

## MEETING OF THE

# LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE

SOUTHERN CALIFORNIA



**ASSOCIATION OF  
GOVERNMENTS**

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### Officers

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Pam O'Connor, Santa Monica

#### First Vice President

Glen Becerra, Simi Valley

#### Second Vice President

Greg Pettis, Cathedral City

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Larry McCallon, Highland

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Pam O'Connor, Santa Monica

### Policy Committee Chairs

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

Energy & Environment  
Margaret Clark, Rosemead

Transportation  
Paul Glaab, Laguna Niguel

**Tuesday, January 17, 2012**

**8:30 a.m. -10:00 a.m.**

**SCAG Offices**

**818 West 7<sup>th</sup> Street, 12<sup>th</sup> Floor**

**Policy Committee Room B**

**Los Angeles, CA 90017**

**(213) 236-1800**

### Videoconference Available

**Riverside SCAG Office**

**3403 10<sup>th</sup> Street, Suite 805**

**Riverside, CA 92501**

**San Bernardino SCAG Office**

**1170 W. 3<sup>rd</sup> Street, Suite 140**

**San Bernardino, CA 92418**

**Imperial County SCAG Office**

**1405 N. Imperial Avenue, Suite 1**

**El Centro, CA 92243**

### Teleconference Also Available

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Ruby Moreno at (213) 236-1840 or via email [moreno@scag.ca.gov](mailto:moreno@scag.ca.gov)

Agendas & Minutes for the Legislative/ Communications and Membership Committee are also available at:

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

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# Legislative/Communications and Membership Committee

January 2012

*Judy Mitchell, District 40*  
*Gene Daniels, District 24*

*Chair*  
*Vice-Chair*

## **Member**

Barrows, Bruce  
Becerra, Glen  
Carroll, Stan  
Clark, Margaret  
Daigle, Leslie  
Finlay, Margaret  
Martinez, Michele  
McCallon, Larry  
Nelson, Shawn  
O'Connor, Pam  
Pettis, Greg  
Viegas-Walker, Cheryl

## **Representing**

District 23  
District 46  
District 31  
District 32  
District 15  
District 35  
District 16  
District 7  
Orange County  
District 41  
District 2  
District 1

## **Teleconference Locations**

Hon. Margaret Clark  
San Gabriel Basin WQA  
1720 W. Cameron Avenue, #100  
West Covina, CA 91790

# LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA JANUARY 17, 2012

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*The Legislative/Communications & Membership Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.*

## **CALL TO ORDER & ROLL CALL**

*(Hon. Judy Mitchell, 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 provided that the Chair has the discretion to reduce this time limit based upon the number of speakers. The Chair may limit the total time for all comments to twenty (20) minutes.*

## **REVIEW AND PRIORITIZE AGENDA ITEMS**

### **CONSENT CALENDAR**

1. Minutes of December 20, 2011 Meeting **Attachment 1**

### **ACTION ITEM**

2. SCAG Sponsorship of Annual Event: **Attachment 5**
- California State University of San Bernardino (CSUSB) Leonard Transportation Center 2012 Southern California Transportation and Logistics Summit, March 9 2012 (\$1,250)  
*(Sharon Neely, Deputy Executive Director)*

### **INFORMATION/DISCUSSION ITEMS**

3. Update on Redevelopment Agencies Abolishment and Potential Next Steps **Attachment 6**  
*(Sharon Neely, Deputy Executive Director)*
4. 2012-2035 RTP/SCS Public Outreach Update **Attachment 13**
- Workshop Schedule Update
  - Media Outreach
  - Public Comments
- (Sylvia Patsaouras, Interim Director)*

# LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA JANUARY 17, 2012

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**FEDERAL AND STATE LEGISLATIVE UPDATE**  
*(Sharon Neely, Deputy Executive Director)*

Oral Update

**REGIONAL SERVICES & PUBLIC AFFAIRS UPDATE**  
*(Sylvia Patsaouras, Interim Director)*

Oral Update

## **FUTURE AGENDA ITEMS**

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

## **ANNOUNCEMENTS**

## **ADJOURNMENT**

The next meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 a.m., Tuesday, February 21, 2011 at the SCAG Los Angeles office.

**LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**December 20, 2011  
Minutes**

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN AND/OR DISCUSSIONS BY THE LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE. AUDIO OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S DOWNTOWN LOS ANGELES OFFICE.**

The Legislative/Communications & Membership Committee held its December 20, 2011 meeting at SCAG's downtown Los Angeles Office.

**Members Present**

Hon Bruce Barrows, District 23  
 Hon. Glen Becerra, District 46 (**Teleconference**)  
 Hon. John J. Benoit, Riverside County (**Videoconference**)  
 Hon. Stan Carroll, District 31 (**Teleconference**)  
 Hon. Margaret Clark, District 32 (**Teleconference**)  
 Hon. Gene Daniels, District 24 (**Teleconference**)  
 Hon. Leslie Daigle, District 15 (**Teleconference**)  
 Hon. Margaret Finlay, District 35 (**Teleconference**)  
 Hon. Michele Martinez, District 16 (**Teleconference**)  
 Hon. Larry McCallon, District 7 (**Videoconference**)  
 Hon. Judy Mitchell, District 40  
 Hon. Pam O'Connor, District 41 (**Teleconference**)  
 Hon. Greg Pettis, District 2  
 Hon. Cheryl Viegas-Walker, District 1 (**Videoconference**)

**CALL TO ORDER**

The meeting was called to order by Councilmember Judy Mitchell at 8:31 a.m. There was a quorum.

**PUBLIC COMMENT PERIOD**

Dr. Tom Williams, LA 32 Neighborhood Councilmember/Sierra Club member spoke about his interest in the Regional Transportation Plan (RTP) and suggested to extend the public comment period to March 5, 2012 for a full sixty (60) day period. Committee Chair Mitchell agreed to submit the request to SCAG staff to consider given the other statutory constraints already imposed upon the RTP timeline.

**CONSENT CALENDAR**

A motion was made (McCallon) to approve the Consent Calendar. The motion was **SECONDED** (Daniels) and **APPROVED** by roll call vote. (2 Abstentions – Carroll and Daigle)

## **Legislative/Communications & Membership Committee Minutes**

### 1. Minutes of November 15, 2011 Meeting

#### **ACTION ITEMS**

2. SCAG Sponsorships/Memberships – 1) Building Industry Association of Southern California Annual Installation & Awards Night (\$1,000); 2) ULI Orange County/Inland Empire Retrofitting TOD in Suburbia: Solutions for Orange County & Inland Empire (\$250); and 3) West Coast Corridor Coalition (\$500).

Judy Mitchell, Committee Chair, opened the discussion for the sponsorships and membership items. Without additional questions from the Committee, Chairwoman Mitchell asked for a motion to approve these items.

A motion was made (Benoit) to recommend approval of SCAG Sponsorships/Membership up to \$1,750. Motion was SECONDED (McCallon) and unanimously APPROVED by roll call vote.

#### **INFORMATION/DISCUSSION ITEMS**

### 3. 2012-2035 RTP/SCS Public Outreach Workshops

Angela Rushen, Manager of Media & Public Affairs, informed the Committee that the RTP Workshop schedule has been set and workshops are geared toward elected officials, but open to the general public. There will be at least two (2) workshops per county over the months of January and February.

Dr. Tom Williams, LA 32 Neighborhood Councilmember/Sierra Club member raised concern for the limited number of Workshops scheduled; claiming that it impinges upon the general public's participation. Ms. Rushen explained to the Committee that there were approximately eighteen (18) workshops held over the summer specifically geared toward the public in order to receive input for the development of the Regional Transportation Plan.

### 4. Moving Ahead For Progress In The 21<sup>st</sup> Century (MAP-21) Reauthorization Bill – Update

Jeff Dunn, Legislative Analyst, updated the Committee on activities with respect to MAP 21. The bill was introduced last month and marked-up by the Environment and Public Works Committee (EPW). It is referred to the Senate Committee on Commerce, Science and Transportation, which has jurisdiction over the rail title. Mr. Dunn informed the Committee of the amendment offered by Senator Lautenberg (D-NJ) to add the Freight title from MAP 21 into S. 1950, the Commercial Motor Vehicle Safety Enhancement Act of 2011, considered by the Committee. Ranking Member Kay Bailey Hutchinson (R-TX) moved to strike the Freight title because it was offered late and additionally cited concerns from the trucking industry about the freight provisions; Senator Hutchinson's motion failed on party-line 11-13 vote. Mr. Dunn mentioned that the Senate Finance Committee is still exploring options to fund the current \$12

## **Legislative/Communications & Membership Committee Minutes**

billion shortfall in MAP 21, noting that no hearing has been set in Finance despite public assurances from Committee members that it intends to move forward once agreement has been reached for this funding

Mr. Dunn provided further comment on statewide discussions from fellow MPO's and transportation commissions regarding MAP-21 at a recent legislative staff meeting held in Oakland. These issues included provisions of MAP-21 to reduce the split of STP funds to MPOs from 62.5% currently under SAFETEA-LU to a 50/50 split under MAP 21, noting however that overall STP funds under the new program are increased by an estimated \$100 million. Also of particular interest are current provisions requiring that 30% of the Congestion Mitigation and Air Quality (CMAQ) funds allocated to MPOs must go to construction equipment upgrades (e.g., diesel retrofit); MPO tiering provisions that would not affect SCAG directly but could eliminate over 200 MPOs serving smaller populations (under 250,000) nationally; and broad stakeholder agreement on the need to address TIP-level performance management requirements of the bill which are considered to be unnecessarily bureaucratic and likely to delay project delivery. Staff will continue to apprise the Committee of ongoing stakeholder discussions.

