

YOUR GUIDE TO SCAG 2012-13



SOUTHERN CALIFORNIA



ASSOCIATION of
GOVERNMENTS

Our Vision

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

Our Mission

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

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YOUR GUIDE TO SCAG

2012-13



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THE SCAG REGION



The Southern California Association of Governments (SCAG) is the nation's largest Metropolitan Planning Organization (MPO) and Council of Governments (COG), encompassing six counties, six county transportation commissions, 191 cities and the region's Native American Tribes.

MESSAGE FROM THE PRESIDENT



For the past 47 years, the Southern California Association of Governments (SCAG) has developed and implemented regional planning policies in transportation, land use and air quality and has had many great achievements. In June 2012, following an unprecedented effort of public outreach, SCAG's Regional Council adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy, ushering in a new era of regional planning goals and objectives that can positively transform the lives of millions with enhanced mobility and real sustainability.

This year, we will begin implementing these goals and objectives while working to grow our economy. I believe that for the RTP/SCS goals to become reality, a strong economy is essential. With the leadership of 84 elected officials from throughout Southern California serving on SCAG's Regional Council and the talent and dedication of the agency's professional staff, I believe we can again accomplish great things this year to move this region forward. I am honored to serve as your president and excited about working with you on the important issues and challenges facing Southern California.

SCAG is the largest metropolitan planning organization in the country, serving 191 cities and 18 million residents. I invite you to learn more about SCAG, to participate and partner with us as we work to ensure the long-term livability, mobility, sustainability and prosperity of this vast, diverse and beautiful region.

A handwritten signature in black ink that reads "Glen Becerra". The signature is fluid and cursive, with the first name "Glen" and last name "Becerra" clearly legible.

Hon. Glen Becerra
SCAG President
Council Member, City of Simi Valley

REGIONAL PLANNING



SCAG develops regional plans for transportation, growth management, housing development, air quality and other issues of regional significance. There are six County Transportation Commissions that hold the primary responsibility for programming and administering transportation projects, programs and services in their respective counties.

SERVING THE REGION

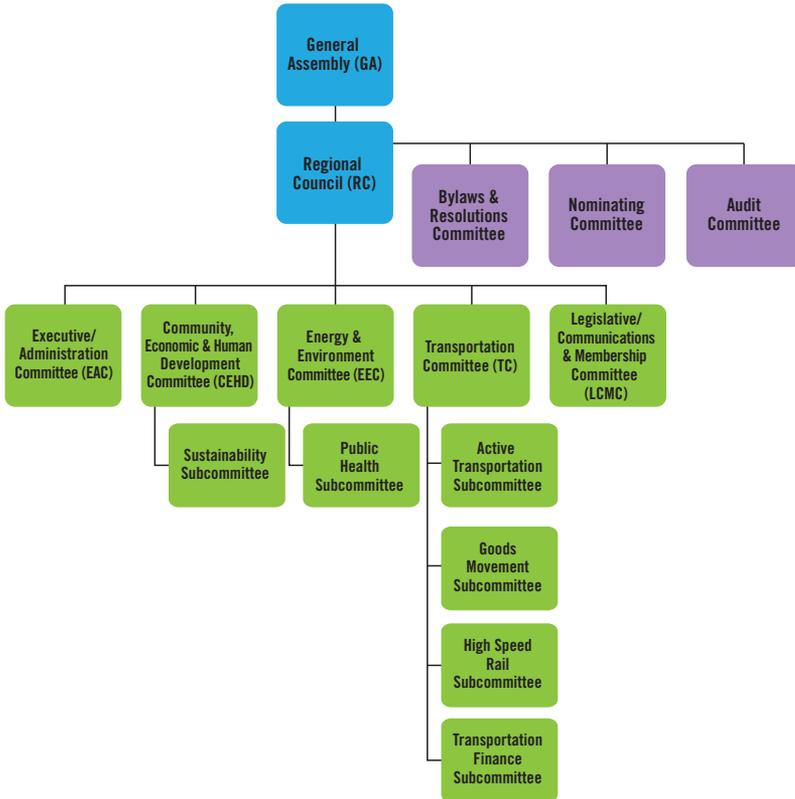
SCAG was founded on October 28, 1965, when local elected officials from 56 cities and five counties first convened to begin growth projections and regional planning for Southern California's future. SCAG, a joint powers authority (JPA) under California law, was established as an association of local governments and agencies that voluntarily come together on issues of common concern. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency (RTPA) and a Council of Governments (COG).



Generally, SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. SCAG expanded its governing body, the Executive Committee, in 1992 to a 70-member Regional Council to help accommodate new responsibilities mandated by the federal and state governments, as well as to provide more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for more diverse representation. The districts were formed with the intent to serve equal populations and communities of interest. Currently, the Regional Council is comprised of 84 members.

In addition to the six counties and 191 cities that make up SCAG's region, there are six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. Additionally, SCAG Bylaws provide for representation of Native American tribes and Air Districts in the region on the Regional Council and Policy Committees.

REGIONAL COUNCIL COMMITTEES & SUBCOMMITTEES



SCAG is governed by delegates from 191 cities that make up the General Assembly and members of SCAG's Regional Council serve on committees, subcommittees or task forces to help guide SCAG's policy-making.

THE REGION IN ACTION

SCAG represents six counties in Southern California and is the largest Council of Governments in the nation. The agency's elected leadership provides guidance and formally adopts policies through the Regional Council, policy committees, subcommittees, and task forces.



General Assembly (GA) – SCAG is governed by delegates from every member city through the General Assembly, which annually brings together the official representatives of SCAG's membership and helps set the agency's course for the coming year. Amendments to SCAG's Bylaws also may be considered at the General Assembly. In addition, members of the General Assembly consider adoption of SCAG's General Fund budget for the next fiscal year. SCAG's incoming President, Vice President and Second Vice President are presented at the annual meeting.

