Impact
 - Ø Technological Availability

Reporting Frequency to Board

- Ø Report to full Governing Board every 3-6 months



Board Approved Approach - Rail Yards

Potential Voluntary Measures

Ø Staff to work with San Bernardino County Supervisor Rutherford to explore potential for new agreements or MOUs beyond existing 1998 & 2005 agreements

Potential Regulatory Measures

Ø Begin Indirect Source rulemaking activities
Ø If ISR approved by Board, harmonization at federal level with ICCTA likely required before rule is enforceable

Reporting Frequency to Board

Ø Review progress every 9 months with Mobile Source Committee



Board Approved Approach - Ports

Potential Voluntary Measures

- Ø Pursue individual MOUs on specific Clean Air Action Plan measures
- Ø Pursue introduction of cleaner vessels
 - Ø Demonstrations, incentives, etc.

Potential Regulatory Measures

- Ø Do not pursue ISR at this time

Reporting Frequency to Board

- Ø Review progress every 6-9 months with Mobile Source Committee

Board Approved Approach - New/Redevelopment



Potential Voluntary Measures

- Ø New CEQA Air Quality Mitigation Fund
- Ø Update SCAQMD CEQA Handbook
- Ø Continue to work with Public Utilities Cmsn., Energy Cmsn., and utilities to expand charging/alt-fueling infrastructure

Potential Regulatory Measures

- Ø Delay consideration of beginning Indirect Source rulemaking activities until additional analysis is completed
- Ø Continue to work with stakeholders
 - Ø Rule Concepts
 - Ø Timelines
 - Ø Preliminary estimates of costs/benefits

Reporting Frequency to Board

- Ø Report to full Governing Board in September
- Ø Quarterly reporting thereafter



Board Approved Approach - Airports

Potential Voluntary Measures

- Ø Pursue individual MOUs with each airport
- Ø Airport-specific Clean Air Action Plans
- Ø Include explicit process for pursuing FAA VALE/ZEV funding

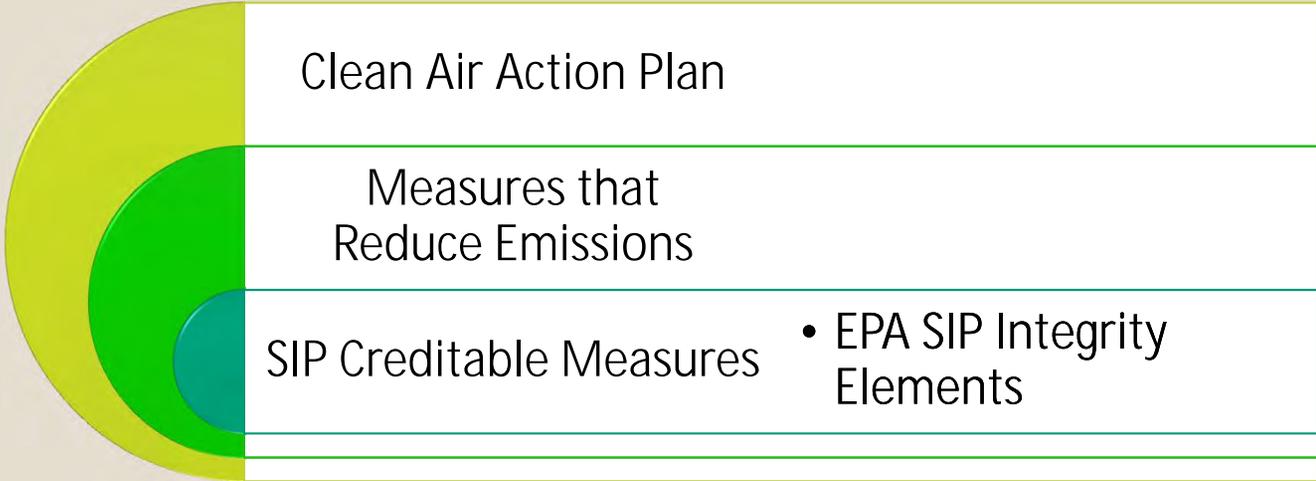
Potential Regulatory Measures

- Ø Do not pursue ISR now

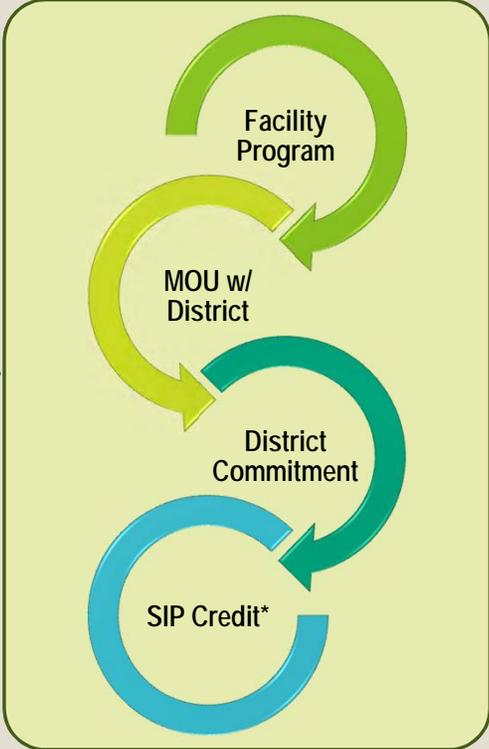
Reporting Frequency to Board

- Ø Review progress every 9 months with Mobile Source Committee

Potential MOU Approach for Clean Air Action Plans



- Ø MOU can include specific measures or emission targets
- Ø With MOU, SCAQMD Board would commit to SIP-creditable emission reductions, or alternative measures if Facility Program/MOU unsuccessful



*Subject to EPA Approval

Potential Regulatory Approach

Multiple Compliance Options*



*No compliance option would intrude on local agencies' land use authority

Staff Lead Contacts

Ø Warehouses & Rail Yards - Ian MacMillan (909) 396-3244 imacmillan@aqmd.gov

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Ø New/Redevelopment - Jillian Wong (909) 396-3176 jwong1@aqmd.gov



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Rongsheng Luo, Program Manager II, Compliance &
Performance Monitoring, (213) 236-1994, LUO@scag.ca.gov
Subject: Transportation Conformity Determination for 2019 FTIP and
2016-2040 Regional Transportation Plan/Sustainable
Communities Strategy (2016 RTP/SCS) Amendment #3

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council approve the transportation conformity determination for the 2019 Federal Transportation Improvement Program and 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy Amendment #3; and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration for approval.

RECOMMENDED ACTION FOR RC:

Approve the transportation conformity determination for the 2019 Federal Transportation Improvement Program and 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy Amendment #3; and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration for approval.

RECOMMENDED ACTION FOR TC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

Pursuant to federal and state law and in cooperation with its stakeholders, SCAG has developed the proposed Final 2019 FTIP and the proposed Final 2016 RTP/SCS Consistency Amendment #3. The 2019 FTIP implements the 2016-2040 RTP/SCS, and is a programming document totaling over \$34.6 billion and containing over 2,000 projects covering a six (6) year period. The 2016 RTP/SCS Consistency Amendment #3 includes 193 project modifications to financially constrained RTP/SCS projects and 148 project modifications to FTIP projects, amounting to a total 341 project modifications. At its July 9, 2018 meeting, the Executive Administration Committee (EAC) authorized the release of the Draft 2019 FTIP and the Draft 2016 RTP/SCS Amendment #3 including the associated transportation conformity analysis for a 30-day public review and comment period. All comments received during this time have been addressed as appropriate in the proposed Final 2019 FTIP and the proposed Final 2016 RTP/SCS Amendment #3. SCAG staff has determined that

the proposed Final 2019 FTIP and the proposed Final 2016 RTP/SCS Amendment #3 meet all federal transportation conformity requirements.

BACKGROUND:

SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) counties region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP and RTP/SCS in cooperation with the State (Caltrans), the county transportation commissions (CTCs), and public transit operators.

The FTIP is a multi-modal list of capital improvement projects to be implemented over a six (6) year period. SCAG, working in cooperation with its stakeholders, developed the proposed Final 2019 FTIP. The proposed Final 2019 FTIP contains approximately 2,000 projects, programmed at \$34.6 billion over a six year period (FY 2018/19 – 2023/24).

In response to requests from several county transportation commissions (CTCs) to further amend the 2016 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedules, SCAG staff has also worked with the CTCs to develop Amendment #3 to the 2016 RTP/SCS which serves as a concurrent consistency amendment to the 2019 FTIP. Amendment #3 allows for changes to long range RTP/SCS projects in addition to changes to state and local highway and transit projects currently in the FTIP that will be carried forward as part of the 2019 FTIP. Specific changes include 193 project modifications to financially constrained RTP/SCS projects and 148 project modifications to FTIP projects, amounting to a total 341 project modifications.

Under federal Metropolitan Planning Regulations and Transportation Conformity Regulations, the 2019 FTIP and the 2016 RTP/SCS Amendment #3 must pass five conformity tests: consistency with the plans and programs of the 2016-2040 RTP/SCS as previously amended, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement.

Staff has performed the required transportation conformity analysis demonstrating conformity for the proposed Final 2019 FTIP and the proposed Final 2016 RTP/SCS Amendment #3. The draft conformity analysis was authorized by the Executive Administration Committee (EAC) on July 9, 2018 to be released for a 30-day public review and comment period as part of the Draft 2019 FTIP and the Draft 2016 RTP/SCS Amendment #3. Public notices were posted in major newspapers throughout the region and on SCAG's website. Staff also held two public hearings in the month of July. The comment period ended on August 8, 2018. A total of 25 comments were received on the Draft 2019 FTIP and 14 comments were received on the Draft 2016 RTP/SCS Amendment #3. Comments received resulted in further modifications to project scope, completion years and project costs. Only two of the comments are specific to the conformity analysis and just requires clarifications. All comments received have been addressed as appropriate and documented in the proposed Final 2019 FTIP and proposed Final 2016 RTP/SCS Amendment #3.



At its meeting today, the Transportation Committee will consider whether to recommend that the Regional Council adopt resolutions to approve the 2019 FTIP and the 2016 RTP/SCS Amendment #3.

Upon adoption by the Regional Council, the transportation conformity determination for the 2019 FTIP and the 2016 RTP/SCS Amendment #3 will be submitted to the FHWA/FTA for approval.

The proposed Final 2019 FTIP including the associated transportation conformity determination is accessible at: <http://ftip.scag.ca.gov/Pages/2019/proposedfinal.aspx>.

The proposed Final 2016 RTP/SCS Amendment #3 including the associated transportation conformity determination is accessible at:
<http://scagrtpscs.net/Documents/2016/proposed/pf2016RTPSCSamend03.pdf>.

FISCAL IMPACT:

Work associated with this item is included the current FY18-19 Overall Work Program (025.SCG0164.01: Air Quality Planning and Conformity).

delayed, the substitution of the TCM is required and follows the process specified under the Clean Air Act §176(c).

The Orange County Transportation Authority (OCTA) has requested that SCAG substitute the State Route 241/91 Express Lanes Connector Project which is included as a committed TCM in the South Coast Ozone SIP (FTIP ID: ORA111207) with three traffic signal synchronization projects along three key arterial highways in Orange County: the Brookhurst Street, El Toro Road, and Magnolia Boulevard. For further details about the proposed TCM substitution, please refer to the Attachment.

The Draft TCM Substitution Report was released for a 30-day public review which concluded on May 30, 2018. No comments were received. As documented in the Attachment, the proposed substitution is consistent with all federal TCM substitution requirements. At its meeting on September 6, 2018, the EEC is being requested to approve staff recommendation that the RC adopt the OCTA TCM substitution and direct staff to forward it to the U.S. EPA and the ARB for concurrence.