### **FEDERAL AND STATE LEGISLATIVE UPDATE**

Jeff Dunn, Legislative Analyst, reported that earlier this month the Special Conference Committee on Pension Reform met to look at the Public Pension reform. Governor Brown presented his pension reform proposal and urged the Committee to move with deliberate speed to evaluate the plan and make its recommendations. Committee Chair Warren Furutani (D-Long Beach) indicated the Committee would likely hold at least 4 hearings on the issue, which will extend the recommendation process beyond February, the timeline initially proposed for the Special Conference Committee to make recommendations. Two of the central issues concerning pension reform are: 1) employee contribution levels going forward - how much does the state pay versus how much the employee contributes, and 2) applicability of any new pension provisions that might be approved by the legislature to current PERS employees and whether and to what extent current PERS employees are grandfathered into their current benefits plans.

Mr. Dunn also informed that, following the stated commitments of the legislative leadership last summer prior to mid-session adjournment to form a group of legislators tasked with addressing potential CEQA streamlining of transit and other transportation projects that are part of an approved Regional Transportation Plan and Sustainable Communities Strategy, staff will report any pertinent developments back to the Committee on the group.

The Committee noted that the Contract Cities of California will be travelling to Sacramento in January to meet with state legislators; likewise it was noted that the Los Angeles Division of the League of California Cities also will be taking a Sacramento trip in January, and Councilman Barrows offered to share the legislative priorities of the League L.A. Division when completed to identify those common to SCAG's Board-adopted legislative priorities, if any. Mr. Dunn also informed that staff will monitor closely and apprise the Committee of new legislative measures, if any, proposing new dedicated sources of transportation funding such as that proposed by Senator Steinberg last year.

## **Legislative/Communications & Membership Committee Minutes**

On the Federal side, Mr. Dunn informed the Committee of the Transportation and Infrastructure (T&I) Committee hearing on the California High Speed Rail (HSR) project. Mr. Dunn explained that it was very apparent that a wide divergence of opinion exists on the Committee with respect to the viability of HSR and the return of benefit in relation to its cost when compared to enhancement of other existing transportation modes. Chairman Mica's comments were very clear that he thought the California HSR project cost estimates were escalating at an unsustainable rate and opined that to the extent HSR might be part of the next reauthorization legislation, it should be considered instead for the Northeast Corridor. At the hearing there was no majority member of the T&I Committee that spoke in support of HSR, including majority members from California. Among minority members there was strong support from those in the SCAG region and throughout the central valley.

### **REGIONAL SERVICES & PUBLIC AFFAIRS**

Angela Rushen, Manager of Media and Public Affairs, introduced SCAG's new Imperial County Regional Services Officer Mr. Tomas Oliva.

### **FUTURE AGENDA ITEMS**

None.

### **ANNOUNCEMENTS**

None.

### **ADJOURNMENT**

The next regular meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30am, Tuesday, January 17, 2011 at the SCAG Los Angeles office.

# REPORT

**DATE:** January 17, 2012

**TO:** Legislative/Communications and Membership Committee

**FROM:** Sharon A. Neely, Deputy Executive Director, Strategy, Policy and Public Affairs,  
[neely@scag.ca.gov](mailto:neely@scag.ca.gov), (213)-236-1992

**SUBJECT:** SCAG Sponsorship of Annual Event – 1) California State University San Bernardino Leonard Transportation Center 2012 Transportation and Logistics Summit - (\$1,250)

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**RECOMMENDED ACTION:**

Approve.

**EXECUTIVE SUMMARY:**

*Approve up to \$1,250 sponsorship of the California State University San Bernardino (CSUSB) Leonard Transportation Center 2012 Transportation and Logistics Summit.*

**STRATEGIC PLAN:**

This item supports Goal 1 of the SCAG Strategic Plan: (1) Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

**BACKGROUND:**

**CSUSB Leonard Transportation Center**

The California State University (CSUSB) Leonard Transportation Center's 2012 Transportation and Logistics Summit will be held on Friday, March 9, 2012 (7:30AM – 2:30PM) at the Ontario Airport DoubleTree Hotel. The 2012 Summit will convene over 600 Transportation industry experts and provide them with a forum of educational workshops, interactive panel sessions and presentations to examine and promote solutions of critical issues facing all stakeholders involved in the broad Transportation and Logistics Industry in Southern California. The \$1,250 Summit Sponsorship entitles SCAG to one table with ten event tickets; a SCAG listing on the website and event program; exhibitor tabletop at event along with event signage; and recognition of SCAG during event.

**FISCAL IMPACT:**

Up to \$1,250 (These funds are included in the approved 2012 budget).

**REPORT**

**DATE:** January 17, 2012

**TO:** Legislative, Communications and Membership Committee

**FROM:** Sharon A. Neely, Deputy Executive Director, Strategy, Policy & Public Affairs,  
[neely@scag.ca.gov](mailto:neely@scag.ca.gov), (213) 236-1992

**SUBJECT:** Update on Redevelopment Agencies Abolishment and Potential Next Steps

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**RECOMMENDED ACTION:**

Support SB 659 (Hernandez-Padilla) in concept to extend deadline for elimination of California Redevelopment Agencies (RDAs), subject to review of language of actual legislation.

**EXECUTIVE SUMMARY:**

*Staff recommends that the Committee approve support in concept SB 659 (Hernandez-Padilla) yet to be amended that is expected to be urgency legislation supported by the League of California Cities and other business, labor, community and local government stakeholders to extend the deadline for elimination of RDAs to ensure an orderly dissolution process. In addition to providing information on SB 659, this report summarizes the State Supreme Court decision and recent developments resulting from the decision.*

**BACKGROUND:**

On December 29, 2011, the California Supreme Court issued its opinion in *California Redevelopment Assn. v. Matosantos*, the case which challenged the validity of recent legislation (ABX1 26 and ABX1 27) passed as part of the State's budget compromise which sought to dissolve and reenact with changes the framework for redevelopment agencies in California. As Legal Counsel previously reported to the Regional Council, the Court unanimously upheld ABX1 26, allowing the dissolution of redevelopment agencies to proceed, but in a 6-1 decision, invalidated ABX1 27, the "voluntary" buy-back program that would have allowed redevelopment agencies to continue to operate if payments were made to state funds benefitting schools and special districts.

Regarding ABX1 26, the Court reasoned that because redevelopment agencies (or "RDAs") were created by the Legislature, the Legislature could also eliminate them. However with respect to ABX1 27, the Court concluded that the "voluntary payment" portions of ABX1 27 ran afoul of Proposition 22, adopted by voters in November 2010, concluding that ABX1 27 was substantively indistinguishable from earlier efforts by the State to shift property tax increment from RDAs to the State's educational revenue augmentation funds (or "ERAFs") – the very circumstance that Proposition 22 sought to prevent. The Court further concluded that based upon specific provisions in the respective legislation, the Legislature intended ABX1 26 to be severable and to act independent of ABX1 27, whereas the remaining provisions in ABX1 27 were not severable from the improper payment provisions. Thus the Court upheld ABX1 26 in its entirety, and struck down ABX1 27 in its entirety. Thus, the Court's decision means that all California redevelopment agencies ("RDAs") will be dissolved under ABX1 26 and none will have the opportunity to opt into continued existence under ABX1 27.

Finally, the Court examined the implementation of ABX1 26 in light of its earlier stay of that law and the passage of time that has rendered some its original time frames impossible. The Court concluded that it had the power to reform the law, and chose a relatively simple solution by extending all initial dates in ABX1 26 which fall before May 1, 2012 by four months, representing the time period during which the Court's partial stay was in place. As a result, the original deadline of October 1, 2011 for redevelopment agencies to be dissolved is shifted now by four months, to February 1, 2012.

## **Impacts upon existing RDAs**

According to a Goldfarb and Lipman report, the Successor Agency will be the Sponsoring Community of the RDA unless it elects not to serve in that capacity. In that case, the Successor Agency will be the first taxing entity submitting to the County Auditor-Controller a duly adopted resolution electing to become the Successor Agency.

In regards to the non-housing aspects of redevelopment, unless a city or county that created the RDA ("Sponsoring Community") elects to not serve as the successor agency to a dissolving RDA by January 13, 2012, then the Sponsoring Community will be the successor agency. If the Sponsoring Community opts out, then the taxing entities in the redevelopment project area may compete to become the first to claim successor agency status. In that case, the Successor Agency will be the first taxing entity submitting to the County Auditor-Controller a duly adopted resolution electing to become the Successor Agency.

The Sponsoring Community may also elect to become the successor housing agency.

The Sponsoring Community has until January 31, 2012 to make the decision to be a successor housing agency. But it may make the decision as to whether or not to become the successor agency at the same time it makes the non-housing determination on January 13, 2012.