Regional Council (RC) – Decision-making occurs through SCAG's Regional Council, a governing body comprised of elected officials representing six counties and 191 cities in the SCAG region. The SCAG Bylaws provide for Regional Council representation from each of the County Transportation Commissions, the recognized tribal governments, air quality agencies and the Transportation Corridor Agencies. SCAG's policy-making process is guided by the work of three Policy Committees: Transportation; Community, Economic and Human Development; and Energy and Environment; and its operations are managed by the Executive/Administration Committee. Members of the Regional Council serve on one of the three Policy Committees for two-year terms and may serve on the Legislative/Communications and Membership Committee.

Transportation Committee (TC) – The TC examines regional policies, programs and other matters pertaining to roads and highways, transit, airports and seaports and other aspects of Southern California's transportation system.

Community, Economic and Human Development Committee (CEHD) – The CEHD oversees the agency’s efforts to develop regional policies for housing, economic development, land use, growth forecasting and other community development needs.

Energy and Environment Committee (EEC) – The EEC considers environmental and energy-related issues of regional significance, including air and water quality, solid and hazardous waste, habitat preservation, environmental justice and matters pertaining to the California Environmental Quality Act.

Executive/Administration Committee (EAC) – SCAG’s core leadership team is represented by the EAC. In addition to their critical position in guiding SCAG’s regional decision-making process, EAC members are SCAG representatives throughout the region as well as at the state and federal levels. The EAC addresses matters regarding human resources, budgets, finance, operations, communications and any other matter referred by the Regional Council. Membership includes the SCAG officers, Policy Committee Chairs and Vice Chairs of the three policy committees and the Legislative/Communications and Membership Committee (LCMC), and four additional



Regional Council members appointed by the SCAG President.

The Legislative/Communications & Membership Committee (LCMC) – The LCMC is a standing committee that provides guidance and recommendations to the Regional Council regarding legislative matters impacting the region, policy direction on SCAG’s communications strategy and outreach; membership benefits; and sponsorship opportunities.

New Subcommittees – At its July 5, 2012 meeting, the Regional Council approved a motion to form the following subcommittees as part of the implementation strategy for the 2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS):

- » Active Transportation to facilitate information exchange and policy development around active transportation
- » Goods Movement to effectively optimize the region’s freight system through increases in economic efficiency, congestion mitigation, air quality improvements, and safety

- » High Speed Rail & Transit to provide leadership and strategic policy formulation for high speed rail, commuter rail, and transit
- » Public Health to provide leadership and strategic policy formulation for transportation and land use-related public health issues
- » Sustainability to provide a forum for sustainability issues related to community development and land use planning
- » Transportation Finance to provide leadership and a policy forum for development of a coordinated Action Plan to implement key RTP strategies

SCAG'S 15 SUBREGIONS



A total of 15 subregions represent portions of Southern California with shared interests, issues and geography. Subregions play an important role as a conduit between SCAG and the cities and counties of the region by participating and providing input in SCAG's planning activities. This involvement helps the Regional Council and its committees make better- informed decisions.

BUILDING AWARENESS AND ENGAGING COMMUNITIES



SCAG provides easy access to information and ensures there are ample opportunities for the public to participate in regional policy-making decisions.

PUBLIC OUTREACH & INVOLVEMENT



The public plays a key role in every aspect of SCAG's regional planning efforts. SCAG provides information, timely public notice and access to key decisions to support early and continuing public involvement in developing its regional plans. There are a variety of ways to learn more and become involved, including:

Citizen Review and Feedback – SCAG develops regional plans and programs in collaboration with local governments and stakeholders; circulates the draft versions of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Federal Transportation Improvement Program, Overall Work Program and other regional initiatives; and provides time for public review and comment prior to finalizing them.

Public Comments – SCAG welcomes the public to address the Regional Council and Policy Committees at every monthly meeting. Meetings for special subcommittees also include time for public comments.

Local Representation – SCAG's policy-making process is based on a structure that reflects Southern California's size and diversity. Local elected officials throughout Southern California serve on SCAG's Regional Council and represent one or more communities within the region. The public may choose to speak to their Regional Council representative regarding SCAG plans and policy initiatives. A roster of Regional Council members is available at www.scag.ca.gov/committees/rc_about.htm.

Regional Services and Videoconferencing – In addition to SCAG's main office in Los Angeles, SCAG has established regional offices in the counties of Imperial, Orange, Riverside, San Bernardino and Ventura to facilitate stakeholder and public involvement in the regional planning process. A Regional Affairs Officer is assigned to each regional office and coordinates SCAG activities for each county. Videoconferencing is available in each regional office and provided at additional sites in Coachella Valley, Hesperia and Palmdale to provide opportunities for participation in SCAG meetings and workshops.

- » SB 375 and the Sustainable Communities Strategy – Provide a clear understanding of issues and policy choices as they relate to growth and development patterns, the transportation network and transportation policies for the entire region
- » Southern California Economic Growth and Job Creation Strategy – Policies and initiatives to create jobs and energize economic activity in the region
- » Transportation Funding – Provide an understanding of the cost of repairs to the region's aging infrastructure while looking for innovative solutions to pay for future growth

To request a SCAG presentation to your organization or community, please see [Contacting SCAG](#) on page 29.

STAYING CONNECTED

E-Communication – SCAG produces the SCAG UPDATE electronic newsletter that provides regular updates on current SCAG planning initiatives, legislative efforts, upcoming events and other information of interest to Southern Californians. SCAG SPOTLIGHT is the official newsletter of the Regional Council, and includes recent actions and an update from SCAG's Executive Director.

To view or subscribe to SCAG's latest e-newsletters, please visit the [SCAG Publications](#) page at www.scag.ca.gov/publications/index.htm.