The TCM substitution does not require a new conformity determination or a formal SIP revision. The SCAG region maintains transportation conformity after the substitution. SCAG's adoption of the TCM substitution with concurrence of EPA and ARB will rescind the committed TCM status of the original TCM project and the new TCM project will become effective.

FISCAL IMPACT:

Work associated with this item is included in the current FY18-19 Overall Work Program (025.SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENT(S):

1. Final OCTA TCM Substitution Report September 2018 with Appendix

ORANGE COUNTY TRANSPORTATION AUTHORITY TRANSPORTATION CONTROL MEASURE SUBSTITUTION REPORT

Introduction

Transportation Control Measures (TCMs) are defined as transportation projects or programs that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions. TCMs are included in the most recently approved applicable Air Quality Management Plan (AQMP)/State Implementation plan (SIP) as part of the overall control strategy to demonstrate a region's ability to come into attainment with the National Ambient Air Quality Standards (NAAQS). In the SCAG region, only two ozone nonattainment areas include TCMs in their AQMPs/SIPs: the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin. TCM-type projects in these nonattainment areas are considered committed once they have funds programmed for right-of-way or construction in the first two years of an approved SCAG Federal Transportation Improvement Program (FTIP). When a committed TCM project cannot be delivered or will be significantly delayed, the substitution of the TCM project follows the process specified in the Federal Clean Air Act (CAA) Section 176(c)(8).

The Orange County Transportation Authority (OCTA) has requested that SCAG substitute the State Route 241/91 Express Lanes Connector project which is included as a committed TCM in the South Coast Ozone SIP (FTIP Project ID: ORA111207) with three traffic signal synchronization projects along three significant corridors in Orange County: Brookhurst Street, El Toro Road, and Magnolia Street. As documented herein, the proposed TCM substitution is consistent with all federal requirements, including the Fixing America's Surface Transportation Act or FAST Act planning requirements and the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

TCM Substitution Process

The substitution process set forth in the FAST Act and the Transportation Conformity Regulations is included in the 2016 AQMP for the South Coast Air Basin and described in SCAG's 2017 FTIP Guidelines.

The County Transportation Commissions (CTCs) and/or project sponsors notify SCAG when a TCM project cannot be delivered or will be significantly delayed. SCAG and the CTCs then identify and evaluate possible replacement measures for individual substitutions in consultation with SCAG's Transportation Conformity Working Group (TCWG), which includes members from all affected jurisdictions, federal, state and local air quality agencies and transportation agencies.

Substitution of individual TCMs is provided for by the CAA Section 176(c)(8), under the following conditions:

- "(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is consistent with the current methodology used for evaluating the replaced control measure in the implementation plan;
- "(ii) if the substitute control measures are implemented-
 - "(I) in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan; or
 - "(II) if the implementation plan date for implementation of the control measure to be replaced has passed, as soon as practicable after the implementation plan date but not later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan;
- "(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;
- "(iv) if the substitute and additional control measures were developed through a collaborative process that included--
 - "(I) participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies);
 - "(II) consultation with the Administrator; and
 - "(III) reasonable public notice and opportunity for comment; and
- "(v) if the metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures."

In addition to the conditions above, the 2016 South Coast AQMP specifies that the substitute project shall be in the same air basin, preferably located in the same geographic area and serving the same demographic subpopulation as the TCM being replaced.

A TCM substitution does not require a new conformity determination or a formal SIP revision. SCAG adoption of the new TCM with concurrence of the U.S. EPA and the California Air Resources Board (ARB) rescinds the original TCM and the substitution becomes effective.

Project Description

The committed TCM State Route 241/91 Express Lanes Connector project (FTIP ID: ORA111207) is to construct toll ramps connecting northbound State Route 241 with the eastbound State Route 91 Express Lanes, and the westbound State Route 91 Express Lanes with southbound State Route 241. The State Route 241/91 Express Lanes Connector is scheduled to be completed by December 2020. However, the project has been delayed due to recent updates. As a result, the OCTA has initiated the TCM substitution process.

The three substitute TCM projects will improve traffic signal equipment, close infrastructure gaps, and synchronize traffic signals along three key arterial highways in Orange County: Brookhurst Street, El Toro Road, and Magnolia Street (see Appendix A). All the three projects will be completed by December 2020.

Compliance with TCM Substitution Requirements

Interagency Consultation. The proposed TCM substitution was presented to SCAG's publicly noticed TCWG meetings for initial interagency consultation on February 6, 2018. The TCM substitution was subsequently released for a 30-day public review period which concluded on May 30, 2018. The TCM substitution was also presented to the TCWG for interagency consultation on May 22 and June 26, 2018 respectively. All comments received have been addressed and incorporated into the final TCM substitution report as appropriate.

Equivalent Emissions Reduction. OCTA has analyzed the countywide emissions impacts of the substitute project and concluded that the replacement project provide equal or greater emission reductions (see Appendix A). SCAG staff has reviewed and concurred with both the methodology and the results of the analysis.

Similar Geographic Area. Both the State Route 241/91 Express Lanes Connector TCM project and the three substitute TCM projects are located within the Orange County portion of the South Coast Air Basin.

Full Funding. Full funding has been programmed for the three substitute TCM projects in the federally approved 2017 FTIP as well in the 2019 FTIP anticipated to be adopted by SCAG's Regional Council in September 2018 and approved by FHWA/FTA in December 2018.

Similar Time Frame. The proposed substitute TCM projects are scheduled to be completed by December 2020, consistent with the schedule of the State Route 241/91 Express Lanes Connector TCM project.

Timely Implementation. The proposed substitution is the means by which the obstacle to the implementation of the State Route 241/91 Express Lanes Connector TCM is being overcome. The replacement projects will be monitored through subsequent TCM Timely Implementation Reports that SCAG releases for public review and submits for federal approval.

Legal Authority. The OCTA has the legal authority and personnel to implement and operate the substitute projects.

Agency Review and Adoption. The final TCM substitution analysis is being presented to SCAG's Energy and Environment Committee (EEC) on September 6, 2018 for recommendation to SCAG's Regional Council for adoption on the same day. Upon adoption by the Regional Council, the TCM substitution will be forwarded to ARB and U.S. EPA for concurrence. Adoption by the Regional Council and concurrence from U.S. EPA and ARB will rescind the original TCM project and the new measures will become effective.

Programming of the Substitute TCMs. After conclusion of the TCM substitution process including adoption by SCAG's Regional Council and concurrence of ARB and EPA, the substitute TCMs will be amended as committed TCMs into the conforming FTIP.

Appendix A

OCTA TCM Substitution Request



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Darrell Johnson
Chief Executive Officer

February 1, 2018

Mr. Hasan Ikhata
Executive Director
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700
Los Angeles, CA 90017

RE: Transportation Control Measure Substitution Request

The Orange County Transportation Authority (OCTA) is requesting initiation of a transportation control measure (TCM) substitution for the State Route 241/ 91 Express Lanes Connector Project (ELC {ORA111207}).

OCTA requests the ELC be substituted with a set of signal synchronization projects along three significant corridors: Brookhurst Street, El Toro Road, and Magnolia Street. The three signal synchronization projects offer equivalent air quality benefits and will be implemented on a schedule that conforms to timely implementation requirements. I have attached a technical report describing the air quality analysis results prepared by OCTA staff.

OCTA would like to proceed with the substitution process for the ELC at your earliest convenience. We understand the substitution process starts with the Southern California Association of Governments' recommendation to the Transportation Conformity Working Group (TCWG). The TCWG's next meeting is scheduled for February. We would greatly appreciate your assistance in preparing for this meeting and working through the substitution process with our state and federal partners on the TCWG.

Please contact Anup Kulkarni, Section Manager, Regional Modeling, at (714) 560-5867 for next steps on the substitution process and follow-up on the attachment. Thank you for your assistance in this important matter.

Sincerely,

Darrell Johnson
Chief Executive Officer

DJ: ak
Attachment

c: Rongsheng Luo, SCAG

Attachment: Final OCTA TCM Substitution Report September 2018 with Appendix (OCTA TCM Substitution)

Transportation Control Measure Replacement of 241-91 Express Connector with Three Signal Synchronization Corridor Projects

Introduction

The Foothill/Eastern Transportation Corridor Agency (TCA) previously committed to funding of an Express Lane Connection (ELC) between of State Route (SR)-241 and the 91 Express Lanes as a single transportation control measure (TCM). This new connector would have a single lane in each direction by December 2020. However, recent updates to the ELC project have moved to the scheduled completion date beyond December 2020. OCTA is now proposing three traffic signal synchronization (TSS) projects along Brookhurst Street, El Toro Road, and Magnolia Boulevard as a single replacement TCM to the previously planned ELC in the Federal Transportation Improvement Program (FTIP). The proposed evaluation assumptions, methodology, and results are discussed below.

Project Description

The TSS projects will improve signal equipment, close infrastructure gaps, and synchronize traffic signals along three key arterial highways in Orange County: El Toro Road, Magnolia Street, and Brookhurst Street. The projects will be completed by Fiscal Year 2020/2021 (December 2020). The locations of the three traffic signal synchronization projects TCM and 241/91 Express Connector TCM are graphically illustrated in Attachment A.

Compliance with Substitution Requirements

- **Equivalent Emissions Reduction:** OCTA has analyzed the countywide emissions impacts of the substitute TCM (three traffic signal synchronization projects) relative to those of 241/91 Express Connector TCM. The replacement project will provide equivalent emission reductions (See the Air Quality Analysis Findings below).
- **Similar Geographic Area:** Both the three traffic signal synchronization projects TCM and the 241/91 Express Connector TCM are located in the Orange County portion of the South Coast Air Basin.
- **Full Funding:** OCTA has current funding for the three traffic signal synchronization projects TCM.
- **Similar Time Frame:** The proposed three traffic signal synchronization projects TCM will be operational by December 2020, equivalent to the schedule of the 241/91 Express Connector TCM schedule.

- **Timely Implementation:** The proposed substitution is the means by which the obstacles to implementation of the 241/91 Express Connector TCM is being overcome.
- **Legal Authority:** OCTA has legal authority and personnel to implement and operate the substitute three signal synchronization projects TCM.

Air Quality Analysis Methodology

The air quality impacts were calculated for the existing 241/91 Express Connector TCM and the proposed three traffic signal synchronization projects TCM using a multi-step method based on the SCAG emission methodology focused on Orange County. The following process was used:

Step 1: Obtain daily vehicle miles traveled (VMT) and speed data for freeways and arterials from the Orange County Transportation Analysis Model 4.0 (OCTAM). OCTAM is a conventional four step transportation model used to forecast travel demand with a base year of 2012 (sometimes referred to as the existing year) and a forecast year of 2040. It is consistent with SCAG's regional travel demand model as it incorporates the most recent approved socio-economic data for Orange County and the surrounding region.

Two alternatives for forecast year 2040 were run using OCTAM as part of this study. The coding of all alternatives is consistent with previous OCTAM modeling practices.

The three traffic signal synchronization projects will improve signal equipment, close infrastructure gaps, and synchronize traffic signals along three key arterial highways in Orange County: El Toro Road, Magnolia Street, and Brookhurst Street. Nearly \$3.4 million in improvements will result from this effort. The projects involve 16 jurisdictions and will improve traffic along 40 miles of arterial highways and 128 signals. 1.1 million vehicle miles are traveled along the project limits.