If a Sponsoring Community decides not to become the successor housing agency, then the housing authority in the territorial jurisdiction of the former RDA would become the successor housing agency. If there is more than one housing authority that operates in the territorial jurisdiction of a former RDA, for example a local city housing authority and county housing authority having the authority to operate in the same city, then the Sponsoring Community would be able to select which housing authority would be the successor housing agency.

Even though a Sponsoring Community elects to become the successor housing agency, the Sponsoring Community might not have the resources to carry out the actual functions of the successor housing agency such as monitoring housing developments funded by the RDA. This is because existing unencumbered housing fund balances from the dissolving RDAs would not be transferred to the successor housing agency. Future loan repayments and other income may be used to conduct or administer housing activities going forward.

In such a case, the county housing authority or the local housing authority could enter into a joint powers agreement or a contractual arrangement with the Sponsoring Community under which the county housing authority or the local housing authority would undertake the successor housing agency activities in accordance with standards set forth in the joint powers agreement or the contract.

If there is no local housing authority in the territorial jurisdiction of the former RDA, then the Department of Housing and Community Development would become the successor housing agency for that RDA.

Private and non-profit developers should ask the redevelopment agency which entity will assume the redevelopment agency's housing functions after February 1st once the redevelopment agency is officially dissolved. The entity that assumes the redevelopment agency's housing functions will be charged with the oversight and administration of existing enforceable obligation.

A Successor Agency is required to dispose of the former RDA's assets or properties expeditiously and in a manner aimed at maximizing value (proceeds to be distributed similar to normal property tax proceeds). A Successor Agency is required to also effectuate the transfer of housing functions of the former RDA to its Successor Housing Agency (i.e. the Sponsoring Community or applicable Housing Authority or the Department of Housing and Community Development).

The Department of Finance estimates that the total tax increment that will be liberated by the demise of redevelopment amounts to roughly \$5 billion, but roughly \$2 billion of that will immediately go back to successor agencies so that they can fulfill RDAs' debt obligations. The Governor's budget estimates that of the \$1.7 billion that will be recovered from RDA's this year, \$1.05 billion will go to K-14 schools, thus offsetting the state's Prop 98 General Fund obligations. That leaves nearly \$600 million for "pass-through" payments to counties (\$340 million), cities (\$220 million), and special districts (\$170 million), according to CP & DR report.

Barring legislative action (such as the Padilla bill extending the deadline), CP & DR reports that the working timeline includes the following benchmarks:

### **January 13**

Counties that do not wish to serve as "successor agencies" and instead want to pass those duties on to the state must notify the County Auditor-Controller.

### **February 1**

Redevelopment agencies are officially dissolved. Successor agencies have the option of retaining RDAs' affordable housing functions or passing those functions off to local housing authorities or, in some cases, to the State Housing Authority.

Each successor agency must review its respective RDA's interim enforceable obligation payment schedule (EOPS), which outline the RDA's contracts and obligations. Successor agencies may modify their EOPS and may thereafter only make payments outlined in the EOPS.

### **March 1**

Each successor agency must adopt a permanent Recognized Obligation Payment Schedule (ROPS), which succeeds the EOPS. Each County Auditor-Controller will allocate property tax increment to pay obligations enumerated in the ROPS.

### **April 1**

Successor agencies report to the state on whether the amount of tax increment identified by the County Auditor-Controller is sufficient to fund ROPS obligations for the next six-month fiscal period.

# REPORT

## **April 15**

Successor agencies submit their respective ROPSs to the State Dept. of Finance and State Controller for approval.

## **May 1**

Oversight boards are formed and must file membership with the Dept. of Finance. Successor agencies henceforth must pay obligations in the approved ROPS; no other obligations may be paid.

## **May 16 and onward**

County Auditor-Controllers transfer funds to the successor agencies' Redevelopment Obligation Retirement Fund for payment of obligations described in the ROPS.

## **State Business, Transportation and Housing Agency Reorganization Proposal by Governor**

The Governor is proposing the separation of the housing and transportation planning functions by proposing a major restructuring of the Business, Transportation and Housing Agency.

- All housing functions, as well as business regulation functions, would be merged with the current State and Consumer Services Agency to create a new Business and Consumer Services Agency. Within this new agency, the California Housing Finance Agency would be merged into the Department of Housing & Community Development.
- Economic development functions within BTH, such as the California Infrastructure Bank, would be moved to the Governor's Office of Economic Development.
- These changes would leave only transportation functions within BTH, which would be renamed the Transportation Agency. These functions include Caltrans, the California Transportation Commission, and the California High-Speed Rail Authority.

## **Other Organization Activities**

In recognition of the Court's December 29 ruling, on January 4, 2012 the Board of Directors of the League of California Cities met and authorized staff to work with legislators, the Governor, California Redevelopment Association (CRA) and other stakeholders on a proposal to extend the February 1 deadline for the elimination of agencies so all parties can work on legislation to address state and local goals for job creation, infrastructure development, affordable housing, brownfield remediation, blight removal, military base reuse, and many of the purposes of redevelopment agencies. A coalition of labor, business, local government, public safety and affordable housing advocates is currently supportive of this effort to work with members of the Legislature to introduce and pass SB 659 by Senator Alex Padilla (D-LA). At the time this report was prepared, the bill language was still being developed and unavailable for review. However, staff understands that this will be an urgency bill requiring 2/3rds vote and the signature of the Governor, and will extend the date for RDA dissolution until April 15<sup>th</sup>.

Passage of a bill to extend the dissolution date of RDA elimination is important for a number of reasons, including:

- Allowing time for follow-up action on development of pragmatic reforms and a workable version of redevelopment agencies;

# REPORT

- Allowing critical time to develop a new job creation and neighborhood renewal program;
- Allowing time to find a revised definition of “blight” that addresses prior concerns of abuse of legislative intent; and
- If agencies are dissolved on February 1, 2012, successor agencies are responsible for winding down all assets, properties, contracts, leases, records, buildings, and equipment of the former redevelopment agencies, and laying off workers - actions that are incredibly difficult to undo – likely leading to substantial/mass litigation and confusion; shutting down projects will lead to a loss of jobs and making it more difficult to develop a new job creation and community revitalization program in California.

Currently, the following groups have signed on in support of SB 659 by way of agreeing to a sample letter (draft attached) circulated by the League of California Cities and other supportive coalition partners:

## **Labor**

American Federation of State, County and Municipal Employees; San Bernardino Public Employees Association; San Luis Obispo County Employees Association ;Santa Rosa City Employees Association; Glendale City Employees Association; Organization of Sacramento Municipal Utility District Employees;

## **Public Safety**

California Police Chiefs Association

## **Business**

California Redevelopment Association; California Chamber of Commerce; California Building Industry Association; California Building Owners and Managers Association; California Business Properties Association; California Downtown Association; California Main Street Alliance; American Institute of Architects; California Council Los Angeles County Business Federation National Association of Industrial and Office Property; California Chapter Valley Industry and Commerce Association; International Council of Shopping Centers Cerritos; Regional Chamber of Commerce; Chambers of Commerce Alliance; Ventura and Santa Barbara Counties; Downtown Long Beach; Downtown Sacramento Partnership; San Gabriel Valley Economic Partnership; Eureka Main Street Association; Fairfield Main Street Association; Stockton Builders’ Exchange; The River District; Tolar Manufacturing Company, Inc.; Alliance for a United Montebello; Deborah Murphy Urban Design and Planning; Paso Robles Main Street Association; Highland Area Chamber of Commerce; Lodi Chamber of Commerce; Greater Riverside Chambers of Commerce; Greater West Covina Business Association; 3D Visions; Fullerton Chamber of Commerce; Hall & Bartley Architecture and Planning; Playhouse District Association; Redlands Chamber of Commerce; Redondo Beach Chamber of Commerce and Visitors Bureau; Santa Fe Land Planning; and Todos Santos Business Association

## **Housing**

People’s Self Help Housing Corporation; Housing Authority of the City of Santa Barbara Habitat for Humanity of Southern Santa Barbara County

## **Community**

Los Angeles Walks; Give Every Child A Chance; Banning Cultural Alliance

# REPORT

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## **Local Government**

League of California Cities; California Building Officials; City of Rancho Cucamonga

## **Conclusion**

Staff recommends support in concept of SB 659 (Hernandez-Padilla) subject to review of the actual amended bill language and the ongoing efforts to extend the deadline for elimination of RDAs to allow additional time to create an orderly dissolution with minimal disruption to the agencies, local government and economy, and for further time to develop a workable version of 'blight' or redevelopment in general that may be considered by the Legislature in recognition of the Court's decision to strike down AB1X 27 in its entirety.

Attachment: Sample template letter from League re support of SB 659

January XX, 2012

**Agenda Item # 3**  
**Attachment**

Governor Jerry Brown  
Members of the State Senate  
Members of the State Assembly  
State Capitol  
Sacramento, CA 95814

**Re: SUPPORT SB 659 (Padilla) – temporarily postpone dissolution of redevelopment agencies**

Dear Governor Brown and Members of the State Legislature:

Our coalition of labor, business, local government, public safety, and affordable housing advocates urges you to quickly pass and sign SB 659 (Padilla), a bill that would temporarily postpone the scheduled February 1, 2012 date to dissolve California's 425 redevelopment agencies.