Social Media – To help expand awareness of SCAG and broaden interest in its regional planning work, SCAG is active on several social networking sites. Stay current with SCAG news and events by liking Southern California Association of Governments on Facebook or following the agency on Twitter at @SCAG_ED.

Diverse Outreach – SCAG seeks to ensure that diverse populations are involved in the regional planning process. With a minimum advance notice of 72 hours, SCAG makes available translation assistance at its workshop and public meetings. In addition to providing interpreters, SCAG translated key outreach materials of the 2012–2035 RTP/SCS into several languages, including Spanish, Chinese and Korean available at rtpscs.scag.ca.gov.



RC Report

Highlights from the Regional Council Meeting
JULY 9, 2012



ACTION: Model Meeting Outcomes Supported
The Regional Council voted to encourage ride and carshare in Southern California to reduce the need for parking. Any Carshare, Director of the California State Transportation Office, is a major source of revenue and employment, generating an estimated \$20 billion annually in revenue and parking. The ride and carshare industry is expected to grow to \$1.5 billion in revenue and create 10,000 jobs.

From the Executive Director

Addressed Issues for the Month

Around the Region
Throughout the month of June, Board Officers, Executive Staff and I traveled across the region participating in a number of annual sub-regional general assemblies and other open and exclusive. For example, June 7th, the SCAG Assembly and I traveled to the SCAG Annual Dinner and Award Brunch in San Diego. On June 14th, I traveled to the San Diego County Day On Thursday, June 14th, SAFCOG hosted an all-annual general assembly. I participated in an assembly that included the major trends of the SCAG 2012-2035 Regional Transportation Plan (RTP/SCS) and the Regional Council's (RC) 2012-2035 Regional Transportation Plan (RTP/SCS). The following Thursday, June 21st, the SCAG Assembly and I traveled to the 2012 Annual General Assembly in San Diego. On June 21st, the SCAG Assembly voted to accept the 2012-2035 Regional Transportation Plan (RTP/SCS) and to endorse the SCAG General Assembly and were invited to a video presentation of the work and regional accomplishments in the past year. I was able to be there for the successful events and accomplishments.

Recognition and Awards
On June 11, 2012, Immediate Past President Dan O'Connell and I were honored by the CA Air Board for the work of the Regional Council on the 2012-2035 Regional Transportation Plan (RTP/SCS) and Southern California's Strategy (SCS). Additionally, on June 28th, the American Society for

PLANNING FOR THE FUTURE



Since 1965, SCAG has grown to accommodate new responsibilities mandated by federal and state law. SCAG's programs mirror its commitment to solving critical issues within the region.

KEY INITIATIVES & PROGRAMS



SCAG serves as the regional forum for cooperative decision making by local government elected officials, and its primary responsibilities in fulfillment of federal and state requirements include the development of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS); the Federal Transportation Improvement Program (FTIP); the annual Overall Work Program (OWP); and transportation-related portions of local air quality management plans. SCAG's other major functions include determining the regional transportation plans and programs are in conformity with state air quality plans; periodic preparation of a Regional Housing Needs Assessment (RHNA); and intergovernmental review of regionally significant development projects (IGR).

REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS)

The RTP/SCS is a long-range transportation plan that provides a vision for regional transportation investments over a 20-year period. In accordance with federal and state laws, SCAG updates the RTP/SCS every four years to reflect changes in economic trends, state and federal requirements, progress made on projects and adjustments for population and jobs. The RTP/SCS is developed and implemented through a collaborative, continuous and coordinated process that involves key stakeholders such as the six County Transportation Commissions, Caltrans, transit operators, airport and port authorities, air districts, and other agencies including local jurisdictions in our region.

In addition, newly enacted state law, Senate Bill (SB) 375, requires the RTP/SCS to reduce Greenhouse Gas (GHG) emissions from auto and light duty vehicle sources by coordinating land use with transportation investments. Accordingly, the Sustainable Communities Strategy (SCS) is a new element of the transportation plan that integrates land use with transportation strategies and investments within the 2012-2035 RTP/SCS. The 2012-2035 RTP/SCS met the GHG reduction targets set by the California Air Resource Board (ARB) for the region.

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

The Federal Transportation Improvement Program (FTIP) is the short-range program that includes a multi-modal list of capital improvement projects to be implemented over a six (6) year period and is the program that implements the Regional Transportation Plan (RTP/SCS). SCAG is responsible for developing the FTIP in cooperation with the state (Caltrans), the County Transportation Commissions (CTCs) and public transit operators every two years. The FTIP must include all federally funded transportation projects in the region, all regionally significant transportation projects regardless of funding source as well as projects requiring any federal action.

The current 2011 FTIP (FY-2010/2011 – 2015/2016) was federally approved on December 14, 2010. Most recently, the Transportation Committee approved the release of the Draft 2013 FTIP (FY-2012/2013 – 2017/2018) for Public Review and Comment. Anticipated adoption date for the Final 2013 FTIP is September 2012 by the Regional Council. Final conformity determination and adoption by the state and federal agencies is expected in December 2012.

GOODS MOVEMENT

Goods movement activities provide substantial economic benefits in Southern California and have enormous impacts on the regional transportation system, public health, the environment and quality of life for area residents. SCAG's

current goods movement planning efforts include the completion of the Comprehensive Regional Goods Movement Plan and Implementation Strategy, a multi-year initiative to evaluate the regional goods movement system, identify strategies to address current and future challenges, and develop an implementation plan. Proposed strategies include rail capacity enhancements and grade separation projects, highway capacity enhancements to address congestion and mobility for trucks, inte-

grated planning for transportation and industrial land use, and deployment of clean technologies. SCAG continues to engage numerous stakeholders in this planning process including local jurisdictions, County Transportation



Commissions, regional seaports, railroads, trucking interests, and business sectors to refine the strategies identified through the goods movement chapter of the 2012-2035 RTP/SCS.