The 241/91 Express Connector consists of constructing direct connector ramps between SR-241 and the 91 Express Lanes. The ramps connect northbound SR-241 with the eastbound 91 Express Lanes, and the westbound 91 Express Lanes with southbound SR-241. Consistent with the current policies on SR-241 and the 91 Express Lanes, the connector ramps are assumed to be only available to drivers willing to pay a toll. The project is programmed and budgeted in the FTIP. This alternative was used for the 241/91 Express Connector TCM "with project" analysis.

Both alternatives were modeled separately using OCTAM and post-processed using the National Cooperative Highway Research Program (NCHRP) 255 process. This process provides a standard methodology to refine forecasted volumes on links based on a combination of base year traffic counts, base year model estimates, and

forecasted model estimates using incremental adjustments. The output of the travel demand model and post-processing included travel information on both the three traffic signal synchronization TCM and the 241/91 Express Connector TCM. Loaded link information, intrazonal travel speeds, and intrazonal travel volumes were extracted for all modeled time periods for both alternatives.

Step 2: The Emission Factors (EMFAC2014) model was developed by the California Air Resources Board and is used throughout California to calculate emission rates from motor vehicles, such as passenger cars and heavy-duty trucks, operating on freeways and local roads for typical summer, winter, and annual conditions. EMFAC model outputs include total emissions for all criteria pollutants for all Orange County.

A spreadsheet tool has been created to modify EMFAC input data to reflect the results of OCTAM runs. The tool was run for the base year and forecast year 2040 using the extracted information from Step 1 as input to update the VMT and vehicle speed data needed by EMFAC. This process was performed multiple times for each modeled alternative in order to analyze conditions for summer, winter, and averaged annual timeframes.

Note that interpolation of travel activity data between base year 2012 and forecast year 2040 results was used to estimate the emissions changes for interim year 2021 and 2031.

Step 3: Determine the emissions output from Step 2 (see Attachments B-D) to identify the potential emissions-related impacts of the 241/91 Express Connector TCM and three traffic signal synchronization projects.

Findings

The air quality forecasts for the three traffic signal synchronization projects TCM were compared with those of the 241/91 Express Connector TCM using the methodology described in the previous section. Criteria pollutants (Ozone, CO, NO₂, PM_{2.5} and PM₁₀) were compared for three forecast years (2021, 2031, and 2040) as well as three seasons (summer, winter, and annual) and their results are summarized in the tables below.

Year 2021

Summer Emissions - Ozone (Tons/Day)

	With Express Connector	With Traffic Signal Synchronization
ROG	16.4	16.4
NOx	28.4	28.4

Carbon Monoxide, Nitrogen Dioxide - Winter Emissions (Tons/Day)

	With Express Connector	With Traffic Signal Synchronization
NO2	30.0	30.0
CO	127.1	127.1

PM₁₀, PM_{2.5} - Annual Emissions (Tons/Day)

	With Express Connector	With Traffic Signal Synchronization
ROG	16.2	16.2
NOx	30.6	30.6
PM10	4.4	4.4
PM2.5	2.1	2.1

Year 2031

Summer Emissions - Ozone (Tons/Day)

	With Express Connector	With Traffic Signal Synchronization
ROG	9.5	9.5
NOx	14.0	14.0

Carbon Monoxide, Nitrogen Dioxide - Winter Emissions (Tons/Day)

	With 241 Extension	With Traffic Signal Synchronization
NO2	14.7	14.7
CO	67.3	67.3

PM₁₀, PM_{2.5} - Annual Emissions (Tons/Day)

	With 241 Extension	With Traffic Signal Synchronization
ROG	9.3	9.3
NOx	15.0	15.0
PM10	4.3	4.3
PM2.5	1.8	1.8

Year 2040

Summer Emissions - Ozone (Tons/Day)

	With Express Connector	With Traffic Signal Synchronization
ROG	6.7	6.7
NOx	8.3	8.3

Carbon Monoxide, Nitrogen Dioxide - Winter Emissions (Tons/Day)

	With Express Connector	With Traffic Signal Synchronization
NO2	8.6	8.6
CO	43.4	43.7

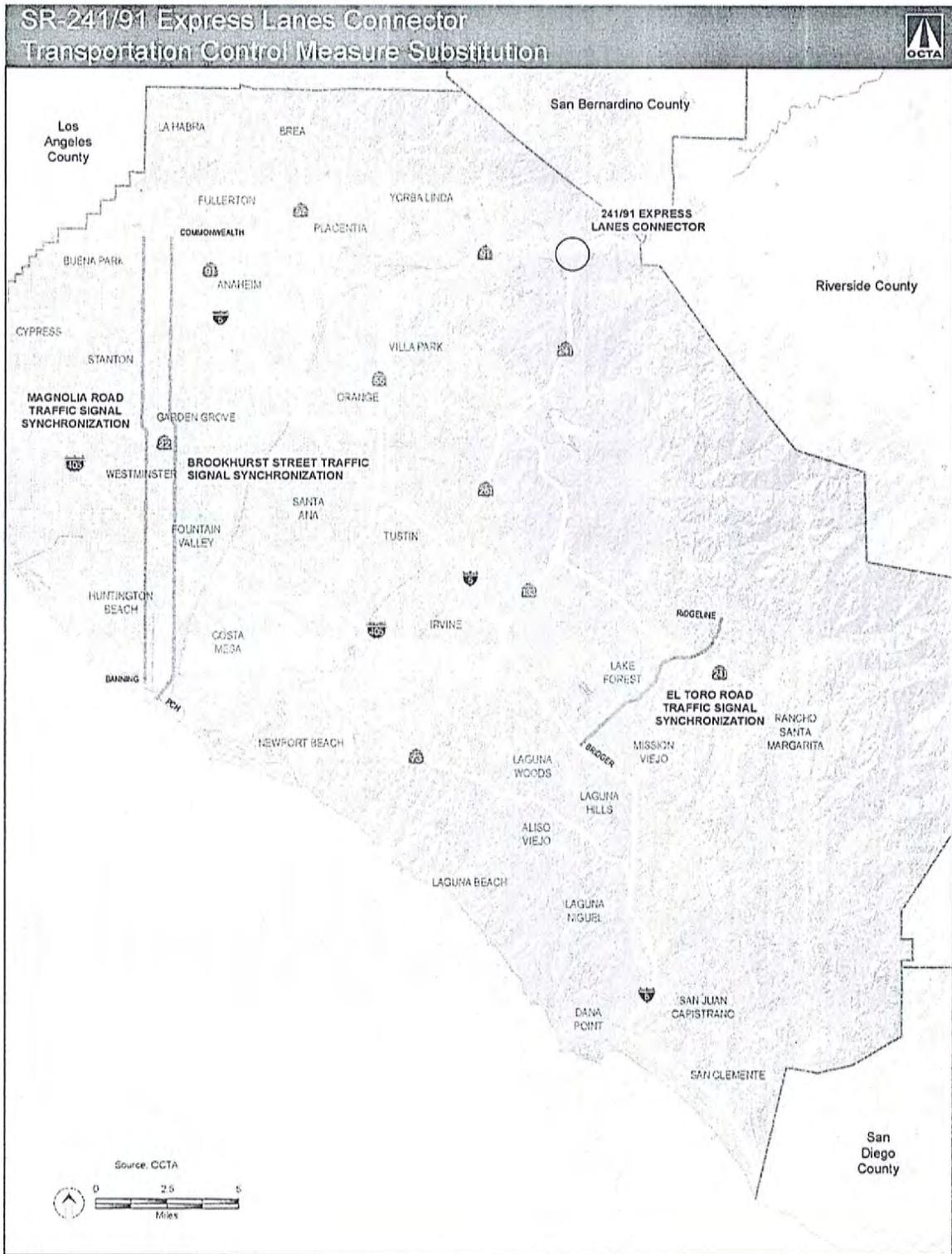
PM₁₀, PM_{2.5} - Annual Emissions (Tons/Day)

	With Express Connector	With Traffic Signal Synchronization
ROG	6.6	6.6
NOx	8.7	8.7
PM10	4.2	4.2
PM2.5	1.7	1.7

In summary, the modeling results demonstrate that the proposed three traffic signal synchronization projects TCM will have the same or lower amount of emissions compared with the 241/91 Express Connector TCM for all criteria pollutants for all milestone years.

Attachments

- A. Signal Synchronization Transportation Control Measure Substitution Map
- B. 2021 241/91 Express Connector and Traffic Signal Synchronization Projects Emissions Results
- C. 2031 241/91 Express Connector and Traffic Signal Synchronization Projects Emissions Results
- D. 241/91 Express Connector and Traffic Signal Synchronization Projects Emissions Results



Attachment: Final OCTA TCM Substitution Report September 2018 with Appendix (OCTA TCM Substitution)

**2021 241/91 Express Connector and Traffic Signal Synchronization Projects
Emissions Results**

All Emissions Summary | Annual | Process:All | Technology:All

All Vehicles	Pollutants (tons)										Fuel (1000 gals)
	HC	CO	NOx	SOx	TOG	ROG	CO ₂	PM10	PM2_5	Total	
Baseline - 241-91 Connector	16.7	128.2	30.6	0.3	18.1	16.2	29,608	4.4	2.1	29,830	3,093
Replacement - TSS Projects	16.7	128.2	30.6	0.3	18.1	16.2	29,602	4.4	2.1	29,824	3,092

All Emissions Summary | Summer | Process:All | Technology:All

All Vehicles	Pollutants (tons)										Fuel (1000 gals)
	HC	CO	NOx	SOx	TOG	ROG	CO ₂	PM10	PM2_5	Total	
Baseline - 241-91 Connector	16.9	128.9	28.4	0.3	18.3	16.41	30,524	4.4	2.1	30,745	3,190
Replacement - TSS Projects	16.9	128.9	28.4	0.3	18.3	16.41	30,517	4.4	2.1	30,739	3,190

All Emissions Summary | Winter | Process:All | Technology:All

All Vehicles	Pollutants (tons)										Fuel (1000 gals)
	HC	CO	NOx	SOx	TOG	ROG	CO ₂	PM10	PM2_5	Total	
Baseline - 241-91 Connector	17.9	127.1	30.0	0.3	19.4	17.5	29,263	4.4	2.1	29,487	3,056
Replacement - TSS Projects	17.9	127.1	30.0	0.3	19.4	17.5	29,257	4.4	2.1	29,481	3,055

Attachment: Final OCTA TCM Substitution Report September 2018 with Appendix (OCTA TCM Substitution)

**2031 241/91 Express Connector and Traffic Signal Synchronization Projects
Emissions Results**

All Emissions Summary Annual Process:All Technology:All											
All Vehicles	Pollutants (tons)										Fuel (1000 gals)
	HC	CO	NOx	SOx	TOG	ROG	CO ₂	PM10	PM2_5	Total	
Baseline - 241-91 Connector	9.7	68.0	15.0	0.3	10.5	9.3	25,137	4.3	1.8	25,261	2,593
Replacement - TSS Projects	9.7	68.0	15.0	0.3	10.5	9.3	25,126	4.3	1.8	25,250	2,592

All Emissions Summary Summer Process:All Technology:All											
All Vehicles	Pollutants (tons)										Fuel (1000 gals)
	HC	CO	NOx	SOx	TOG	ROG	CO ₂	PM10	PM2_5	Total	
Baseline - 241-91 Connector	9.9	68.7	14.0	0.3	10.7	9.5	25,864	4.3	1.8	25,988	2,670
Replacement - TSS Projects	9.9	68.7	14.0	0.3	10.7	9.5	25,852	4.3	1.8	25,976	2,669