Temporarily postponing this February deadline will allow time for the Legislature and Governor to develop a new job creation and neighborhood renewal program, and to develop a solution that ensures that schools and the State budget receive the funding intended by the Legislature when they passed the redevelopment budget legislation last year.

Without the extension, successor agencies are responsible for winding down all assets, properties, contracts, leases, records, buildings, and equipment of the former redevelopment agencies, and laying off workers - actions that are incredibly difficult to undo.

Once the dissolution process starts, it will lead to lawsuits, endless delays, and ongoing conflict, making it more difficult to develop a new job creation and community revitalization program in California. Additionally, the dissolution process could take years. Thousands of jobs and vital economic development and affordable housing projects will be lost in the meantime.

Ultimately, we are committed to working with lawmakers to create a new program that is appropriately focused on job-creation, environmentally sustainable growth, affordable housing, and the elimination of true blight and economic disparity. Any solution would also have to provide the State and local entities with additional budgetary relief that is now put in question because of the California Supreme Court ruling.

In the meantime, we ask for your support for SB 659 to temporarily postpone the dissolution of redevelopment agencies as we work toward a new job creation and neighborhood renewal program.

Sincerely,

REGIONAL TRANSPORTATION PLAN  
**2012-2035 RTP**  
 SUSTAINABLE COMMUNITIES STRATEGY  
 Towards a Sustainable Future



S O U T H E R N C A L I F O R N I A A S S O C I A T I O N O F G O V E R N M E N T S

## Draft 2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)

### December 20, 2011

- Release Draft RTP/SCS with Technical Appendices for Public Review and Comment
- Begin Formal Public Review and Comment Period

### December 30, 2011

- Release Draft Program Environmental Impact Report (PEIR) for Public Review and Comment
- Launch iRTP website

## Next Steps — January – February 2012

- Outreach Workshops with Elected Officials two per county (*open to the public*)
- Public Hearings – a total of six (*dates & locations attached*)

### February 14, 2012

- Close of Comment Period for Draft RTP/SCS and PEIR

### April 4, 2012

- Regional Council Certification of Final PEIR and Adoption of 2012-2035 RTP/SCS

# Workshops with Elected Officials & Public Hearings

## VENTURA COUNTY

**Workshop: January 6, 2012 / 9:00 a.m.**

Camarillo Council Chambers  
601 Carmen Drive  
Camarillo, CA 93010

**Workshop: January 19, 2012 / 12:00 p.m.**

**Public Hearing following workshop / 2:00 p.m.**

Camarillo Library  
4101 Las Posas Road  
Camarillo, CA 93010

## LOS ANGELES COUNTY

**Workshop\*: January 17, 2012 / 3:00 p.m.**

Carson Community Center  
3 Civic Plaza Drive  
Carson, CA 90745

**Workshop: February 2, 2012 / 1:00 p.m.**

**Public Hearing\* following workshop / 3:00 p.m.**

Southern California Association of Governments (SCAG)  
818 W. 7th Street, 12th Floor  
Los Angeles, CA 90017

*\*Videoconferencing for the Los Angeles workshop and public hearing will be available at SCAG's regional offices in Imperial, Orange, Riverside, San Bernardino and Ventura counties, and at the videoconferencing sites in CVAG, Palmdale, and Hesperia.*

## SAN BERNARDINO

**Workshop\*: January 18, 2012 / 1:00 p.m.**

**Public Hearing following workshop / 3:00 p.m.**

San Bernardino Associated Governments (SANBAG)  
Santa Fe Depot  
Super Chief Room  
1170 W. 3rd Street, 2nd Floor  
San Bernardino, CA 92410

*\*Workshop immediately following the 12:00 p.m. SANBAG Plans & Programs Policy Committee meeting*

**Workshop: January 20, 2012 / 10:00 a.m.**

Development Services Building  
Apple Valley Conference Center  
14975 Dale Evans Parkway  
Apple Valley, CA 92307

*\*Workshop immediately following the 9:00 a.m. SANBAG Mountain/Desert Committee meeting*

## RIVERSIDE COUNTY

**Workshop: January 23, 2012 / 10:00 a.m.**

**Public Hearing following workshop / 1:00 p.m.**

County of Riverside Administrative Center  
4080 Lemon Street, 1st Floor (Board Chambers)  
Riverside, CA 92501

**Workshop: January 24, 2012 / 1:00 p.m.**

Coachella Valley Association of Governments  
73-710 Fred Waring Drive, Room 119 (Executive Committee Board Room)  
Palm Desert, CA 92260

## IMPERIAL COUNTY

**Public Hearing: January 25, 2012 / 2:00 p.m.**

**Workshop following public hearing / 4:00 p.m.**

County of Imperial Administrative Center  
940 Main Street  
El Centro, CA 92243

**Workshop\*: February 2, 2012 / 1:00 p.m.**

SCAG Imperial County Office  
1405 N. Imperial Avenue  
El Centro, CA 92243

*\*Will be available by videoconference from SCAG Main Office in Los Angeles*

## ORANGE COUNTY

**Workshop: January 26, 2012 / 3:00 p.m.**

**Public Hearing following workshop / 5:00 p.m.**

City of Anaheim, Council Chambers  
200 S. Anaheim Boulevard  
Anaheim, CA 92805

**Workshop: February 6, 2012 / 3:00 p.m.**

Brandman University  
16355 Laguna Canyon Road  
Irvine, CA 92618

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The dates and times for all upcoming workshops and public hearings will be posted on the SCAG website at [www.scag.ca.gov/rtp2012](http://www.scag.ca.gov/rtp2012).

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SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

## SCAG REGIONAL OFFICES

### IMPERIAL COUNTY

1405 N. Imperial Avenue, Suite 1  
El Centro, CA 92243

### ORANGE COUNTY

600 S. Main Street, Suite 906  
Orange, CA 92863

### RIVERSIDE COUNTY

3403 10th Street, Suite 805  
Riverside, CA 92501

### SAN BERNARDINO COUNTY

1170 W. 3rd Street, Suite 140  
San Bernardino, CA 92410

### VENTURA COUNTY

950 County Square Drive, Suite 101  
Ventura, CA 93003

## VIDEOCONFERENCE SITES

### CVAG

73-710 Fred Waring Dr., Suite 200  
Palm Desert, CA 92260

### IMPERIAL SCAG OFFICE

1405 N. Imperial Avenue, Suite 1  
El Centro, CA 92243

### ORANGE COUNTY SCAG OFFICE

600 S. Main Street, Suite 906  
Orange, CA 92863

### PALMDALE

38250 Sierra Hwy.  
Palmdale, CA 93550

### HESPERIA

(County of San Bernardino  
High Desert Government Center)  
15900 Smoke Tree Street, 1st Floor  
Training Room B  
Hesperia, CA 92345

# EXECUTIVE SUMMARY



## Our Vision

### Towards a Sustainable Future

For the past three decades, the Southern California Association of Governments (SCAG) has prepared Regional Transportation Plans (RTPs) with the primary goal of increasing mobility for the region's residents and visitors. While mobility is a vital component of the quality of life that this region deserves, it is by no means the only component. SCAG has placed a greater emphasis than ever before on sustainability and integrated planning in the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), whose vision encompasses three principles that collectively work as the key to our region's future: mobility, economy, and sustainability.

The 2012 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to both improve public health and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. As such, the 2012 RTP contains a regional commitment for the broad deployment of zero and near-zero emission transportation technologies in the 2023-2035 timeframe and clear steps to move towards this objective. This is especially critical for our goods movement system. The development of a world class zero emission freight transportation system is necessary to maintain economic growth in the region, to sustain quality of life and to meet federal air quality requirements. The 2012 RTP puts forth an aggressive strategy for technology development and deployment to achieve this objective. This strategy will have many co-benefits, including energy security, cost certainty, increased public support for infrastructure, GHG reduction and economic development.

Never before have the crucial linkages and interrelationships between the economy, the regional transportation system, and land use been as important as now. For the first time, the 2012 RTP includes a significant consideration of the economic impacts and opportunities provided by the transportation infrastructure plan set forth in the 2012 RTP, considering not only the economic and job creation impacts of the direct investment in transportation infrastructure, but also the efficiency gains in terms of worker and business economic productivity and goods movement. The 2012 RTP outlines a transportation infrastructure investment strategy that will beneficially impact Southern California, the state, and the nation in terms of economic development, competitive advantage,

and overall competitiveness in the global economy in terms of attracting and retaining employers in the Southern California region.

The 2012 RTP/SCS will transform the region, serving as a blueprint for improving quality of life for our residents by providing more choices for where they will live, work, and play, and how they will move around. Its safe, secure, and efficient transportation systems will provide improved access to opportunities, such as jobs, education, and healthcare. Its emphasis on transit and active transportation will allow our residents to lead a healthier, active lifestyle. It will create jobs, ensure our region's economic competitiveness through strategic investments in our goods movement system, and improve environmental and health outcomes for 22 million residents by 2035. More importantly, the RTP/SCS will also preserve what makes the region special, including our stable and successful neighborhoods and our array of open spaces for future generations to enjoy.