SCAG is also committed to continued dialogue with regional, state, and federal stakeholders through the Southern California National Freight Gateway Collaboration. The Collaboration works to facilitate and enhance the movement of freight throughout Southern California and the nation while addressing the associated infrastructure, environmental, and quality of life challenges. Specific recent efforts of the Collaboration include identifying potential strategies to streamline project delivery through more efficient environmental processing and serving as a forum for transportation leaders and experts to address broad regional issues such as air quality challenges.

TRANSIT AND PASSENGER RAIL

Southern California's future economic viability and quality of life depend on its ability to move people and goods. To meet this challenge, SCAG is collaborating with various state and regional stakeholders to plan regional, intercity and interregional mobility improvements. This work currently includes partnering with the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN), Metrolink and the California High Speed Rail Authority (CHSRA) to plan and coordinate the development of higher speed passenger rail service in the SCAG region and beyond.



SCAG is participating in the LOSSAN Board's efforts to form a local authority to manage the state-supported Amtrak Pacific Surfliner passenger rail service. The Regional Council approved in concept the development of this local control governance in November 2011 and supports state legislation that would implement the new authority. Benefits of local management of LOSSAN corridor rail service include more efficient resource allocation, a unified voice at the state and federal levels when advocating on passenger rail issues, consolidated services such as fares/ticketing and passenger information systems, and more focused oversight of performance, schedule integration, and customer service.

In February 2012, the Regional Council approved a Memorandum of Understanding (MOU) with the CHSRA and Southern California transportation agencies (Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, San Diego Association of Governments, and the Southern California Regional Rail Authority) to support the investment of up to \$1 billion in the Metrolink and LOSSAN rail corridors to facilitate a “blended approach” to the implementation of the California High-Speed Train (HST). The LOSSAN and Metrolink improvements, along with Phase I of the California HST project, are included in SCAG’s 2012-2035 RTP/SCS. SCAG will continue to work with its local and state partners on the advancement of the blended approach.

Additionally, SCAG works collaboratively with the region’s transportation agencies and transit operators to develop goals, objectives, plans and policies to provide effective and sustainable transit options for the region. SCAG accomplishes this in part through its partnership with the Transit Technical Advisory Committee (TAC). The Transit TAC, made up of representatives from the region’s transit operators, provides a forum for coordination of input in the development of the RTP/SCS and FTIP. Issues addressed by the TAC have included funding programs, intelligent transportation systems, transit-oriented development, and performance measures.

AIR QUALITY

Air quality remains a serious issue in Southern California and SCAG continues to work closely with its federal, state, and regional partners including the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (ARB), the Antelope Valley Air Quality Management District, the Imperial County Air Pollution Control District, the Mojave Desert Air Quality Management District, the South Coast Air Quality Management District, and the Ventura County Air Pollution Control District, to help clear the region’s air. SCAG plays an integral role in air quality planning by providing transportation activity and socioeconomic data to local air



districts and ARB for numerous non-attainment and maintenance areas in the SCAG region including the South Coast Air Basin, the Ventura County

portion of the South Central Coast Air Basin, Mojave Desert Air Basin and the Coachella Valley and Imperial County portions of the Salton Sea Air Basin. These data are used to update on-road emissions models and to develop State Implementation Plans (SIPs).

SCAG is responsible for preparation of conformity determinations for the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP). Transportation conformity is required under the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the SIP. Conformity analysis is a complicated and challenging endeavor requiring detailed data collection, computer modeling, extensive inter-agency coordination and technical analysis. Conformity rules currently apply to 14 areas in the SCAG region and each requires its own conformity determination. SCAG works with regional partner agencies and state and federal agencies to resolve numerous difficult issues in preparing the conformity analysis. SCAG also performs greenhouse gas emission modeling and analyses for the 2012 Regional Transportation Plan/ Sustainable Communities Strategy.

TRANSPORTATION MODELING

SCAG develops, maintains, and operates the Regional Transportation Model in support of federal and state mandated planning activities including the RTP/SCS, FTIP, air quality management plans, corridor and special studies, and strategic initiatives. Specifically, transportation modeling is required to develop and analyze performance metrics for SCAG's plans, programs, and projects and to perform emissions analyses pursuant to federal Clean Air Act transportation conformity regulations. These efforts support stakeholders' ability to program and receive federal/state approval for their transportation projects. SCAG's Modeling Section



further supports County Transportation Commissions (CTCs), counties, cities and other SCAG stakeholders by providing regional modeling data (SCAG receives on average 150 data requests per year), technical assistance in model development and application, and regional modeling coordination. SCAG also facilitates effective region-wide planning by maintaining an active subregional modeling program which helps stakeholders develop, maintain,

and apply subregional transportation models which are consistent with SCAG's Regional Model. To successfully meet federal and state requirements and the needs of stakeholders, SCAG must continually update the Regional Transportation Model and related analytical tools, which is a complicated and resource intensive effort. Ongoing model enhancements are designed to provide a sound analytical basis to address the complex transportation, land use, and related policy challenges facing the Region.

COMPASS BLUEPRINT

Cities, counties and others are invited to submit proposals to participate in the Compass Blueprint Demonstration Projects program as they seek creative, forward-thinking and sustainable development strategies that fit local needs and support shared regional values. Compass Blueprint's primary focus is to provide custom planning tools and services to local governments and stakeholders. SCAG's Demonstration Projects program has partnered with more than 130 SCAG member jurisdictions on planning efforts that address local priorities and advance the regional vision of mobility, livability, prosperity and sustainability. Through



these projects, SCAG supplies free consultant services and sophisticated planning tools. Since 2007, the Compass Blueprint Program has presented "Toolbox Tuesdays." This series of free monthly training classes engages the planning staff of member jurisdictions and partner agencies to develop local-level capacity for using the sophisticated tools and innovative approaches developed through the Demonstration Projects program. Classes are now available via videoconference at SCAG offices and partner sites throughout the region.