All Emissions Summary Winter Process:All Technology:All											
All Vehicles	Pollutants (tons)										Fuel (1000 gals)
	HC	CO	NOx	SOx	TOG	ROG	CO ₂	PM10	PM2_5	Total	
Baseline - 241-91 Connector	10.4	67.3	14.7	0.2	11.3	10.1	24,860	4.3	1.8	24,986	2,564
Replacement - TSS Projects	10.4	67.3	14.7	0.2	11.3	10.1	24,849	4.3	1.8	24,974	2,562

Attachment: Final OCTA TCM Substitution Report September 2018 with Appendix (OCTA TCM Substitution)

ATTACHMENT D

**2040 241/91 Express Connector and Traffic Signal Synchronization Projects
Emissions Results**

All Emissions Summary | Annual | Process:All | Technology:All

All Vehicles	Pollutants (tons)										Fuel (1000 gals)
	HC	CO	NOx	SOx	TOG	ROG	CO ₂	PM10	PM2_5	Total	
Baseline - 241-91 Connector	6.9	43.9	8.7	0.2	7.5	6.6	23,349	4.2	1.7	23,434	2,393
Replacement - TSS Projects	6.9	43.8	8.7	0.2	7.5	6.6	23,335	4.2	1.7	23,420	2,392

All Emissions Summary | Summer | Process:All | Technology:All

All Vehicles	Pollutants (tons)										Fuel (1000 gals)
	HC	CO	NOx	SOx	TOG	ROG	CO ₂	PM10	PM2_5	Total	
Baseline - 241-91 Connector	7.1	44.7	8.3	0.2	7.6	6.7	24,000	4.2	1.7	24,085	2,462
Replacement - TSS Projects	7.1	44.6	8.3	0.2	7.6	6.7	23,985	4.2	1.7	24,071	2,461

All Emissions Summary | Winter | Process:All | Technology:All

All Vehicles	Pollutants (tons)										Fuel (1000 gals)
	HC	CO	NOx	SOx	TOG	ROG	CO ₂	PM10	PM2_5	Total	
Baseline - 241-91 Connector	7.5	43.4	8.6	0.2	8.0	7.1	23,099	4.2	1.7	23,185	2,367
Replacement - TSS Projects	7.5	43.4	8.6	0.2	8.0	7.1	23,086	4.2	1.7	23,172	2,365



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
From: Kome Ajise, Director of Planning, Active Transportation &
Special Programs, 213-236-1835, Ajise@scag.ca.gov
Subject: Regional Planning Working Groups Schedule Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

EXECUTIVE SUMMARY:

SCAG Staff seeks to improve inter-disciplinary outreach and stakeholder engagement through the coordination of Regional Planning Working Groups (RPWG) hosted monthly. The working group series complements the Technical Working Group and existing working groups on Active Transportation, Public Health and Natural & Working Lands by allowing for deeper discussion on a wider range of issues related to the development and implementation of regional plans and policies. Enhanced engagement with stakeholders strengthens SCAG's role as a regional convener and is critical to finding new solutions to achieving more aggressive greenhouse gas reduction targets. The RPWG seeks to augment, not replace, the many existing committees and venues for engaging stakeholders in the regional planning process.

The schedule for RPWG meetings has been updated and is included in this report.

BACKGROUND:

The Regional Planning Working Groups (RPWG) serve as a forum for SCAG staff to engage regional stakeholders in the development and implementation of regional plans and policies to advance SCAG's goal of creating a brighter future for Southern Californians. Over the course of 2018 and 2019, the RPWG will receive in-depth presentations on core transportation and land-use policy areas. The goals of the RPWG include:

1. Providing staff with input on the development of the 2020 RTP/SCS and opportunities to increase its effectiveness as a tool for local planning and advocacy.
2. Ensuring regional policy development is informed by local context, diverse interests, and multi-disciplinary expertise.

3. Building a strong foundation to advance policy solutions through early engagement of agencies and partners who will either lead or champion implementation.
4. Surfacing innovative solutions or new approaches to address challenging problems.
5. Promoting alignment of initiatives with federal, state, regional, and local efforts.
6. Increasing awareness of programs and the ease of participating in the policy development process.
7. Fostering information sharing among stakeholders to facilitate regional consensus building and local action.

The RPWG provides greater structure for several existing ad hoc working groups in an effort to increase participation, promote openness and transparency, foster cross-pollination among stakeholders, and reduce the administrative burden for planning and administrative staff.

Participation

RPWG meetings will be structured as open public forums for information sharing only. The RPWG will not vote or take positions on any policy issues. The meetings will be organized and managed by SCAG staff with no formal chair or assigned roles for participants. SCAG Staff will document the meetings and provide summaries on the SCAG website. While the meetings are open to the public, they will be targeted toward peer stakeholders and staff from state, regional, and local agencies, non-profit organizations, local universities, and the business community.

Meetings

RPWG meetings will take place monthly through 2020 at SCAG's Los Angeles Office (video-conferencing/teleconferencing will be available) through the development of the 2020 RTP/SCS and are anticipated to be held for 2-3 hours following the Technical Working Group meeting (which is generally held on the third Thursday of each month), for the convenience of stakeholders. Agendas within each topical area are anticipated to build upon each other, and therefore, participants will be encouraged to attend on an on-going basis.

Working Groups

Staff has prepared an outlook of the Regional Planning Working Groups series for the entire FY 18-19 (see Schedule below). More topical areas may be added over the course of the year through the addition of stand-alone workshops or additional topical working groups. A description of the initial set of working groups and associated goals are below:

Active Transportation Working Group

The purposes of the Active Transportation meetings are to:

- Explore methods to increase the value of the 2020 RTP/SCS active transportation component for local jurisdictions and implementing agencies through enhancement of policies, analysis and presentation of the regional active transportation plan

- Share information on SCAG initiatives and funding programs, such as ATP and the Go Human Safety & Encouragement Campaign
- Discuss emerging issues and share innovations and best practices for increasing safe walking and biking across the region.

Environmental Justice (EJ) Working Group

The purposes of the Environmental Justice meetings are to share information regarding SCAG's EJ Program, and to discuss EJ topics and issues that were expressed during RTP/SCS outreach efforts and current EJ concerns raised by SCAG stakeholders. Some EJ topic discussions include, but are not limited to:

- Introduction and implementation of SB 1000;
- Public health impacts: air quality, access to parks and open space, mortality rates in EJ communities, noise impacts on EJ communities, etc.;
- Impacts of gentrification on low income communities and local businesses;
- Lack of transit access and impacts on EJ communities

Mobility Innovations Working Group

The Mobility Innovations meetings will discuss the deployment of a broad range of new mobility related services in the SCAG region including but not limited to ride-hailing, car-sharing, micro-transit, electric vehicles, and vehicle automation. The meetings will allow feedback on SCAG's efforts to model the effects of these nascent modes, and to assist in developing policies to mitigate counterproductive effects such as increased VMT and GHG emissions.

Natural and Working Lands Working Group

The purpose of the Natural Lands meetings is to gather a breadth of additional stakeholder input into the development and ongoing success of SCAG's conservation planning efforts. Meeting since 2014, the Natural Lands working group is comprised of a diverse group of stakeholders representing federal and state conservation agencies, nonprofits such as land trusts, academic institutions, as well as CTCs, Counties and Cities. The working group was instrumental in refining the conservation strategies and policies in the 2016 RTP/SCS Natural Lands Appendix, and will continue to be engaged for the 2020 RTP/SCS.

Public Health Working Group

The Public Health related meetings provide a forum for stakeholders throughout the region to convene and provide comments and recommendations for the promotion of public health in transportation and land use planning. The working group will serve as a platform for SCAG to receive feedback related to implementation of the 2016-2040 RTP/SCS, and preparation for the 2020 RTP/SCS

Safety Working Group

SCAG is interested in working more closely with transportation safety stakeholders on developing a Regional Transportation Safety Strategy that can be incorporated into the region’s next long-range plan, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS). The purposes of the Safety meetings are to:

- Assist SCAG staff in developing transportation safety analyses and policies (e.g., existing conditions analysis; high injury corridor methodology and identification; safety target(s) and performance measures; strategies and actions).
- Provide SCAG staff with guidance on the development of the Regional Safety Strategy to be incorporated into the 2020 RTP/SCS.
- Motivate information sharing and the identification of best practices related to transportation safety, planning, and programming at the local level.

Sustainable Communities Working Group (SCWG)

The Sustainable Communities Working Group meetings will help SCAG and regional stakeholders balance conservation and development strategies, reduce greenhouse gas (GHG) emissions, adapt to a changing climate, cultivate livable communities, and ease pressures on natural systems. The SCWG will provide a candid and collaborative forum to develop and discuss policies that can yield new and valuable regional benefits with positive and sustained outcomes.

SCHEDULE:

Meetings will be held monthly (third Thursday of each month) and agendas posted on SCAG’s website:

<http://www.scag.ca.gov/committees/Pages/CommitteeL2/SingleCommittee.aspx?CID=42>

Regional Planning Working Groups Schedule		
21-Sep-18	Active Transportation	Public Health
18-Oct-18	Mobility Innovations	Safety
15-Nov-18	Sustainable Communities	Natural Lands Conservation
19-Dec-18	Active Transportation	Mobility Innovations
17-Jan-19	Environmental Justice	Public Health
21-Feb-19	Natural Lands Conservation	Sustainable Communities
18-Mar-19	Active Transportation	Safety
18-Apr-19	Public Health	
16-May-19	Mobility Innovations	Natural Lands Conservation
20-Jun-19	Active Transportation	Environmental Justice



FISCAL IMPACT:

The RPWG series is funded as part of each SCAG program in the FY 18-19 OWP.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Community
Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
Energy & Environment Committee (EEC)
From: Sarah Dominguez, Associate Regional Planner, Sustainability,
(213) 236-1918, dominguezs@scag.ca.gov
Subject: Sustainable Communities Strategy Framework

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Approve framework as SCAG’s direction for developing the Sustainable Communities Strategy (SCS).

RECOMMENDED ACTION FOR CEHD AND TC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

In preparation of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), *Connect SoCal*, SCAG will be developing an SCS that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce per capita greenhouse gas emissions as compared to a 2005 baseline. The SCS preparation process consists of several key elements including: Local Input, Stakeholder Outreach, Strategy Development and Scenario Development.

BACKGROUND:

The Sustainable Communities Strategy (SCS) that SCAG will prepare and adopt as part of *Connect SoCal* will set forth a future growth framework which, when integrated with regional transportation investments, will reduce greenhouse gas (GHG) emissions. The development of *Connect SoCal*, SCAG’s 2020 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), provides an opportunity to examine regional challenges, like housing affordability, job accessibility, and roadway congestion, and strategize about potential policy solutions. While the SCS is not a regulatory document and does not require local general plans to be consistent with its strategies, it offers guidance and best practices on how to approach shared regional issues¹.

¹ Although SB 375 does not require general plans to be consistent with the SCS, it should be noted that the [Technical Advisory on Evaluating Transportation Impacts in CEQA](#) identifies that certain projects may have a significant VMT impact if not consistent with the SCS.

SCAG will face new challenges and responsibilities in preparing *Connect SoCal*. These include, but are not limited to: higher GHG reduction targets from the California Air Resources Board (ARB), a concurrent Regional Housing Needs Assessment cycle, and new Federal Highway Administration planning requirements related to system resilience, stormwater mitigation, and tourism.