### The Setting

In order to successfully overcome the challenges that lie before us, this RTP/SCS first recognizes the impacts that recent events and long-term trends will have on how people choose to live and move around.

### ECONOMIC RECESSION

**[800,000]** jobs have been lost in the region  
due to the Great Recession

The economic turmoil faced by many of the region's residents is likely to impact their housing choices and travel behavior, including their transportation mode choice and day-to-day travel patterns. This will potentially require different types of transportation solutions.

## POPULATION GROWTH

The region will add **[4 million]** people by 2035

This growth in population will only exacerbate our region's existing mobility challenges. The SCAG region is already home to 18 million people, or 49 percent of California's population. If it were its own state, the SCAG region would be the fifth most populous in the nation. Furthermore, this expected growth will occur mainly in the suburban inland counties of Riverside and San Bernardino, adding to the existing imbalance of jobs and housing in the region, and requiring people to travel which contributes to transportation and air quality challenge. In addition, with the aging of the Baby Boomer generation (the share of the population 65 years or older will increase from 11 percent in 2010 to 18 percent in 2035), the region will soon have a greater need for efficient modes of transportation for those who can no longer drive as their main form of transportation.



## MULTIMODAL TRANSPORTATION SYSTEM

Over the past few decades, the region has invested heavily in a multimodal transportation system that serves as the backbone of the region's economic well-being.

### THE SYSTEM AT A GLANCE

**[21,630]** miles of highways and arterials

**[470]** miles of passenger rail

**[6]** air carrier airports

Nine out of ten trips in the region utilize our extensive highway and arterial network, which supports a host of modes, including the automobile, transit, and active transportation. The region is also home to a growing number of passenger rail lines, none of which existed 20 years ago. Our regional aviation system is the nation's largest and most complex in terms of number of airports and aircraft, and our goods movement industry plays a critical role in sustaining the economy of our region. The importance of this system to our region cannot be understated.

### THE REGION IN MOTION

**[446 million]** miles driven each day

**[81 million]** air passengers each year

**[45%]** more urban rail riders between 2000 and 2006

**[34%]** of our jobs depend on the goods movement industry

## Challenges

The challenges facing the region are daunting. When combined, our mobility, air quality, and funding challenges present an imposing threat to the quality of life for both current and future residents.

### MOBILITY CHALLENGES

The region wastes over **[3 million]** hours each year sitting in traffic

The region's roadways are the most congested in the nation, and traffic relief is critical, even more so in our current economic situation. By failing to address our congestion, we have foregone jobs—every 10 percent decrease in congestion can bring an employment increase of about 132,000 jobs.

### SAFETY CHALLENGES

On the brighter side, our roadways are among the nation's safest, with rate of fatal and injury collisions declining dramatically since the 1930's. But as we continue to successfully improve safety for our motorists, we cannot neglect the alarming fatality rates of those traveling on other modes of transportation.

**[21%]** of all traffic-related fatalities involve pedestrians

This fatality rate is unacceptable, and if we plan to successfully move towards a more sustainable future that includes plenty of active transportation, we must address the safety deficiencies in all modes of transportation.

### AIR QUALITY CHALLENGES

In addition, while Southern California is a leader in reducing emissions and ambient levels of air pollutants are improving, the SCAG region continues to have the worst air quality in the nation and air pollution still causes thousands of premature deaths every year, as well as other serious adverse health effects. The South Coast Air Quality Management District (AQMD) estimates the monetary cost of air pollution in Southern California to be at least \$14.6 billion annually.

Even with on-going aggressive control strategies, ever more stringent national ozone standards require further oxide of nitrogen (NO<sub>x</sub>) emission reductions in the SCAG region. In the South Coast Air Basin, for example, it is estimated that NO<sub>x</sub> emissions will need to be reduced by approximately two-thirds in 2023 and three-quarters in 2030. This is a daunting challenge. The level of emission reduction required is so significant that 2030 emissions forecasted from just three sources—ships, trains, and aircraft—would lead to ozone levels near the federal standard. Because most sources, including cars and factories, are already controlled by over 90 percent, attainment of ozone standards will require broad deployment of zero and near-zero emission technologies in the 2023-2035 timeframe.

### Senate Bill 375

New to this RTP, California's Sustainable Communities and Climate Protection Act, or Senate Bill (SB) 375, calls for this RTP to include an SCS that reduces greenhouse gas (GHG) emissions from passenger vehicles by 8 percent per capita by 2020 and 13 percent per capita by 2035 compared to 2005, as set by the California Air Resources Board (ARB). SB 375 enhances the State's goals of Assembly Bill 32, the Global Warming Solutions Act of 2006. Meeting the required targets will not be easy, but it must be done for the health and quality of life of current and future generations. Meeting these targets will point the region towards overall sustainability and will provide benefits beyond reducing carbon emissions.

## FINANCIAL CHALLENGES

Of all the challenges facing us today, there is perhaps none more critical than funding. With the projected growth in population, employment, and demand for travel, the costs of our multimodal transportation needs surpass projected revenues available from our historic transportation funding source—the gas tax.

State and federal gas taxes have not changed  
in nearly **[20]** years

Yet, highway construction costs  
have grown by **[82%]**

As a result of years of underinvestment, a significant amount of our roadways and bridges have fallen into a state of disrepair. It is imperative that this situation be addressed. The rate of deterioration will only accelerate with continued deferral, significantly increasing the cost of bringing our assets back into a state of good repair.



Furthermore, with recent declines in transit funding, the region's transit operators continue to face major obstacles to providing frequent, attractive transit service.

Rail operating costs have increased by  
over **[40%]** in the past decade

Intercity transit operators have been forced  
to cut service by up to **[20%]**

The region must consider ways to stabilize existing revenue sources and supplement them with reasonably available new sources. This region needs a long-term, sustainable funding plan that supports an efficient and effective transportation system that grows the economy, provides mobility choices, and improves our quality of life.

## Our Approach

To address these challenges, SCAG performed a careful analysis of our transportation system, the future growth of our region, and potential new sources of revenue, and embarked on a massive outreach undertaking to hear what the region had to say. While SCAG continued to work closely through hundreds of meetings with stakeholder agencies that it has always collaborated with, it also conducted a series of planning sessions throughout the region to find out what Southern Californians want to see in their future. The result of this multi-year effort is the 2012 RTP/SCS, a shared vision for the region's sustainable future.

## Transportation Investments

The RTP/SCS contains a host of improvements to our multimodal transportation system. These improvements include closures to critical gaps in the network that hinder access to certain parts of the region, as well as the strategic expansion of our transportation system where there is room to grow in order to provide the region with the mobility it needs. These improvements are outlined in **TABLE 1**.

**TABLE 1** Transportation Investments

Component	Description	Cost
<b>Transit</b>		<b>\$ 49.7 billion</b>
Bus Rapid Transit (BRT)	New BRT routes, extensions, and/or service enhancements in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties	\$ 4.6 billion
Light Rail Transit (LRT)	New Light Rail routes/extensions in Los Angeles and San Bernardino Counties	\$ 13.1 billion
Heavy Rail Transit (HRT)	Heavy Rail extension in Los Angeles County	\$ 11.1 billion
Bus	New and expanded bus service in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties	\$ 20.9 billion
<b>Passenger and High-Speed Rail</b>		<b>\$ 51.6 billion</b>
Commuter Rail	Metrolink extensions in Riverside County and Metrolink systemwide improvements to provide higher speeds	\$ 3.9 billion
High-Speed Rail	Improvements to the Los Angeles to San Diego (LOSSAN) Rail Corridor with an ultimate goal of providing San Diego-Los Angeles express service in under two hours  Phase I of the California High-Speed Train (HST) project that would provide high-speed service from Los Angeles to the Antelope Valley	\$ 47.7 billion
<b>Active Transportation</b>		<b>\$ 6.0 billion</b>
Various Active Transportation Strategies	Increase our bikeways from 4,315 miles to 10,122 miles, bring 12,000 miles of deficient sidewalks into compliance with the Americans with Disabilities Act (ADA), safety improvements, and various other strategies	\$ 6.0 billion
<b>Transportation Demand Management (TDM)</b>		<b>\$ 4.0 billion</b>
Various TDM Strategies	Strategies to incentivize drivers to reduce solo driving: <ul style="list-style-type: none"> <li>▪ Increase carpooling and vanpooling</li> <li>▪ Increase the use of transit, bicycling, and walking</li> <li>▪ Redistribute vehicle trips from peak periods to non-peak periods by shifting work times/days/locations</li> <li>▪ Encourage greater use of telecommuting</li> <li>▪ Other “First Mile/Last Mile” strategies to allow travelers to easily connect to and from transit service at their origin and destination. These strategies include the development of mobility hubs around major transit stations, the integration of bicycling and transit through folding-bikes-on-buses programs, triple bike racks on buses, and dedicated racks on light and heavy rail vehicles</li> </ul>	\$ 4.0 billion