SOUTHERN CALIFORNIA ECONOMIC RECOVERY & JOB CREATION STRATEGY

At the May 6, 2010 SCAG General Assembly, economic advisors provided information about the severe economic challenges facing the cities, counties, and residents of Southern California. They noted that Southern California had lost more than 1 million jobs, impacting residents, the economic vitality of cities and counties, and affecting the region's global competitiveness.

Their remarks included a dim prospect for significant regional economic growth before 2016 unless there was a concerted leadership effort to reduce impediments for creating jobs and stimulating economic investments through incentives.

At the subsequent May 7, 2010 Regional Council Board Retreat, there was concurrence that SCAG should identify areas where the agency could be helpful by partnering with cities, counties, economic associations, and other agencies or groups to reduce impediments to regional economic growth and develop a better understanding of the common regional economic objectives established by the cities and counties in the SCAG region, and it was suggested that SCAG develop a regional growth strategy.



As a Metropolitan Planning Organization with a focus on transportation, SCAG is aware that understanding the economic drivers and trends of Southern California is important to developing a successful Regional Transportation Plan, as all the major industries of Southern California depend on an efficient transportation system. The Southern California Economic Recovery & Job Creation Strategy was adopted by SCAG's Regional Council at its June 2, 2011 meeting.

Given the continuing economic challenges facing Southern California and the growing opportunity for even greater partnership between business, labor, and local government, with the adoption of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in 2012, SCAG is developing Phase II of the Southern California Economic Recovery & Job Creation Strategy. Phase II of the Strategy will focus on Reforms, a regional advocacy strategy, Economic Cluster Analysis and additional work to document the economic benefits and job impacts of the RTP/SCS. For more information, please visit <http://scag.ca.gov/economicstrategy/>.

ACTIVE TRANSPORTATION

Active Transportation (including bicycling and walking) is a cost effective strategy to address various issues facing the SCAG region, including air quality, rising gas prices, public health, and sustainable communities. According to the 2010 American Community Survey, many SCAG residents see active

transportation as a solution to their transportation needs, with, for example, nearly 5% of Pasadena residents commuting by bicycle, the highest percentage in the SCAG region. Other notable bike commuting cities in the SCAG region include Santa Monica and Irvine with 2.3% and 2.1% respectively. Each of these cities have extensive bikeway networks and/or walkable business districts. The 2012-2035 RTP/SCS allocates \$6.7 billion to Active Transportation. Even with this amount, it is not enough to meet all the Active Transportation infrastructure and maintenance needs for the region. To address these challenges as SCAG implements the 2012-2035



RTP/SCS, and establish the framework for the 2016-2040 RTP/SCS, the agency will focus on leveraging various transportation programs and funding to maximize investments in active transportation infrastructure; developing “First Mile/Last Mile” to/from transit analyses, policies and strategies to increase transit usage; establishing performance metrics to maximize the efficiency of active transportation investments; and quantifying the benefits of active transportation to further maximize the efficiency of dollars invested in active transportation.

PEV READINESS

SCAG is currently leading a collaborative process to prepare Southern California for the anticipated influx of Plug-In Electric Vehicles (PEVs) in the region, which could be as high as 87,000 by 2025. PEVs have the capacity to reduce air pollution, reduce our dependency on foreign oil, and attract green businesses to Southern California. Additionally, SCAG has included PEV related actions and strategies in the 2012-2035 RTP/SCS to support and expand this effort. By collaborating with key partners, including Southern California Edison (SCE) and the South Coast Air Quality Management District (SCAQMD), SCAG will identify the optimal locations for charging infrastructure based on market demand and travel patterns.

The Plug-in Electric Vehicle Planning program has been established with funding from two coordinated federal and state grants. SCAQMD submitted a statewide application to the U.S. Department of Energy (DOE) that includes funding for SCAG to pursue the development of a Regional PEV Readiness Plan for Southern California. SCAG subsequently applied to the California

Energy Commission and was awarded additional funding for the readiness plan. SCAG is also convening a Plug-in Electric Vehicle Coordinating Council made up of regional stakeholders including project sponsors, public agencies, utilities, electrical vehicle charging suppliers, and representatives from private industry. This group will continue to meet and share information regarding the multiple planning and implementation efforts in the region. The core research activities began in July 2012, and will conclude by June 2013. The plan will be comprised of best practices for cities and partner agencies as well as maps of optimal locations for public charging infrastructure.

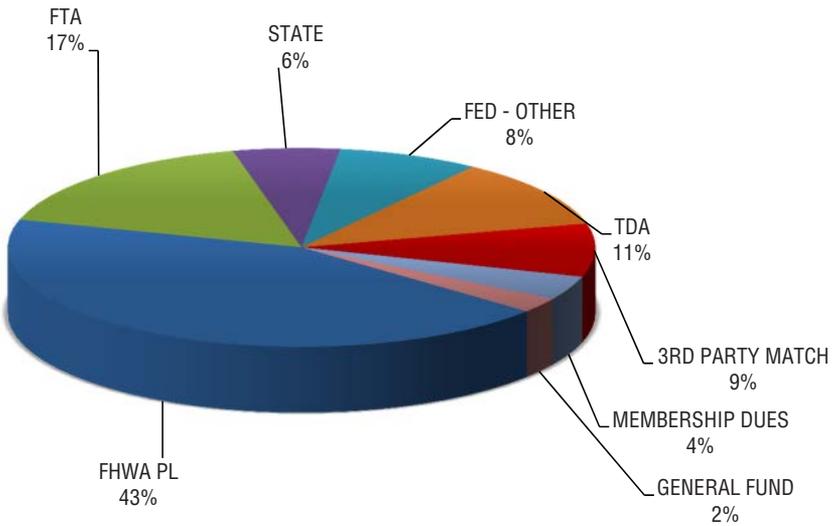
TRANSPORTATION FINANCE

The SCAG region's transportation needs continue to expand while resources to support these needs continue to diminish as fuel efficiency improves and gas tax rates remain unadjusted. At the same time, the cost of bringing our assets back into a state of good repair is projected to grow exponentially as the region continues to underinvest in system preservation and defer critical maintenance. Environmental constraints and lengthy project development processes also contribute to cost escalation and continue to impede the region's ability to deliver critical projects.