For these reasons, and particularly in regards to the ambitious per-capita GHG reduction target assigned by ARB of 19% below 2005 levels, simply refreshing the strategies included in the 2016 RTP/SCS will not be sufficient to accomplish plan goals and requirements. Accordingly, the purpose of this Framework document is to outline the key steps SCAG will take to develop an SCS which, if implemented, will achieve the GHG reduction target by the year 2035. This work was referred to broadly as Phases 3 and 4 of SCAG’s approved “Bottom-Up Local Input and Envision Process.”²

Why does SCAG develop the SCS?

State planning law, enacted under California Senate Bill (SB) 375 in 2008, requires that a Metropolitan Planning Organization (MPO) such as SCAG prepare and adopt an SCS, in conjunction with the federally-mandated preparation of a regional transportation plan, that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce per capita greenhouse gas emissions from automobiles and light duty trucks as compared to a 2005 baseline (Govt. Code §65080(b)(2)(B)). The SCS should outline specific growth strategies that provide for more integrated land use and transportation planning, and that maximize transportation investment efficiency. The SCS is intended to provide a regional land use policy framework that local governments may consider, use as a resource, and build upon.

What are SCAG’s greenhouse gas reduction targets?

New GHG reduction targets were approved by the California Air Resources Board on March 22, 2018³ at the culmination of the SB 375 mandated target update process.

	2020	2035
Previous GHG Target ⁴	-8%	-13%
Current GHG Target	-8%	-19%

How will the region meet the target?

Achieving the higher target for the SCAG region will require identifying and implementing new strategies, developing capabilities to quantify existing strategies, and forecasting an integrated regional development pattern to reduce per capita GHG emissions from cars and light duty trucks. Some of these strategies are reflected in the trends and policies already occurring within local jurisdictions. The local input process—which included SCAG meeting directly with all 197 local

² http://scag.granicus.com/MetaViewer.php?view_id=9&clip_id=1128&meta_id=23771

³ <https://www.arb.ca.gov/cc/sb375/finalres18-12.pdf>

⁴ Original targets were adopted by the [California Air Resources Board in 2011](#).

jurisdictions since October 2017—helps identify these trends and policies, and is the foundation for the SCS. SCAG also relies on research, data, and public outreach as inputs for SCS development.

In general, reducing GHGs from our transportation sector relies on changing at least one of three key variables- number of vehicle trips, vehicle trip lengths, or mode of travel:

Number of Vehicle Trips

Reducing the number of trips taken within the region can reduce related vehicle miles travelled and associated GHG emissions. This can be accomplished through Transportation Demand Management (TDM) measures such as expanded telework or alternative work schedules (e.g. 9/80 or 4/10 work week).

Vehicle Trip Lengths

Reducing the length of a vehicle trip can also reduce total vehicle miles travelled and associated GHG emissions. This can be accomplished through growth and land use strategies such as an improved regional jobs-housing fit that reduces long commutes or by shortening a vehicle trip by pairing driving with another mode like transit at a Park and Ride.

Mode of Travel

Switching trips to modes of travel that emit fewer GHGs can help to reduce regional GHG emissions. This includes shifting trips to electric vehicles, carpool, transit, and/or active transportation.

The focus of the SCS development is to identify the strategies, through investments, policies, and development patterns that the region can implement to reduce the number of vehicle trips people have to make, reduce how far people need to travel, and shift travel to lower or non-polluting modes.

SCS Development Overview

Developing the region's SCS as an integral part of *Connect SoCal* involves significant public outreach, technical exercises, procedural steps, and coordination amongst multiple agencies. The attached **Sustainable Communities Strategy Framework and Development Process** document provides an overview of key elements that will integrate with *Connect SoCal*.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2018-2019 Overall Work Program (290.4826.01, SCS Scenario Development and Outreach; and 290.4841.01, RTP/SCS Land Use Policy & Program Development)

ATTACHMENT(S):

1. Sustainable Communities Strategy Framework and Development Process

Sustainable Communities Strategy Framework and Development Process

Developing the region's Sustainable Communities Strategy (SCS) as an integral part of *Connect SoCal*, SCAG's 2020 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), involves significant public outreach, technical exercises, procedural steps, and coordination amongst multiple agencies. The following overview highlights key steps and inputs of SCS development.

Local Input Process

Developing and completing the SCS for *Connect SoCal* represents a 2-1/2 year long commitment that commenced in October 2017 when SCAG staff initiated the local input process. Local input provides the foundation for the SCS by highlighting recent growth policies and by confirming existing and proposed land use data. This year-long process involved meeting directly with all local jurisdictions to establish a regional profile of base year land use; population, household and employment growth; resource areas; sustainability practices; and local transit-supportive plans and policies.

Stakeholder Outreach

SCAG will use a multifaceted outreach process to inform the SCS and seek feedback on potential strategies. The **SCS Outreach and Engagement Strategy**, to be developed in Fall 2018, will outline what will be explored through stakeholder engagement, and detail how the outreach will inform the SCS scenarios and overall *Connect SoCal* development process. The key outreach activities related to SCS development include the following¹:

- [SCAG Regional Planning Working Groups](#) (Ongoing)
- Pre-Scenario Public Surveys (September 2018 – December 2018)
- Planning Directors Task Force (Fall 2018 – Spring 2019)
- Community Based Organization Partnerships (Fall 2018 – Fall 2019)
- Public Workshops (May 2019)

Key Strategy Areas

Strategies are the investments and policy solutions (proposed or adopted) intended to address regional challenges or achieve regional aspirations. Known challenges facing the region include traffic congestion, housing affordability, poor air quality, a changing climate, and disruptive technologies. Regional aspirations are given structure by *Connect SoCal* goals and are continually refined through the planning

¹ Note: This list is not inclusive of all outreach activities related to *Connect SoCal* development.

process. Collectively, the strategies included in the SCS* should demonstrate how the region can reduce per-capita GHG emissions to meet the 2020 and 2035 reduction targets. To develop effective strategies, SCAG examines existing conditions, trends, recent research, and planned regional investments and policies.

The potential strategies to be considered for inclusion in the SCS fall into multiple types as shown in the example from the California Air Resources Board in Figure 1 below.

FIGURE 1: CA Air Resources Board- SCS Strategy Examples

Strategy Type	Examples
Land Use	Infill development, increased multi-family and/or small lot development, increased densities for residential and commercial development, transit-oriented development, etc.
Transportation	Increased transit operations and efficiency, bike and pedestrian infrastructure, bikeshare systems, complete streets policies, etc.
Transportation Demand Management (TDM)	Carpool/vanpooling, rideshare and ridematching programs, carshare, high-occupancy vehicle (HOV) lanes, parking supply management, transportation incentive programs, etc.
Transportation Systems Management (TSM)	Traffic signal optimization, transit signal priority, ramp metering, incident management, intelligent transportation systems, integrated corridor management, etc.
Pricing Strategies	High-occupancy toll (HOT) lanes, local/regional congestion pricing, variable parking pricing, etc.
Vehicle Technology/Enhanced Mobility	ZEV/PHEV charging infrastructure, vehicle-to-vehicle technology, vehicle-to-infrastructure technology, neighborhood electric vehicles, autonomous vehicles, etc.

Source: ARB (2018) [Target Update: Appendix A](#)

The strategies that were included in the 2016 RTP/SCS are outlined below and include both strategies that lead to measurable GHG emission reductions and strategies that serve other plan goals (such as “Ensure travel safety and reliability for all people and goods in the region”).

2016 RTP/SCS Strategies²

Land use strategies

- Reflect our Changing Population and Demands
 - Increase in small lot single family and multifamily housing
 - Infill development near bus corridors and other transit infrastructure
- Focus New Housing and Employment Growth Around Transit
- Plan for Mixed Use Growth Around Livable Corridors
- Provide More Options for Short Trips
 - Support Neighborhood Electric Vehicle (NEV) use
 - Development of complete communities through a mix of land uses in strategic growth areas
- Support Local Sustainability Planning
- Protect Natural and Farm Lands
 - Redirecting growth away from high value habitat areas to existing urbanized areas

Transportation strategies

- Preserve our Existing System (“Fix-it-First”)
- Manage Congestion
 - Transportation Demand Management (ex. ridesharing, teleworking)
 - Transportation Systems Management (ex. advance ramp metering)
- Promote Safety and Security
- Transit
 - Implement new Bus Rapid Transit (BRT) and limited-stop bus service
 - Increase bicycle carrying capacity on transit and rail vehicles
 - Expand and improve real-time passenger information systems
- Passenger Rail
 - Improve the Los Angeles- San Diego- San Luis Obispo Rail Corridor
 - Improve the existing Metrolink system
 - Implement Phase One of the California High-Speed Train
- Active Transportation
 - Develop regional bikeway corridors and greenway corridors
 - Improve biking and walking access to transit (transit integration)
 - Provide education and encouragement for current and potential active transportation users.
- Highways and Arterials
 - Focus on addressing non-recurring congestion with new technology.
 - Support Complete Streets opportunities where feasible and practical
- Regional Express Lane Network

² See [Chapter 5](#) of the 2016 RTP/SCS for a full description of these strategies.

- Expand and extend regional express lane network

2016 RTP/SCS Strategies (continued)

- Goods Movement
 - Regional Clean Freight Corridor System
 - Truck bottleneck relief

Connect SoCal will expand from the 2016 RTP/SCS to incorporate, refine, and build from the strategies included in that plan. As mentioned above, through the planning process, SCAG will examine emerging conditions such as potential climate change impacts and trends such as the building of accessory dwelling units that can lead to new strategy development. A few of the strategies that will be further explored for their GHG reduction potential during development of the 2020 RTP/SCS, *Connect SoCal*, include the following:

Additional Connect SoCal Strategies

- Jobs-Housing Fit and Balance
- Parking Management
- Automated Vehicles and other Mobility Technologies
- Pricing
- Transit and shared mobility innovations including microtransit, transportation network companies (TNC) partnerships, and fare subsidies
- Safe Routes To School
- Goods Movement
 - Last mile delivery strategies

Scenario Development

SCAG uses scenario planning to develop, evaluate, and consider distinct pathways the region could take to meet *Connect SoCal's* goals. Each scenario is made up of a unique combination of strategies. As stated in the [Bottom-Up Local Input and Envisioning Process](#) Principle #3 (adopted October 2017):

SCAG will develop multiple scenarios that explore a range of land use and transportation strategies. These scenarios will illustrate the impact of distinctive policy and investment choices, and will be compared to the “base case” in order for the Regional Council and Policy Committees to evaluate the merits of regional decisions for the Plan.

Additional objectives for the draft scenarios include:

- be distinct from each other
- be thematic or easily communicated as concepts.

- be sensitive to the modeling capabilities of SCAG’s technical tools such as the Scenario Planning Model (SPM) and the Activity Based Model (ABM)

Generally, scenario development proceeds through several steps to answer the following key questions³:

- **Where are we now?** (Local input process and evaluation of regional trends)
- **Where do we want to go?** (Goals and Guiding Policies, regional envisioning process)
- **What could the future look like?** (“Base case” and alternative scenarios)
- **What impacts do scenarios have?** (Modeling and performance evaluation)

On the heels of the local input process (“Where are we now?”), SCAG seeks direction through additional stakeholder outreach and establishment of goals, guiding policies and performance measures which will underpin the **Scenario Development Principles** to be completed by the end of 2018. These principles will highlight broad directions and guidance for the scenario designs (“Where do we want to go?”) and will highlight emergent trends and preferred strategies for addressing issues. Given that the input from the outreach process may garner divergent opinions and information and highlight opposing priority areas, it will likely be necessary to distill the input into multiple distinct scenarios. Tentatively, the draft scenarios will align with the outline show in Figure 2.