Component	Description	Cost
<b>Transportation Systems Management (TSM) (includes Intelligent Transportation Systems (ITS))</b>		<b>\$ 6.8 billion</b>
Various TSM Strategies	Enhanced incident management, advanced ramp metering, traffic signal synchronization, advanced traveler information, improved data collection, universal transit fare cards (Smart Cards), and Transit Automatic Vehicle Location (AVL) to increase traffic flow and reduce congestion	\$ 6.8 billion
<b>Highways</b>		<b>\$ 72.3 billion</b>
Mixed Flow	Interchange improvements and closures to critical gaps in the highway network to provide access to all parts of the region	\$ 18.4 billion
High-Occupancy Vehicle (HOV)/ High-Occupancy Toll (HOT)	Closures to gaps in the high-occupancy vehicle (HOV) lane network and the addition of freeway-to-freeway direct HOV connectors to complete Southern California's HOV network  A connected network of Express/HOT lanes	\$ 18.7 billion
Toll Facilities	Closures to critical gaps in the highway network to provide access to all parts of the region	\$ 35.2 billion
<b>Arterials</b>		<b>\$ 22.1 billion</b>
Various Arterial Improvements	Spot widenings, signal prioritization, driveway consolidations and relocations, grade separations at high-volume intersections, new bicycle lanes, and other design features such as lighting, landscaping, and modified roadway, parking, and sidewalk widths	\$ 22.1 billion
<b>Goods Movement (includes Grade Separations)</b>		<b>\$ 47.9 billion</b>
Various Goods Movement Strategies	Port access improvements, freight rail enhancements, grade separations, truck mobility improvements, intermodal facilities, and emission reduction strategies	\$ 47.9 billion
<b>Aviation and Airport Ground Access</b>		<b>Included in modal investments</b>
Various Airport Ground Access Improvements	Rail extensions and improvements to provide easier access to airports, and new express bus service from remote terminals to airports	Included in modal investments
<b>Operations and Maintenance</b>		<b>\$ 216.9 billion</b>
Transit		\$ 139.3 billion
Highways	Operations and maintenance to preserve our multimodal system in a good state of repair	\$ 56.7 billion
Arterials		\$ 20.9 billion

## Financial Plan

The 2012 RTP financial plan identifies how much money is available to support the region's transportation investments. The plan includes a core revenue forecast of existing local, state, and federal sources, along with reasonably available new revenues sources that are likely to materialize within the RTP time frame. These new sources include adjustments to state and federal gas tax rates based on historical trends and recommendations from two national commissions (*National Surface Transportation Policy and Revenue Study Commission* and *National Surface Transportation Infrastructure Financing Commission*) created by Congress, further leveraging of existing local sales tax measures, value capture strategies, potential national freight program/freight fees, as well as passenger and commercial vehicle tolls for specific facilities. Reasonably available revenues also include innovative financing strategies, such as private equity participation.

**TABLE 2** presents ten categories of new revenue sources and innovative financing techniques that are considered to be reasonably available and are included in the financially constrained plan. For each funding source, SCAG has examined the policy and legal context of implementation, prepared an estimate of the revenue potential, and identified action steps to ensure the funds are available to implement the region's transportation vision.

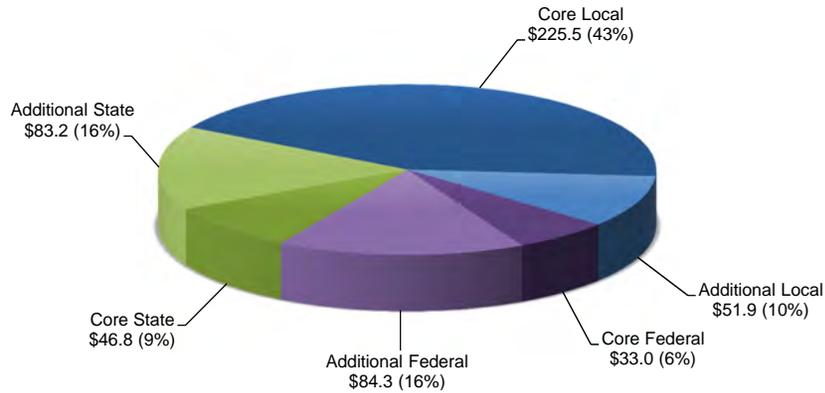
### Revenue Sources and Expenditures

**FIGURES 1 AND 2** provide a summary of the plan's forecasted revenues and expenditures. As shown in these figures, the region's budget over the next 25 years totals an estimated \$524.7 billion.

**TABLE 2** New Revenue Sources and Innovative Financing Strategies  
(Nominal Dollars, Billions)

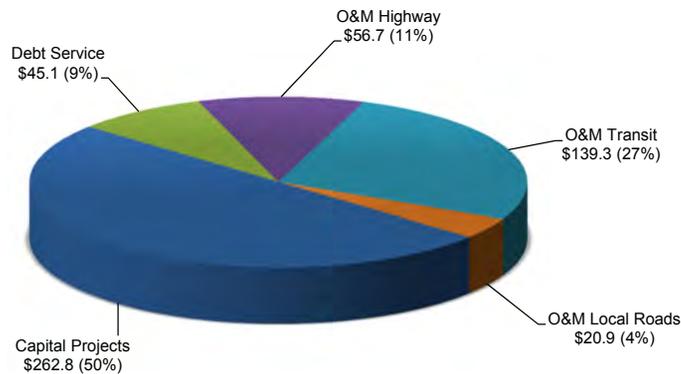
Revenue Source	Description	Amount
Bond Proceeds from Local Sales Tax Measures	Issuance of debt against existing sales tax revenues: Los Angeles, Orange, Riverside, and San Bernardino Counties.	\$25.6 bil
State and Federal Gas Excise Tax Adjustment to Maintain Historical Purchasing Power	Additional \$0.15 per gallon gasoline tax imposed at the state and the federal levels starting in 2017 to 2024—to maintain purchasing power.	\$16.9 bil
Mileage-Based User Fee (or equivalent fuel tax adjustment)	Mileage-based user fees would be implemented to replace gas tax and augment—estimated at about \$0.05 (2011\$) per mile and indexed to maintain purchasing power starting 2025.	\$110.3 bil (est. increment only)
Highway Tolls (includes toll revenue bond proceeds)	Toll revenues generated from SR-710 Tunnel, I-710 South Freight Corridor, East-West Freight Corridor, segment of the High Desert Corridor, and Regional Express/HOT Lane Network.	\$22.3 bil
Private Equity Participation	Private equity share as may be applicable for key initiatives: e.g., toll facilities; also, freight rail package assumes railroad share of costs for mainline capacity and intermodal facilities.	\$2.7 bil
Freight Fee/National Freight Program	A national freight program is anticipated with the next federal reauthorization of the surface transportation act. The U.S. Senate's proposal would establish federal formula funding for the national freight network.	\$4.2 bil
E-Commerce Tax	Although these are existing revenue sources, they generally have not been collected. Potentially, the revenue could be used for transportation purposes, given the relationship between E-commerce and the delivery of goods to California purchasers.	\$3.1 bil
Interest Earnings	Interest earnings from toll bond proceeds.	\$0.2 bil
State Bond Proceeds, Federal Grants & Other for California High Speed Rail Program	State general obligation bonds authorized under the Bond Act approved by California voters as Proposition 1A in 2008; federal grants authorized under American Recovery and Reinvestment Act and High-Speed Intercity Passenger Rail Program; potential use of qualified tax credit bonds; and private sources.	\$33.0 bil
Value Capture Strategies	Assumes formation of special districts including use of tax increment financing for specific initiatives.	\$1.2 bil

**FIGURE 1 Revenue Sources**  
**\$524.7 Billion (Nominal Dollars) FY2011–FY2035**



Source: SCAG Revenue Model 2011  
 Note: Numbers may not add due to rounding

**FIGURE 2 Expenditure Summary**  
**\$524.7 Billion (Nominal Dollars) FY2011–FY2035**



Source: SCAG Revenue Model 2011  
 Note: Numbers may not add due to rounding

## Sustainable Communities Strategy

Within the RTP, the SCS demonstrates the region’s ability to attain and exceed the GHG emission reduction targets set forth by the ARB. The SCS outlines our plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs and changing demographics, and transportation demands. The regional vision of the SCS maximizes current local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and compliments the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. Finally, the RTP/SCS fully integrates the two subregional SCSs prepared by the Gateway Cities and Orange County Council of Governments.

## Measuring Up

The investments in this RTP/SCS are expected to result in significant benefits to the region with respect to transportation and mobility, as well as air quality, economic activity and job creation, sustainability, and environmental justice. They will result in better place-making, lower overall costs, advances in public health and the environment, responsiveness to a changing housing market, and improved accessibility and mobility.

### Air Quality and GHG Targets

We will reduce greenhouse gas emissions by **[8%]** by 2020, **[16%]** by 2035

This RTP/SCS successfully achieves and exceeds our greenhouse gas emission reduction targets, set by ARB by achieving an 8 percent reduction by 2020 and 16 percent reduction by 2035 compared to the 2005 level on a per capita basis. This RTP/SCS also meets criteria pollutant emission budgets set by EPA. With each passing year, Southern Californians should expect to breathe cleaner air and live healthier lives.

This air quality benefit is made possible largely by more sustainable planning, integrating transportation and land use decisions to allow Southern Californians to live closer to where they work and play, and to high-quality transit service. As a result, more residents will be able to use transit and active transportation as a safe and attractive means of travel.