To effectively compete in the global economy, the region must strategically invest in transportation infrastructure while ensuring maximum return on investment. The SCAG Transportation Finance Program seeks to optimize the region's transportation systems by planning for the long-term financial needs of the region. SCAG is working to address funding shortfalls by researching and promoting innovative financing techniques and developing strategies for the RTP/SCS, so that the greatest amount of transportation dollars are available to the region. In doing so, all forms of potential funding for transportation are analyzed and evaluated by SCAG.

SCAG FUNDING SOURCES



SCAG is funded by a number of different federal, state and local revenues to undertake its critical regional initiatives.

FUNDING SOURCES & PARTNERS IN PLANNING



SCAG's planning and policy initiatives involve close collaboration with members and partner organizations at the federal, state and local levels.

LOCAL PARTNERS

- » Air Quality Management Districts
- » Transportation Commissions

COMMUNITY PARTNERS

- » Business Organizations
- » General Public
- » Planning Organizations
- » Subregional Organizations
- » Transportation Organizations
- » Tribal Governments

STATE PARTNERS

- » Business Transportation & Housing
- » California Air Resources Board
- » California Transportation Commission
- » Department of Transportation (Caltrans)
- » Housing and Community Development

FEDERAL PARTNERS

- » Environmental Protection Agency
- » Federal Aviation Administration
- » Federal Highway Administration
- » Federal Railroad Administration
- » Federal Transit Administration
- » Housing & Urban Development
- » U.S. Department of Transportation

FREQUENTLY ASKED QUESTIONS

WHAT IS A COUNCIL OF GOVERNMENTS? A Council of Governments (COG) is a Joint Powers Authority (JPA) that provides a network for local governments and other agencies to identify and address common community problems.

A COG may be comprised of a volunteer Board of Directors representing all areas of the community including elected leaders, educators, business, social services, water quality and many others. In addition to the authority that is created through their member cities and counties, a Council of Governments such as SCAG carries out state and federal statutory duties. While the exact combination of duties varies from region to region, two of the more formal roles include serving as the Regional Transportation Planning Agency under state law and as the federal Metropolitan Planning Organization (MPO).

WHAT IS A CTC? A “CTC” could be one of two types of transportation commissions. First, there are the County Transportation Commissions that are responsible for planning and building (and operating in some cases) transportation projects for the respective county. The CTCs in the SCAG region are the Imperial County Transportation Commission (ICTC), the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), the San Bernardino Associated Governments (SANBAG) and the Ventura County Transportation Commission (VCTC). “CTC” also stands for the California Transportation Commission, which is responsible for reviewing statewide transportation activities and approving the State Transportation Improvement Program.

WHAT IS THE FTIP? The SCAG Federal Transportation Improvement Program is a listing of proposed transportation projects to be funded through a variety of federal, state and local sources over the next six years. SCAG receives lists of proposed projects from the county transportation commissions. SCAG assembles the project list and conducts air quality, financial and “highway gap” analysis. Federal and state laws require that the FTIP be consistent with the RTP/SCS and meet air quality requirements. All transportation projects that are federally or state funded, or have an air quality impact must

be included in the FTIP. The FTIP, which is updated every two years, works much like a Capital Improvement Program in a city or county.

WHAT IS A JOINT POWERS AUTHORITY? Joint Powers Authorities (JPAs) are formed by any two or more governmental entities (federal, state or local) to provide a common service. Many are financing tools that let governmental agencies pool their scarce resources. Some run programs jointly.

WHAT IS AN MPO? A Metropolitan Planning Organization is mandated by the federal government to develop plans for transportation, growth management, hazardous waste management and air quality. An MPO must have a “continuing, cooperative and comprehensive” transportation planning process that results in plans and programs consistent with the comprehensively planned development of its corresponding urbanized area. Only one MPO is designated for each urbanized area.

WHAT IS THE OWP? Each fiscal year (July 1-June 30), SCAG establishes an Overall Work Program that details the agency’s planning and budgetary priorities for the next fiscal year. SCAG’s federal and state funding partners – Federal Highway Administration, Federal Transit Administration and California Department of Transportation (Caltrans) – must approve SCAG’s OWP each year before it can take effect.

WHAT IS THE RCP? The Regional Comprehensive Plan is similar to a General Plan for the region and is in fact intended to function as a voluntary guidebook to assist cities and counties in developing General and Specific plans. To that end, the RCP includes nine chapters: energy, air quality, water, open space, solid waste, transportation, economy, land use and housing and education, each with specific goals and outcomes designed to help set the path toward a more sustainable region. The RCP includes “best practices” and innovative new ideas that individual jurisdictions can include in their own plans.

WHAT IS THE RHNA? The Regional Housing Needs Assessment is a state-mandated planning effort conducted by SCAG. It is performed every eight years and serves as the starting point for the local housing element update process. SCAG, along with its subregions, determines each jurisdiction's "fair share" of the region's housing need. Local governments, in turn, plan to accommodate that housing need by preparing individual Housing Elements.

WHAT IS THE RTP? Federal and state laws require SCAG to prepare a long-range Regional Transportation Plan every four years. The RTP combines transportation policies and projects to:

- » Address mobility and congestion throughout Southern California
- » Coordinate a balanced regional transportation system
- » Identify adequate funding for transportation projects
- » Meet federal air quality requirements

The RTP presents a 20-year transportation vision for the region and provides a long-term investment framework for addressing the region's transportation and related challenges. The RTP addresses all modes of transportation including highway and transit projects, as well as high-speed regional transport. Projects must be included in the RTP to be eligible for state and federal funding.