FIGURE 2: Draft Scenario Designs Outline

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
Theme	Trend	Local Input “Base Case”	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>

In order to establish comparable scenarios, there will need to be common assumptions for all scenarios for those variables that cannot be influenced by regional investments or strategies, for example:

- Auto Operating Costs
- Regional Household, Population, and Jobs growth
- Technology: Horizon year for Automated Vehicle (AV) penetration
- Plan Base Year: 2016
- Plan Horizon Year: 2045

Once the scenarios have been developed, they will be shared with the general public through a series of workshops, as detailed below.

Public Workshops

At least 16 workshops will be conducted throughout the region in the Spring/Summer of 2019 to provide stakeholders a clear understanding of issues and

³ Adapted from [Federal Highway Administration Scenario Planning Guidebook](#)

policy choices, and to collect and process valuable feedback on scenarios developed. In order to provide the public with information and necessary tools for evaluation, each workshop will include urban simulation computer modeling to create visual representations of the SCS and/or Alternative Planning Strategy if applicable.⁴ These workshops will be held in each County in the region and at times and in locations that are accessible to the local population, as outlined in SCAG's Public Participation Plan.

Modeling Tools

After scenarios have been designed, they are evaluated using SCAG's two internally developed modeling tools, the Scenario Planning Model and the Activity Based Model. The modeling process produces quantitative measurement of key variables that help to assess the differences between scenario alternatives.

For strategies that cannot be reflected through either model, but for which there is data or research to demonstrate GHG reduction impacts, SCAG develops off-model methodologies to quantify related impacts.

Further detail about these tools and SCAG's off-model methodologies will be documented in **SCAG's Technical Methodology** which will be prepared for submission to the ARB in Spring 2019, in advance of SCAG's public workshops.

Preferred Scenario Recommendation

In Summer 2019, after the draft scenarios have been designed and evaluated, it will be necessary to develop a final preferred scenario to be recommended for adoption by SCAG's Regional Council as part of *Connect SoCal*. This preferred scenario can either be one of the initial scenario designs or a hybrid of multiple scenarios. The Draft Preferred Scenario will consist of a land use forecast, revenue forecast, transportation projects and programs, as well as transportation and land use policies.

Draft Sustainable Communities Strategy

Once the Draft Preferred Scenario is established, SCAG staff will draft the SCS for inclusion in *Connect SoCal*. The SCS will set forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies in the regional transportation plan, will reduce the GHG emissions from automobiles and light trucks to achieve the 19% per-capita GHG reduction from 2005 emission levels by 2035.

⁴ An Alternative Planning Strategy (APS) is not part of the RTP and is developed if the SCS does not achieve the GHG emission reduction target. The APS would describe the additional strategies that would be necessary to reach the GHG emission reduction target.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Kome Ajise, Director of Planning, Sustainability, 213-236-1835,
Ajise@scag.ca.gov
Subject: Connect SoCal Goals and Guiding Policies

EXECUTIVE DIRECTOR'S
APPROVAL

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

RECOMMENDED ACTION FOR RC:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
In preparation for SCAG’s next Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), *Connect SoCal*, staff have prepared draft Goals and Guiding Policies. These draft Goals and Guiding Policies for Connect SoCal were based on the 2016 RTP/SCS adopted Goals and Guiding Policies and have been updated to reflect changes within our region as well as new planning requirements. The draft language of the Goals and Guiding Policies reflects input from multiple stakeholder groups.

BACKGROUND:
The 2020 RTP/SCS, *Connect SoCal*, is intended to represent the vision for Southern California’s future, including policies, strategies, and projects for advancing the region’s mobility, economy, and sustainability through the plan’s new horizon year of 2045. The Goals for an RTP/SCS articulate the vision for where the region would like to go, whereas the Guiding Policies provide more detail as to how the region intends to accomplish its goals.

As an initial step in preparing Connect SoCal, staff worked with multiple stakeholder groups, including the Regional Planning Working Groups and the Technical Working Group, to develop the draft Goals and Guiding Policies for the 2020 RTP/SCS.

These Goals updated the 2016 RTP/SCS Goals, and were revised in order to:

- align with SCAG’s updated Strategic Plan approved by the RC in early 2018;
- align with updated federal planning factors and state goals;
- reflect policy areas that have increased in importance; and
- improve clarity.

The Goals fall into four core categories: economy; mobility; environment; and healthy and complete communities. The Connect SoCal Draft Goals now include explicit reference to housing, transportation technologies, equity, and resilience in order to adequately reflect the increasing importance of these topics to both the region and the plan. These Draft Goals have been developed to link to potential performance measures and targets where possible.

Connect SoCal Draft Goals:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods throughput and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas well supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of critical habitats.

In updating the Goals, staff also updated the plan’s Guiding Policies, which help to focus the goals into more specific direction for plan investments. They are intended to encourage balanced, integrated multi-disciplinary approaches for transportation and land use.

Connect SoCal Draft Guiding Policies:

1. Transportation investments shall be based on adopted regional performance indicators and MAP-21/FAST Act regional targets.
2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability, and safety, and that preserve the existing transportation system.
3. Land use and growth strategies will recognize local input promote sustainable transportation options, and support equitable and adaptable communities.
4. Encourage RTP/SCS investments and strategies that collectively will result in reduced non-recurrent congestion and demand for single occupancy vehicle use by leveraging new transportation technologies and expanding travel choices.

5. Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.
6. Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.
7. Regionally, transportation investments should reflect best known science regarding climate change vulnerability in order to design for long term resilience.

These draft Goals and Guiding Policies will serve as a working reference document and to provide a starting point in preparing Connect SoCal. These are not being recommended for final adoption at this time in order to allow for refinement and responsiveness to additional priorities that may emerge during the development process. Final draft Goals and Guiding Policies will be included with the release of the draft Connect SoCal document in fall 2019.

FISCAL IMPACT:

Funding to support development of the Regional Transportation Plan is identified in the agency's Overall Work Program (OWP) in 010.0170.01, RTP Support, Development, and Policy Implementation.

ATTACHMENT(S):

1. Connect SoCal Draft Goals and Guiding Policies

Connect SoCal

Draft Goals and Guiding Policies

September 6, 2018



Why update goals and guiding policies?



SCAG's Strategic Plan

- Produce innovative solutions that improve the quality of life for Southern Californians
- Create plans that enhance the region's strength, economy, resilience and adaptability by reducing greenhouse gas emissions and air pollution



State and federal planning factors and goals

- Federal: Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- State: Foster Livable and Healthy Communities and Promote Social Equity

Draft 2020 RTP/SCS Goals



1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods throughput and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.

Draft 2020 RTP/SCS Goals



6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas well supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of critical habitats.

Draft 2020 RTP/SCS Guiding Policies



1. Transportation investments shall be based on adopted regional performance indicators and MAP•21/FAST Act regional targets.
2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability, and safety, and that preserve the existing transportation system.
3. Land use and growth strategies will respect local input, promote sustainable transportation options, and support equitable and adaptable communities.
4. Encourage RTP/SCS investments and strategies that collectively will result in reduced non•recurrent congestion and demand for single occupancy vehicle use by leveraging new transportation technologies and expanding travel choices.

Draft 2020 RTP/SCS Guiding Policies



5. Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.
6. Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.
7. Regionally, transportation investments should reflect best known science regarding climate change vulnerability in order to design for long term resilience.

Thank you





Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Naresh Amatya, Manager, Transportation Planning and
Programming, (213) 236-1885, amatya@scag.ca.gov

Subject: Update on the SCAG Regional Aviation Work Program

RECOMMENDED ACTION:

For Information Only - No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

In preparation of the development of the Regional Aviation Element of the Draft 2020-2045 RTP/SCS (to be named "Connect SoCal"), SCAG Aviation staff will be gathering data, conducting analysis, and preparing reports, and will be re-engaging the Aviation Technical Advisory Committee (ATAC) to ensure technical integrity and the buy-in from the airports of the associated work. The bulk of the 2020 RTP/SCS analyses associated with the Regional Aviation Element will be conducted in-house by SCAG Aviation Program staff, guided by ongoing discussions with the ATAC. Moreover, the development of the aviation element of the RTP/SCS will be a transparent and collaborative process. The key partners and interests in regional aviation planning and ground access will be engaged in the process via the ATAC. Staff will be coming to the Transportation Committee directly for all policy guidance associated with the Regional Aviation Element. Furthermore, in addition to seeking policy direction from the TC, staff is prepared to engage a smaller group of policy makers, either through a special forum or special committee setting as needed and directed by the Regional Council (RC) and/or TC. The purpose of the forum or committee will be to ensure a robust dialog that will lead to a clear policy direction regarding regional aviation planning matters, which will be reflected in the 2020 RTP/SCS.

BACKGROUND:

As the designated Metropolitan Planning Organization (MPO) for the six-county Southern California Region, SCAG must address the airport ground transportation needs at each of the regional airports by analyzing the current condition and the future needs as part of its RTP/SCS Update¹. In order to

¹ 23 U.S. Code § 134 – Metropolitan Transportation Planning, (g) MPO Consultation in Plan and TIP Coordination, (3) Relationship with Other Planning Officials, (A) In general—"The Secretary shall encourage each metropolitan planning organization to consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, tourism, natural

assess the ground transportation needs, SCAG must also analyze potential future aviation demands at each of the regional airports both in terms of passenger as well as air cargo demand. Furthermore, SCAG must also quantify potential environmental impacts of future airport expansions and identify appropriate mitigation measures to accommodate future growth at a programmatic level as part of the California Environmental Quality Act (CEQA) requirement.

The SCAG Region is the busiest aviation system in the country with seven commercial service airports in operation that combined accommodate over 270 destinations. In 2017, these seven commercial airports served over 100 million annual passengers (MAP) at an average of almost 300,000 passengers a day. However, the air traffic in the region is not limited to commercial airlines. In addition to the commercial airports with scheduled service, there are over 30 other airports and airfields in the SCAG Region. Therefore, aviation planning guided by robust research and analysis, and collaboration and information sharing amongst the region's aviation partners, is especially critical. In response to the pressing needs of the aviation system in the SCAG region, Aviation Program staff will be focusing on the Regional Aviation Element of the 2020 RTP/SCS vetted through the ATAC for technical integrity and buy-in from the regional airports. At the same time, staff will be seeking policy guidance related to aviation matters directly from the Transportation Committee. SCAG has recently filled the regional aviation transportation planner position that remained vacant for over a year to work on the RTP/SCS, ATAC, and other aviation related projects.

Development of the Regional Aviation Element, and convening and engaging ATAC will be the key priorities for the Aviation Program staff for the remainder of 2018 and all of 2019. For the 2016 RTP/SCS, SCAG conducted a comprehensive review and analysis of the regional aviation demand analysis using a fresh approach and latest data with the assistance of a consultant team led by AECOM, supported by InterVistas, which specializes in airport system planning work. Therefore, staff does not see the need to develop a new set of demand forecast numbers from scratch for the 2020 RTP/SCS. Rather, for the 2020 RTP/SCS, staff's approach will be to utilize airport, air travel, economic, and demographic data and information sources to refresh the analysis and findings of the 2016-2040 RTP/SCS and account for the five additional years to 2045. In developing the Regional Aviation Element of the 2020 RTP/SCS, Aviation Program staff will be re-engaging the SCAG ATAC to ensure technical integrity of the aviation related work as well as secure participation in the development process by the regional airports. Technical expertise and collective wisdom provided by the ATAC will be critical in the preparation of a thoughtful and accurate Regional Aviation Element for the 2020 RTP. Moreover, the ATAC will provide a space for collaboration and information sharing for aviation officials and professionals in the SCAG region. Re-engaging the ATAC will involve conducting outreach with airport operators, transportation commissions/authorities, councils of government, local agencies and other aviation stakeholders in the SCAG region, and eventually scheduling meetings on a regular basis.