### Location Efficiency

Over **[twice]** as many households will live near high-quality transit

Share of households living in the High Quality Transit Area will more than double over the plan period signaling a more efficient overall development pattern in the future.

## Mobility

Delay on our roadway system will improve over today's condition

Our roadways will be less congested, allowing our region's residents to spend less time in traffic onboard a bus or behind the wheel and more time with their families.

## Safety

Not only will residents be more mobile, they will also be safer. This RTP/SCS's emphasis on safety will result in significantly lower accident rates, giving our residents the peace of mind to travel freely throughout the day and come home to their loved ones every night.

## Economy

We will generate **[4.2 million]** jobs

Not only will the region be more mobile, it will also be more prosperous. Implementation of the RTP/SCS will create or sustain jobs today to build transportation infrastructure projects for tomorrow. The 4.2 million total jobs over the life of the RTP/SCS equates to an annual average of 167,900 jobs, and is not limited to the construction industry, but will encompass a broad cross-section of industry clusters.

## Investment Effectiveness

We will get **[\$2.90]** back for every \$1 spent

The RTP/SCS makes dollar sense. While its overall expenditures seem like a huge cost, the region will recover \$2.90 for every \$1 this RTP/SCS commits, which will only help propel the region to more prosperous days ahead.

## Public Participation

The development of the Draft 2012 RTP/SCS involved implementation of one of the most comprehensive and coordinated public participation plan ever undertaken by SCAG. The public and stakeholder involvement program went over and beyond meeting the requirements of SB 375 and the SAFETEA-LU. SCAG engaged the widest range of stakeholder groups, elected officials, special interest groups as well as general public, through a series of workshops and public meetings, as well as SCAG's policy committees, task forces and subcommittee structure. The input received through this process has truly shaped the Draft 2012 RTP/SCS in a meaningful way. Furthermore, SCAG will continue to involve and engage the stakeholders and the public in the process of refining and finalizing the 2012 RTP/SCS over the next several months through the close of the formal comment period. SCAG has developed a state-of-the-art video and interactive RTP/SCS website called iRTP that will further enhance our capability to engage and involve the stakeholders and the public to continue shaping the 2012 RTP/SCS.

## Strategic Plan – Looking Ahead – Beyond the Horizon

The 2012 RTP/SCS proposes investing over \$500 billion over the next 25 years to improve the quality of life of the region's residents by enhancing our transportation system. However, additional strategies and projects are needed. The Strategic Plan identifies additional long-term initiatives such as zero emission transportation strategies; new operational improvements; expanded transit investments and high-speed rail system; as well as increased commitment to active transportation. Although elements of these strategies are included in the financially constrained plan, further work is needed to ensure there is regional consensus and commitment to fund the balance in subsequent RTPs.





REGIONAL TRANSPORTATION PLAN  
**2012-2035 RTP**  
 SUSTAINABLE COMMUNITIES STRATEGY  
 Towards a Sustainable Future

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

[www.scag.ca.gov/rtp2012](http://www.scag.ca.gov/rtp2012)

## Funding Strategies

Investing in our region's transportation system is critical to our economic prosperity. To compete nationally and internationally, Southern California needs a 21st century transportation system that improves mobility for both businesses and people. Without long-term strategic transportation investments and the revenue sources necessary to build and maintain those investments, our region will be at a competitive disadvantage for future generations.

### WHAT ARE OUR FUNDING CHALLENGES?

Both state and federal gas taxes, the traditional means of funding transportation, have not increased since the 1990s

+

Vehicles are becoming more fuel efficient and will travel farther on less gasoline as technology advances to meet federal and state mandates

+

Gas taxes today are charged on a per gallon basis and do not fluctuate with the overall price at the pump

+

Costs for building/maintaining transportation infrastructure have continued to grow every year

≡ Gas tax revenue has declined to represent less than 1/3rd of our transportation funding, resulting in underinvestment while demand continues to grow

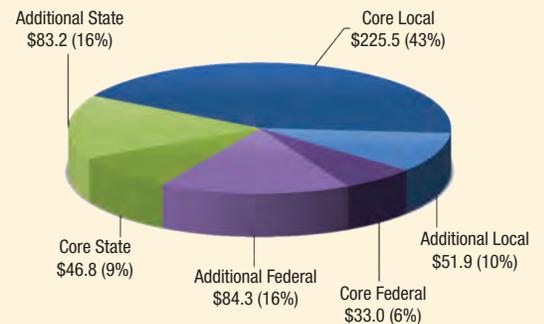
### HOW DO WE ADDRESS OUR FUNDING CHALLENGES?

Since the 1980s, Southern California voters have approved county sales tax measures to backfill declining transportation funds, but substantial investment needs remain. To bolster available funding, the 2012 RTP recommends user-based strategies that reflect the true cost of transportation.

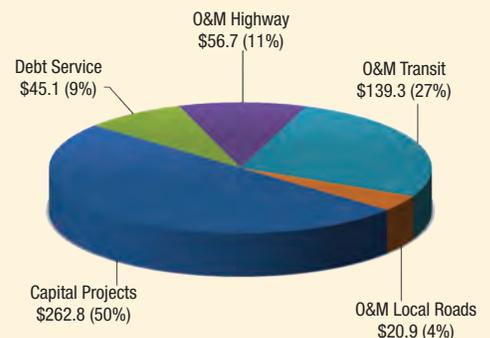
- ▶ Additional \$0.15 per gallon adjustment to state and federal gas taxes to maintain historical purchasing power (starting 2017) and long-term transition to mileage-based user fees (\$0.05 per mile to replace gas taxes starting 2025)
- ▶ Construction of new toll supported highways
- ▶ Leverage existing resources to maximize cash flow and take advantage of currently low borrowing and construction costs
- ▶ Expand partnerships with private sector entities to deliver transportation investments sooner and cost efficiently

## QUICK FIGURES

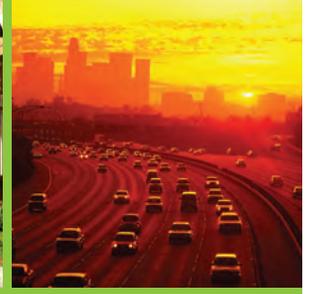
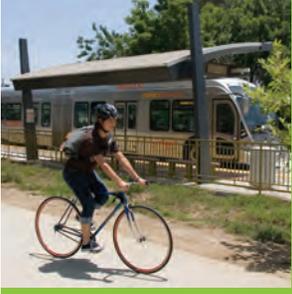
**FIGURE 1**  
 2012 RTP Revenue Summary \$524.7 Billion  
 (in Nominal Dollars) FY2011-FY2035



**FIGURE 2**  
 2012 RTP Expenditure Summary \$524.7 Billion  
 (in Nominal Dollars) FY2011-FY2035



An investment of less than \$2 dollars per day per capita will achieve the region's mobility and air quality objectives.



## Quick Facts

### SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS – SCAG

- SCAG is the nation's largest Metropolitan Planning Organization representing six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura), 191 cities and 18 million people. If the region were a state it would be the fifth largest in the nation with a GSP of \$1 trillion or the 16th largest economy in the world.
- SCAG is state and federally mandated to develop regional plans and programs on transportation, housing and air quality.
- Every four years SCAG is required by law (SAFETEA-LU) to update the Regional Transportation Plan to address mobility, congestion and air quality, and identify adequate funding for projects.

### 2012–2035 RTP/SCS

#### REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY

- The 2012 – 2035 RTP/SCS is the first time that land use, housing and transportation planning are integrated in accordance with AB 32 (Global Warming Solutions Act of 2006) and SB 375 (Sustainable Communities and Climate Protection Act of 2008) to reduce greenhouse gas emissions (GHG) and create more sustainable communities and a better quality of life.
- The draft plan is the culmination of outreach over two years that included input from a wide range of stakeholders including: business, transportation, environment, labor, non-profit, academia, health and residents.
- The draft plan is projected to create 168,000 jobs annually or 4.2 million over the 25 year plan.
- On December 1, 2011, SCAG's Regional Council unanimously approved the release of the Draft 2012 – 2035 RTP/SCS for public review and comment. The comment period ends February 14, 2012.

### FUNDING STRATEGIES

- Investing in our region's transportation system is critical to our economic prosperity. To compete nationally and internationally, Southern California needs a 21st century transportation system that improves mobility for both business and people. Without long-term strategic transportation investments and a secure source of revenue to fund those projects, our region will be at a competitive disadvantage.

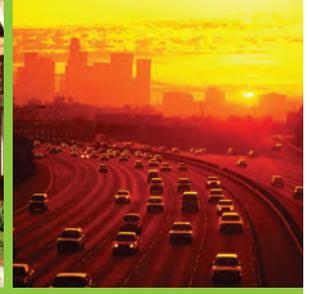
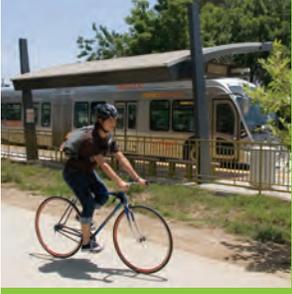
### CHALLENGES

- State and federal excise gas taxes, the traditional source of funding transportation, have not increased since the early 1990s when California's population was approximately 30 million, compared to nearly 38 million today.
- Vehicles are becoming more fuel efficient and travel farther on less gasoline as technology advances to meet state and federal mandates.
- The cost to build and maintain transportation infrastructure rises each year while revenues are declining.