WHAT IS AN RTPA? An RTPA is a Regional Transportation Planning Agency. It is a state designation for agencies (e.g., a local transportation commission, a statutorily created RTPA or Council of Governments) required to develop Regional Transportation Plans (RTPs) for their respective area. Sixteen of California's 43 RTPAs are also MPOs, including SCAG.

WHAT IS MAP-21? The Moving Ahead for Progress in the 21st Century Act, known as MAP-21, is the newly enacted, successor surface transportation law to SAFETEA-LU that authorizes the nation's transportation and infrastructure programs thru fiscal year 2014 at \$101B. Significant beneficial provisions of the bill include an increase in the percentage of funds that

must be returned individually to the states from which they were collected to 95% under MAP-21, up from 92% under SAFETEA-LU. Additionally, MAP-21 contains a dedicated national freight title that for the first time establishes a national strategy to efficiently move goods to benefit the nation's economy and spur economic growth and turnaround. Finally, the bill contains many laudable project acceleration provisions that will significantly reduce the time to achieve transportation project delivery without diminishing needed environmental review.

WHAT IS SB 375? The Sustainable Communities and Climate Protection Act (SB 375, Steinberg) requires the development of regional reduction targets for greenhouse gas emissions in long-range regional planning for land use, housing and transportation. The legislation requires SCAG to direct the development of a Sustainable Communities Strategy (SCS) for the region in conjunction with the development of the RTP. If the state-determined targets cannot be identified and met through the SCS, an Alternative Planning Strategy (APS) can be developed and employed in its place. Unique to the SCAG region is the stipulation that subregions can choose to create their own subregional SCS/APS. SB 375 aims to reduce Vehicle Miles Traveled (VMT) per capita by encouraging sustainable development for the future. The development of the RTP/SCS depends on meaningful collaboration with local governments and stakeholders. SCAG has and will continue to develop the RTP/SCS by partnering with subregions, counties, cities, CTCs and other local and regional stakeholders through an interactive and bottom up process.