AVIATION RESEARCH AND ANALYSIS FOR 2020 RTP/SCS:

disaster risk reduction, environmental protection, **airport operations**, and freight movements) or to coordinate its planning process to the maximum extent practicable, with such planning activities".

SCAG 2020-2045 RTP Aviation Analysis Conducted In-House: The SCAG Aviation Program will be conducting the research and analysis for the 2020-2045 RTP/SCS primarily with in-house staff resources. Aviation Program staff will be consulting with the airports, government agencies, and academic institutions to gather necessary data and information as well as seek their input throughout the Regional Aviation Element development process. Broadly speaking the Regional Aviation Element of the 2020 RTP/SCS will contain an updated aviation demand forecast at each of the regional airports through the horizon year 2045 and an updated airport ground transportation improvement element. For the 2016 RTP/SCS, much of the research and analysis for the aviation component of the RTP was conducted by a team of consultants led by AECOM. Moving forward, for the 2020 RTP/SCS, staff anticipates conducting much of the aviation work with in-house staff resources, partly due to budgetary constraints, and partly because staff does not anticipate developing a new set of aviation demand forecast numbers from scratch for this cycle. Starting with the 2016-2040 RTP/SCS forecast numbers, Aviation Program staff anticipates updating the 2020-2045 RTP/SCS numbers by augmenting existing analyses and data with updated data, forecasts, and analytical adjustments. Thus, based on the decision to focus on making adjustments to the forecast numbers in the 2016-2020 RTP rather than creating new ones, the SCAG staff feels comfortable moving forward without committing to consultant resources for the 2020 RTP/SCS at this point in time. The analysis for the 2020-2045 RTP/SCS will still use much of the same approach, data and methodology from the 2016-2040 RTP/SCS.

2020 RTP/SCS Aviation Analysis will be based on technical adjustments to the 2016 RTP/SCS Analysis: Airport by airport demand forecast for the 2016 RTP/SCS was developed through a two-step process. The first step was to develop total air travel demand for the entire region regardless of the number of airports servicing the region and their respective locations. The total passenger air travel demand for the region in the horizon year 2040 was estimated at 136.2 Million Annual Passengers (MAP), which is a significant downward adjustment from the 2012 RTP/SCS. The second step involved allocating the total demand to each of the existing and future commercial airports based on each airports' capacity constraints, future growth potential, location etc. Staff anticipates following a similar process in adjusting the forecast numbers at each of the airports.

The aviation demand forecasts for the 2020-2045 RTP will be based on technical adjustments to the results and analysis prepared for the 2016-2040 RTP. Specifically, the 2016 RTP/SCS utilized logarithmic (i.e. natural log) regression analysis of air travel based on trip origin and destination (O&D) (e.g. Intra-California, Asia, Europe). In particular, the 2016 RTP focused on the factors (i.e. variables) that appeared to be most significant in influencing the demand for air travel. The O&D analysis conducted by AECOM on the 2016 RTP found that air passenger demand was especially influenced by the economy and the cost of travel. In particular, gross domestic product (GDP) and airfare appeared to be the most reliable factors in predicting air traffic demand. Increased GDP was observed to have a positive effect on travel behavior, while increased airfares were observed to have a negative effect on travel behavior. Based on this observation, AECOM generated travel demand forecasts by multiplying forecasts for GDP and airfare to their respective regression coefficients. The logarithmic regression coefficients acted as travel demand elasticities (e.g., a 1% increase in GDP is associated with a 0.54% increase in Intra-California air travel). Thus, based on our analysis of past work completed by AECOM, future travel demand forecasts can be calculated by

applying updated forecasts for GDP and airfares to the existing demand coefficients/elasticities. Accordingly, the 2020-2045 RTP travel demand analysis will be further adjusted by applying other forecasts (e.g. population) and data (e.g. updated airport passenger statistics).

2020-2045 RTP/SCS Analysis will Utilize Multiple Data Sources: In addition to applying new forecast numbers to past analysis, based on a preliminary review of existing literature and data, SCAG Aviation Program staff are confident that the necessary analysis for future travel demand and other RTP analyses can be conducted by mining data from airports, transportation agencies, academic institutions, and other organizations. Potential data sources for 2020-2045 RTP analyses include:

- Airport passenger, cargo, and operations data provided by the airports (online and via ATAC)
- Airport passenger surveys (e.g. trip purpose, city of origin, modal choice to airport)
- GDP, airfare, and demographic forecasts
- Academic and government reports and websites

To date, the SCAG Aviation staff has begun to gather data from airport websites, airport activity reports, government websites, and other publicly available databases and information sources. However, the research and analyses required of the RTP/SCS will not be done in isolation. Critical to taking a comprehensive and holistic approach to the development of the Regional Aviation Element of the RTP/SCS, the Aviation Program will also engage different communities and interests impacted by aviation and surface transportation planning in the region.

2020-2045 RTP/SCS Development will be a Transparent and Collaborative Process: In addition to published reports, data, and studies, another critical resource for the 2020-2045 RTP and future SCAG aviation analyses is the expertise of the airports and agencies involved in regional aviation system planning. The SCAG Aviation Program has already begun to conduct outreach to some of the key partners (e.g. airports, transportation agencies, member jurisdictions) in the region. In addition to one-on-one outreach, another key resource for the SCAG Aviation Program is the ATAC. Staff hopes to engage the ATAC members through the quarterly ATAC meetings as well as ad hoc meetings when necessary and appropriate to ensure data quality, accuracy and relevance, not only to adjust the demand forecast numbers, but also to ensure accurate reflection of airport capacity at each of the regional airports in preparing the Regional Aviation Element of the 2020 RTP/SCS.

AVIATION TECHNICAL ADVISORY COMMITTEE (ATAC):

SCAG ATAC: The SCAG ATAC is a group of aviation officials and professionals who meet regularly in an effort to provide SCAG with technical and professional expertise on regional aviation issues. The ATAC has been an invaluable resource for SCAG as a key group of aviation and airport ground access stakeholders that provide technical and subject matter expertise in the development of the aviation element of the RTP/SCS. As an advisory working group focused primarily on the RTP/SCS and other technical reports, the SCAG ATAC does not get involved in policy (e.g. legislation, ballot initiatives, formal letters) matters nor provide policy direction. Although the ATAC has provided guidance on

the RTP/SCS in the past, it is not constrained nor limited exclusively to that purpose. As the regular meetings convene, one of the points of discussion within the ATAC will be the future role of the ATAC. Furthermore, ATAC's responsibilities will also be informed by the SCAG Transportation Committee. The ATAC, via SCAG Aviation Program staff, will report back regularly to the Transportation Committee, and other working groups and committees, regularly for input and feedback.

SCAG ATAC Membership: Key stakeholders invited to join SCAG ATAC include representatives from the:

- Airports
- County transportation authorities and commissions
- Regional councils of government
- State and Federal partners

The basis for ATAC membership is entities who are directly involved in the planning and implementation of surface transportation projects in and around the region's airports. However, although membership in ATAC is bounded to the airports, transportation authorities/commissions, councils of government, and State and Federal partners, any parties or individuals interested in the planning of regional aviation and ground access to airports are invited to attend. The ATAC meetings are open to the public. As a first step towards re-convening ATAC, SCAG Aviation Program staff has been conducting outreach to the airports, and other stakeholders. Furthermore, site visits to the larger commercial airports are currently being scheduled. Non-member aviation stakeholders (e.g. consultants, professional associations) will be notified of upcoming ATAC meetings via an email listserv and publicly posted announcements on the SCAG website. Furthermore, SCAG Aviation Program staff will be engaging the public and other stakeholders as needed on an ad hoc basis.

ATAC Meeting Schedule: Currently, the plan is for the ATAC to meet quarterly, with the first meeting tentatively scheduled for late September. Once regular meetings are scheduled, meeting agendas will be posted online to notify the public of upcoming ATAC meetings. The ATAC may meet more frequently as the draft Regional Aviation Element is developed.

Additional input and policy direction from the policy makers: SCAG's Aviation staff recognizes that ATAC is somewhat limited to providing input solely from a technical perspective in terms of technical soundness of approach, methodologies, assumptions, surveys, integrity, and consistency of data and its utilization, etc. While ATAC will have purview over ensuring technical soundness of policy analysis, developing or providing policy direction for the RTP/SCS is not under the purview of ATAC. Staff will continue to rely on the TC for regional aviation related policy direction as it has done in the past, particularly for the 2016 RTP/SCS. In addition, for focused policy discussions/direction on aviation matters associated with the 2020 RTP/SCS, staff is prepared to engage a smaller group of interested policy makers, who represent cities/jurisdictions with airports, through a task force setting as needed and directed by the Regional Council (RC) and/or TC. The purpose of the task force is to ensure a robust dialog, which will lead to a clear policy direction regarding regional aviation planning matters. The special forum or committee, comprised

exclusively of policy makers, would exist and meet separately from the ATAC. The guidance and direction provided by the policy makers will be reflected in the Regional Aviation Element of the 2020 RTP/SCS.

FISCAL IMPACT:

Work associated with this item is included in the FY 2018-2019 Overall Work Program (230-0174.05: 2016 RTP/SCS Regional Aviation Program Implementation and Preparation for the 2020 RTP/SCS)

ATTACHMENT/S:

SCAG Aviation Program Update Presentation

ATTACHMENT(S):

1. PowerPoint Presentation: Update on SCAG Aviation Program

Aviation Program Update

SCAG Transportation Committee

Hiroshi John Ishikawa, Ph.D.

Associate Regional Planner

Thursday, September 6, 2018

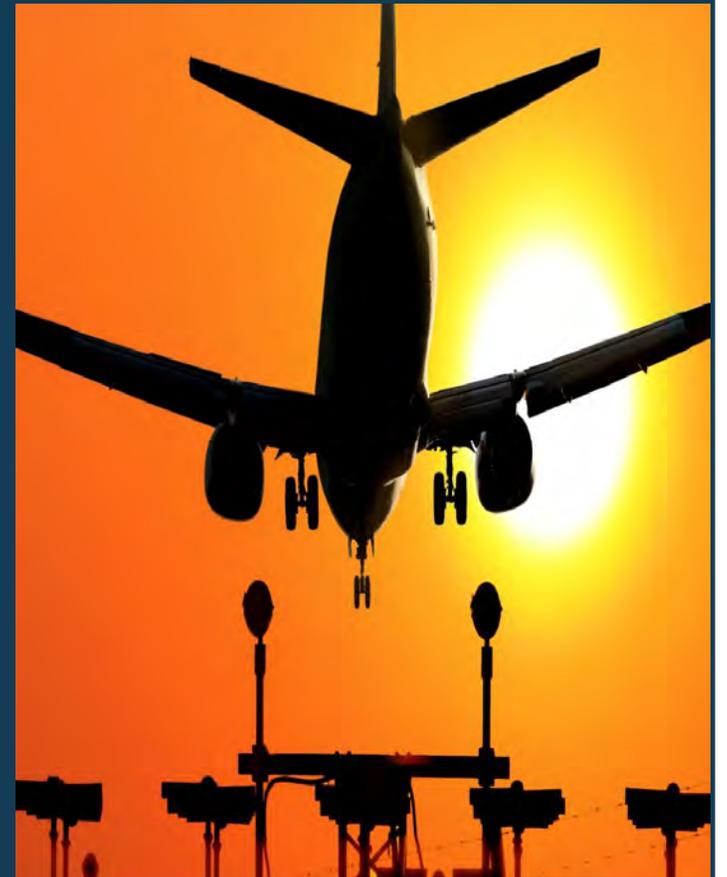


Introduction



§ SCAG Aviation Program Update

- Why Aviation Planning from a regional perspective?
- Key elements of a Regional Aviation Plan
- Why update?
- Regional Plan update process
- Timeline



Why Aviation Planning from a Regional Perspective?