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District # 1

ICTC

1. Brawley
2. Calexico
3. Calipatria
4. El Centro
5. Holtville
6. Imperial
7. Westmorland

District # 2

CVAG

1. Cathedral City
2. Desert Hot Springs
3. Indian Wells
4. Palm Desert
5. Palm Springs
6. Rancho Mirage

District # 3

WRCOG

1. Banning
2. Beaumont
3. Calimesa
4. Moreno Valley
5. Perris

District # 4

WRCOG

1. Eastvale
2. Norco
3. Jurupa Valley
4. Riverside

District # 5

WRCOG

1. Hemet
2. Murrieta
3. San Jacinto
4. Temecula

District # 6

SANBAG

1. Colton
2. Grand Terrace
3. Loma Linda
4. Redlands
5. Yucaipa

District # 7

SANBAG

1. Highland
2. San Bernardino

District # 8

SANBAG

1. Fontana
2. Rialto

District # 9

SANBAG

1. Montclair
2. Rancho Cucamonga
3. Upland

District # 10

SANBAG

1. Chino
2. Chino Hills
3. Ontario

District # 11

SANBAG

1. Barstow
2. Big Bear Lake
3. Needles
4. Twentynine Palms
5. Yucca Valley

District # 12

OCCOG

1. Aliso Viejo
2. Dana Point
3. Laguna Beach
4. Laguna Niguel
5. San Clemente
6. San Juan Capistrano

District # 13

OCCOG

1. Laguna Hills
2. Laguna Woods
3. Lake Forest
4. Mission Viejo
5. Rancho Santa Margarita

District # 14

OCCOG

1. Irvine

District # 15

OCCOG

1. Costa Mesa*
2. Fountain Valley*
3. Newport Beach

District # 16

OCCOG

1. Santa Ana

District # 17

OCCOG

1. Orange*
2. Tustin
3. Villa Park

District # 18

OCCOG

1. Cypress
2. Garden Grove
3. La Palma

District # 19

OCCOG

1. Anaheim

District # 20

OCCOG

1. Los Alamitos
2. Seal Beach
3. Stanton*
4. Westminster

District # 21

OCCOG

1. Buena Park
2. Fullerton

District # 22

OCCOG

1. Brea
2. La Habra
3. Placentia*
4. Yorba Linda

District # 23

Gateway Cities COG

1. Artesia
2. Cerritos
3. Hawaiian Gardens
4. Norwalk

*Not current member

District # 24
Gateway Cities
COG

1. Bellflower
2. Lakewood
3. Paramount
4. Signal Hill

District # 25
Gateway Cities
COG

1. Downey
2. South Gate

District # 26
Gateway Cities
COG

1. Compton
2. Lynwood

District # 27
Gateway Cities
COG

1. Bell*
2. Bell Gardens
3. Commerce
4. Cudahy
5. Huntington Park
6. Maywood
7. Vernon

District # 28
South Bay Cities
COG

1. Gardena
2. Hawthorne
3. Inglewood

District # 29
Gateway Cities
COG

1. Long Beach
2. Avalon

District # 30
Gateway Cities
COG

1. Long Beach

District # 31
Gateway Cities

1. La Habra Heights
2. La Mirada
3. Santa Fe Springs
4. Pico Rivera
5. Whittier

District # 32
SGVCOG

1. El Monte
2. Rosemead
3. South El Monte

District # 33
SGVCOG

1. Azusa
2. Baldwin Park
3. Covina
4. Glendora
5. Irwindale

District # 34
SGVCOG

1. Alhambra
2. Montebello
3. Monterey Park

District # 35
SGVCOG

1. Arcadia
2. Bradbury
3. Duarte
4. Monrovia
5. San Gabriel
6. San Marino
7. Sierra Madre
8. Temple City

District # 36
SGVCOG

1. La Cañada Flintridge
2. Pasadena
3. South Pasadena

District # 37
SGVCOG

1. Diamond Bar
2. Industry
3. La Puente
4. Walnut
5. West Covina

District # 38
SGVCOG

1. Claremont
2. La Verne
3. Pomona
4. San Dimas

District # 39
South Bay Cities
COG

1. Carson
2. Lomita
3. Torrance

District # 40
South Bay Cities
COG

1. El Segundo
2. Hermosa Beach
3. Lawndale
4. Manhattan Beach
5. Palos Verdes Estates
6. Rancho Palos Verdes
7. Redondo Beach
8. Rolling Hills
9. Rolling Hills Estates

District # 41
Westside Cities
COG

1. Beverly Hills
2. Culver City
3. Santa Monica
4. West Hollywood

District # 42
Arroyo Verdugo

1. Burbank
2. Glendale

District # 43
North LA County

1. Lancaster
2. Palmdale

**Not current member*

District # 44

Las Virgenes
Malibu

1. Agoura Hills
2. Calabasas
3. Hidden Hills
4. Malibu
5. Westlake Village

District # 45

VCOG

1. Camarillo
2. Oxnard
3. Port Hueneme

District # 46

VCOG

1. Moorpark
2. Simi Valley
3. Thousand Oaks

District # 47

VCOG

1. Fillmore
2. Ojai
3. San Buenaventura
4. Santa Paula

District # 48

(City of Los Angeles)

LA District # 1

District # 49

(City of Los Angeles)

LA District # 2

District # 50

(City of Los Angeles)

LA District # 3

District # 51

(City of Los Angeles)

LA District # 4

District # 52

(City of Los Angeles)

LA District # 5

District # 53

(City of Los Angeles)

LA District # 6

District # 54

(City of Los Angeles)

LA District # 7

District # 55

(City of Los Angeles)

LA District # 8

District # 56

(City of Los Angeles)

LA District # 9

District # 57

(City of Los Angeles)

LA District # 10

District # 58

(City of Los Angeles)

LA District # 11

District # 59

(City of Los Angeles)

LA District # 12

District # 60

(City of Los Angeles)

LA District # 13

District # 61

(City of Los Angeles)

LA District # 14

District # 62

(City of Los Angeles)

LA District # 15

District # 63

WRCOG

1. Canyon Lake
2. Corona
3. Lake Elsinore
4. Menifee
5. Wildomar

District # 64

OCCOG

1. Huntington Beach

District # 65

SANBAG

1. Adelanto
2. Apple Valley
3. Hesperia
4. Victorville

District # 66

CVAG

1. Blythe
2. Coachella
3. Indio
4. La Quinta

District # 67

North LA County

1. San Fernando
2. Santa Clarita

MEMBERS

COUNTIES

Imperial County
Los Angeles County
Orange County
Riverside County
San Bernardino County
Ventura County

CITIES

Imperial County

Brawley
Calexico
Calipatria
El Centro
Holtville
Imperial
Westmorland

Los Angeles County

Agoura Hills
Alhambra
Arcadia
Artesia
Avalon
Azusa
Baldwin Park
Bell*
Bell Gardens
Bellflower
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Bradbury
Burbank
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Carson
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Cudahy
Culver City
Diamond Bar
Downey

Duarte
El Monte
El Segundo
Gardena
Glendale
Glendora
Hawaiian Gardens
Hawthorne
Hermosa Beach
Hidden Hills
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Industry
Inglewood
Irwindale
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La Mirada
La Puente
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Lynwood
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Maywood
Monrovia
Montebello
Monterey Park
Norwalk
Palmdale
Palos Verdes Estates
Paramount
Pasadena
Pico Rivera
Pomona
Rancho Palos Verdes
Redondo Beach
Rolling Hills
Rolling Hills Estates
Rosemead

San Dimas
San Fernando
San Gabriel
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Santa Monica
Sierra Madre
Signal Hill
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Torrance
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Westlake Village
Whittier

Orange County

Aliso Viejo
Anaheim
Brea
Buena Park
Costa Mesa*
Cypress
Dana Point
Fountain Valley*
Fullerton
Garden Grove
Huntington Beach
Irvine
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La Palma
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Laguna Hills
Laguna Niguel
Laguna Woods
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Rancho Santa Margarita*
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Tustin
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Riverside County

Banning
Beaumont
Blythe
Calimesa
Canyon Lake
Cathedral City
Coachella
Corona
Desert Hot Springs
Eastvale
Hemet
Indian Wells
Indio
Jurupa Valley
La Quinta
Lake Elsinore
Menifee
Moreno Valley
Murrieta
Norco
Palm Desert
Palm Springs
Perris
Rancho Mirage
Riverside
San Jacinto
Temecula
Wildomar

San Bernardino County

Adelanto
Apple Valley
Barstow
Big Bear Lake
Chino
Chino Hills
Colton
Fontana
Grand Terrace
Hesperia
Highland
Loma Linda
Montclair
Needles
Ontario
Rancho Cucamonga
Redlands
Rialto
San Bernardino
Twentynine Palms
Upland
Victorville
Yucaipa
Yucca Valley

Ventura County

Camarillo
Fillmore
Moorpark
Ojai
Oxnard
Port Hueneme
San Buenaventura
Santa Paula
Simi Valley
Thousand Oaks

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Pechanga Band of
Luiseño Indians

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Transportation Authority
Riverside County
Transportation Commission
San Bernardino Associated
Governments
Ventura County
Transportation Commission

Transportation Corridors Agency

**Not current member*

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Transportation Corridors Agency: Lisa Bartlett, Dana Point



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