- As the MPO, the law (CA Government Code Section 65081.1) requires that SCAG address Airport Ground Access Improvements in the RTP/SCS
- Demand for air travel is not constrained to jurisdictional boundaries, thus airports are regional in nature



Key Elements of a Regional Plan



- Description of Airports (commercial and GA) in the region
- Demand Forecast (passenger and cargo)
- Airport ground access improvements
- Economic benefits of our regional airports



Why Update the Aviation Elements of the Plan?



- To reflect changes that have occurred in the economy, population, airports, and regional aviation system since the previous plan
- An update of the plan is required every four years (U.S. Code 23 Section 450.325)
- Horizon year will be extended out by 5 years to 2045 in 2020 RTP/SCS
- To provide an update on ongoing and planned airport ground access projects

The Process for Updating the Regional Plan



- Staff will engage in data collection, research, and analysis
- Convene Aviation Technical Advisory Committee for input
- Conduct focused outreach to airports and key stakeholders for data and information on an ongoing basis to ensure data quality
- Seek policy guidance from the TC
- Engage policy makers as directed by the TC and RC



Next Steps/Timeline



- First ATAC meeting in October with subsequent quarterly meetings
- Occasional ad hoc ATAC meetings
- Report back to TC periodically on RTP and ATAC progress
- Possible aviation policy forum in March 2019
- Preliminary Draft Aviation Element to TC in September 2019
- Release Draft 2020 RTP/SCS end of Fall 2019

Thank you

Hiroshi John Ishikawa

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213-236-1838





Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Mike Jones, Senior Regional Planner, Goods Movement &
Transportation Finance, (213) 236-1978, jonesm@scag.ca.gov

Subject: SCAG Goods Movement Grant Projects

RECOMMENDED ACTION:

Information Only

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

Over the past year, the Goods Movement division at SCAG has partnered with member organizations to apply for a number of Caltrans Sustainable Transportation Planning and State Planning and Research (SP&R) grants to support myriad initiatives to address freight mobility and congestion, community impacts, environmental concerns, and localized system planning challenges. Following competitive evaluation processes spanning multiple individual calls for projects, Caltrans selected four goods movement projects submitted by SCAG in conjunction with regional partners to receive over \$676,800 in grant funding that will be leveraged to complete local freight initiatives totaling nearly \$1 million. The selected projects offer significant diversity in terms of scope, focus, geography, and affected localized populations as detailed below. While grant funding for the projects expire between fiscal years 2020 and 2021, SCAG is working closely with its partners to ensure expenditures occur in a timely manner and within budget that precede future expiry deadlines and provide effective results that correspond to deliverables identified by the project scopes of work.

BACKGROUND:

Over the past year, the Goods Movement division at SCAG has partnered with member organizations to apply for a number of Caltrans Sustainable Transportation Planning and State Planning and Research (SP&R) grants to support myriad initiatives to address freight mobility and congestion, community impacts, environmental concerns, and localized system planning challenges. Following competitive evaluation processes spanning individual calls for projects, Caltrans selected four goods movement initiatives submitted by SCAG in conjunction with regional partners to receive over \$676,800 in grant funding that will be leveraged to complete local freight efforts totaling \$946,000. The selected projects offer significant diversity in terms of scope, focus, geography, and affected localized populations as detailed below. While grant funding for the projects expire in fiscal years 2020 and 2021 at the latest, SCAG is working closely with its partners to ensure expenditures occur in a timely manner and within budget that precede future expiry

deadlines and provide effective results that correspond to deliverables identified by the project scopes of work.

The following is a description of the four initiatives that have received grant funding:

Calexico West Port-of-Entry Traffic Circulation Plan: SCAG and the Imperial County Transportation Commission (ICTC) were awarded \$80,000 in Caltrans State Planning and Research (SP&R) grant funding to be applied toward a total cost of \$100,000 for the Calexico West Port-of-Entry Traffic Circulation Plan (Calexico West POE TCP).

In April 2015, the General Services Administration (GSA) began construction of the expansion and reconfiguration of the Calexico West port-of-entry with construction for the new vehicle crossing lanes scheduled to be completed in September 2018. While the expansion will reduce delay associated with border crossings, the traffic access and circulation patterns serving the port-of-entry and immediately adjacent areas will significantly change. Grant monies will be used by SCAG and ICTC to procure and manage consultant assistance (along with planned multi-agency staff work) to develop a portfolio of implementable strategies to mitigate congestion and mobility challenges resulting from the expansion and reconfiguration. Specifically, the project will provide a traffic circulation plan to mitigate increased congestion and improve mobility for area people and goods moving to, through, and beyond the Calexico West port-of-entry. This will be accomplished by 1) developing a portfolio of traffic circulation strategies that will be implemented immediately in Calexico to coincide with opening of the expanded and reconfigured port-of-entry, 2) undertaking strategic collaboration with local, state, federal, and international agencies to identify and implement strategies that support efficient operations and ongoing partnerships at the border, and 3) conducting considerable outreach to residential, business, and stakeholder communities to build consensus for recommended strategies.

Paths to Clean Vehicle Technology and Alternative Fuels Implementation in San Bernardino County: SCAG and the San Bernardino County Transportation Authority (SBCTA) were awarded \$304,800 in Caltrans Transportation Planning Grant funding to be applied toward a total cost of \$381,000 for the Paths to Clean Vehicle Technology and Alternative Fuels Implementation in San Bernardino County.

The State of California, and Southern California in particular, have daunting goals for greenhouse gas (GHG) reduction and achievement of federal standards for criteria pollutants. The Global Warming Solutions Act of 2006 (AB 32) requires California to reduce its GHG emissions to 1990 levels by 2020, using technologically feasible and cost-effective means. Subsequent Executive Orders by Governors Schwarzenegger and Brown stated the need for dramatic reductions of 80% in GHG emissions from the transportation sector by 2050 and 40% by 2030. The California legislature confirmed the commitment to the 40% goal by passing SB 32 in September 2016. A 2015 executive order (B-32-15) focused specifically on emissions reduction from the freight sector. This culminated in the California Sustainable Freight Action Plan (CSFAP) focusing on the environment, efficiency, and economic competitiveness. In addition, the California Air Resources Board (ARB) produced the

Mobile Source Strategy, and the South Coast Air Quality Management District (SCAQMD) prepared the 2016 Air Quality Management Plan (AQMP) to address federal standards for criteria pollutants.

Grant monies will be used by SCAG and SBCTA to procure and manage consultant assistance (along with planned multi-agency staff work) to identify implementation strategies for clean vehicle and fuel technology (for both passenger vehicles and freight) that can be achieved at the local level, while also supporting the economy. Specifically, the study will 1) define alternative paths to clean vehicle and fuels implementation by mapping technologically feasible and cost-effective alternative paths to attainment of standards for criteria pollutants and achievement of GHG reduction goals, 2) identify the barriers and costs involved in accelerating the penetration rates of clean passenger and freight vehicles into the local and regional fleet mix, 3) identify strategies that would be required at the local and regional level to implement the alternative paths to clean vehicle/fuels technology and estimate the associated nature, scale, and timing of investments that would be needed, and 4) develop recommendations that can be provided to local, regional, state, and federal agencies, utilities, researchers, manufacturers, fuel providers, and other entities regarding how they can assist public and private sector partners at the local level to advance air quality goals while maintaining vibrant, competitive economies.

Wilmington Freight Mitigation Project: SCAG and the City of Los Angeles Council District 15 (LA CD-15) were awarded 192,000 in Caltrans Transportation Planning Grant funding to be applied toward a total cost of \$240,000 for the Wilmington Freight Mitigation Project.

Wilmington is a community of Los Angeles that is situated just north of the Port of Los Angeles (Port), our nation's largest port and the national leader in containerized freight. Over the past few years, the Port has made significant gains in promoting trade and economic growth while also introducing measures to reduce pollution. Yet due to its geographic proximity, the Wilmington community still bears many of the environmental and traffic burdens related to the Port and goods movement. Coupled with the challenges of the area's built environment, this produces challenges related to walking, biking, and the overall quality of life for residents. Recently, two existing at-grade roadway/rail crossings in the area have resulted in numerous safety concerns due to train/truck conflicts. As a result, the California Public Utilities Commission plans to vacate portions of a critical local roadway. This will result in trucks being pushed into adjacent communities as they attempt to find alternative routes through the area and cause considerable traffic intrusion into local neighborhoods without appropriate mitigation measures. Grant monies will be used by SCAG, LA CD-15 and the Port of Los Angeles to procure and manage consultant assistance (along with planned multi-agency staff work) to assess the impacts of increased truck travel on the disadvantaged community of Wilmington and recommend appropriate mitigations to improve mobility, safety, the environment, and quality of life for residents. The study will also serve as a significant and driving input for the upcoming Wilmington-Harbor City Community Plan. Work is expected to begin in Fall 2018.

Ventura County Freight Corridor Study: SCAG and the Ventura County Transportation Commission (VCTC) were awarded \$100,000 in Caltrans Transportation Planning Grant funding to be applied toward a total cost of \$125,000 for the Ventura County Freight Corridor Study.

The Port of Hueneme is a primary hub for the distribution of goods grown, built, and imported into, and exported from, Ventura County. Although some of these goods are used locally, many of the items imported into the Port of Hueneme are trucked from the Port and transported across the southwestern portion of the United States. Years of restrictive land use planning have prevented urban sprawl and preserved valuable farmland, but inhibited the development of an efficient freight movement network. Consequently freight traffic is not directed and impacts those communities most in need of protections, particularly those surrounding the Port of Hueneme and those in agricultural areas. Some of the primary transportation and air quality issues that impact Ventura County are a result of goods movement. In response to the recommendations of the Port of Hueneme Port Access Study completed in 2000, SCAG, VCTC and the Port of Hueneme have partnered to develop the Ventura County Freight Corridor Study to identify and prioritize the most significant freight highway corridors in the County with the objective of mitigating impacts associated with traffic, greenhouse gas (GHG) emissions, and air quality by planning for a safer, more efficient, sustainable freight connection beyond US 101, and between US 101 and the regional highways (SR 126 and SR 118).

Grant monies will be used by SCAG and VCTC to procure and manage consultant assistance (along with planned multi-agency staff work) to identify new or alternative freight routes to mitigate the impacts from freight traffic that generates GHG emissions and particulate matter as well as other criteria pollutants that largely affect the disadvantaged communities (DAC) living adjacent to these major freight corridors. Specifically, the study aims to 1) support cleaner freight and good movements, while continuing to promote Ventura County's existing industries, 2) improve freight efficiency align with the California Sustainable Freight Action Plan, 3) reduce GHG emissions and improve air quality, 4) establish a more thorough understanding of the highway freight corridors in Ventura County and use the knowledge to inform future highway planning and investment decisions, and 5) increase social equity by planning for a transportation system that is dispersed and not disproportionately centralized around disadvantaged communities.

FISCAL IMPACT:

Work associated with these items will be included in the Fiscal Year 18/19 Overall Work Program.