### PROPOSED SOLUTIONS OVER THE NEXT 25 YEARS TO MEET DEMAND

- Adjust excise gas taxes in accordance with the rate of inflation to restore purchasing power beginning in 2017.
- Terminate excise gas tax and transition to a mileage-based user fee beginning in 2025.
- Expand public-private partnerships to deliver projects sooner and diversify initial costs.

**Log onto [www.scag.ca.gov](http://www.scag.ca.gov) to view the draft 2012-2035 plan and dates for public meetings, workshops and deadlines.**



## Summary of Benefits

### MOBILITY BENEFITS

- 4 million additional residents (predominantly our children and grandchildren) by 2035 increasing the region's population to 22 million residents
- Senior population increasing to 18% of the total population requires increased mobility options
- 13% (or \$5.7 billion) increased investment in public transit investments as an alternative mode from the last plan
- \$49.7 billion investment in public transit for the region, \$51.6 billion for commuter rail and high speed rail, \$6 billion in active transportation, \$4 billion for increased carpooling, and other innovative transportation management strategies
- \$216.9 billion for operations and maintenance of the transportation network (\$139.3 billion for transit, \$56.7 billion for highways and \$20.8 billion for arterials) resulting in significant reduction in delay and accidents
- Up to 30% reduction in travel delay for the region, in person hours per capita, versus projected impact of doing nothing

### ECONOMIC BENEFITS

- The plan is projected to add an average of 168,000 jobs per year in the region, totaling 4.2 million over the life of the plan
- Plan investments benefit the current unemployment (28.9% in Imperial County, 13.7% in Riverside County, 12.8% in San Bernardino County, 11.9% in LA County, 9.8% in Ventura County and 8.5% in Orange County)
- California will benefit from spillover benefits creating 237,000 additional jobs and 306,500 additional jobs accrued to other states
- \$524.7 billion plan financed by existing revenue sources and potential user fees to be enacted by Congress or the State Legislature by 2035
- Overall, the plan will provide a \$2.90 investment return for every \$1 spent

### HEALTH BENEFITS

- More than 1,000 tons annual NOx reduction resulting in significant improvement in air quality
- 230% increased investment in active transportation investment for the region from the last plan (or \$6 billion total by 2035) resulting in 10,422 miles of bikeways (from 4,615 miles currently), and improving 12,000 miles of deficient sidewalks and other strategies resulting in reduced health costs

### SUSTAINABILITY BENEFITS

- 8% greenhouse gas reduction per capita by 2020 and 16% greenhouse gas reduction per capita by 2035
- More than 10% reduction in vehicle miles travelled (VMT) per capita by proposed above investments from prior plan results in less dependence on foreign oil



REGIONAL TRANSPORTATION PLAN  
**2012-2035 RTP**  
 SUSTAINABLE COMMUNITIES STRATEGY  
 Towards a Sustainable Future

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

[www.scag.ca.gov/rtp2012](http://www.scag.ca.gov/rtp2012)

## Walking and Biking as a Transportation Option

To increase Southern California's transportation options and invest in a healthier lifestyle, SCAG is proposing increasing the funding for walking and bicycling infrastructure from \$1.8 billion to \$6 billion.

### EXISTING CONDITIONS:

- The region averages 330 days of sun or partial sunshine per year with an average temperature of 66 to 75 degrees presenting an ideal climate for biking and walking.
- However, American children are spending less time exercising and more time on the Internet or watching TV. This has led to approximately 1 in 3 children being either overweight or obese<sup>1</sup>.
- In addition, nearly 63% of adults are either overweight or obese<sup>2</sup> due, in part, to more time commuting and less time exercising.
- The region does not have an interconnected bikeway network or adequate bicycle parking. Many roadways used by cyclists are in very poor condition.
- Many sidewalks are also in poor condition or do not yet meet current Americans with Disabilities Act requirements.

### DRAFT 2012-2035 RTP/SCS INVESTMENT IN ACTIVE TRANSPORTATION

Active Transportation is transportation that is human powered, such as bicycling or walking. SCAG estimates that residents biked or walked for 21% of all trips in 2009<sup>3</sup>. This is a 75% increase from the 11.9% active transportation mode share in 2000<sup>4</sup>.

To meet this growing demand, SCAG is increasing funding and developing regional strategies designed to increase safety and convenience for those that bike or walk out of necessity or for recreation. Implementation of the Active Transportation Strategies will increase mobility for all roadway users and further improve the quality of life for residents and visitors.

<sup>1</sup> Center for Disease Control and Prevention (2010); <sup>2</sup> IBID;

<sup>3</sup> National Household Travel Survey California Travel Survey Add-On (2009); <sup>4</sup> SCAG Household Travel Survey (2003)

## ACTIVE TRANSPORTATION STRATEGIES

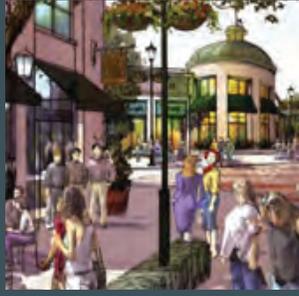
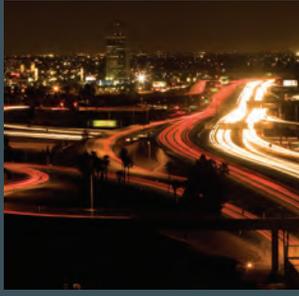
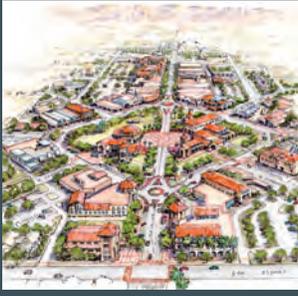
The primary goals of the Active Transportation component of the 2012-2035 RTP/SCS include:

- ▶ Decrease bicyclist and pedestrian fatalities and injuries
- ▶ Develop an active transportation friendly environment throughout the SCAG region
- ▶ Increase active transportation usage in the SCAG region
- ▶ Encourage the development of local active transportation plans

## ACTIVE TRANSPORTATION OBJECTIVES AND POLICIES

The primary goals of the Active Transportation component of the 2012-2035 RTP/SCS include:

- ▶ Increase bikeways in the region from the existing 4,300 miles to over 10,000 miles
- ▶ Triple the funding for Active Transportation projects from the previous Transportation Plan
- ▶ Develop a Regional Bike Route Network (BRN) including Bike Route 66, the Pacific Coast Bike Route and other regionally significant routes
- ▶ Connect all cities in the SCAG region via bikeways
- ▶ Improve active transportation linkages to transit
- ▶ Develop and implement Pedestrian Safety Action Plans, Safe Routes to School policies and Complete Streets Policies



## SUBREGIONAL BENEFITS: Ventura County

As members of SCAG, cities and subregions benefit from SCAG's efforts on behalf of the region. SCAG also provides funding opportunities through various grant and program options as well as regional planning studies for specific areas.

### MAJOR SCAG RECENT ACCOMPLISHMENTS

- Expanded Regional Offices with videoconferencing to six counties to increase outreach
- Expanded Compass Program to a total of 124 transit and land use integration projects
- Expanded public participation by holding 100 workshops on sustainable land use planning
- Succeeded in getting \$1M Prop 84 grant to upgrade SCAG modeling efforts with cities and state
- Created GLUE Council to increase business community participation

### MAJOR TASKS PLANNED

- Seek additional funding to assist cities with implementing requirements of sustainability policies (including new EPA/DOT/HUD funding)
- Seek funding for additional Compass demonstration projects that integrate land use planning and transportation investments to improve mobility, accessibility and air quality
- Continue Compass Suite of services, such as Toolbox Tuesdays training sessions to help local planners apply valuable resources in their daily planning activities
- Work closely with members to comply with sustainability policies
- Enhance modeling, Data, and GIS capacity
- Work for a successful passage of Surface Transportation Reauthorization legislation
- Work with DOT to implement new MPO authorities included in enacted reauthorization legislation (e.g. metro mobility program, freight program, sustainability plan, etc.)



SOUTHERN CALIFORNIA  
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## DRAFT 2012-2035 RTP/SCS PROJECTS

Federal regulations require that transportation projects be included in the Regional Transportation Plan/Sustainable Communities Strategy in order to receive federal and state funding, as well as federal environmental clearance. Below is a sample of major projects in Ventura County or that affect the County that are contained in the 2012-2035 RTP/SCS. The total for these projects is \$1.313 billion.

- ▼ **Lewis Rd. widening and add'l bike lane between US 101 and Hueneme Rd.** Cost \$50.6 million
- ▼ **Santa Paula Branch Recreational Trail**  
Cost \$47.9 million
- ▼ **Los Angeles Ave. grade separation (Simi Valley)**  
Cost \$93.0 million
- ▼ **Extend US 101 HOV lanes between Mussell Shoals and La Conchita** Cost \$87.8 million
- ▼ **US 101 interchange reconstruction at Rice Ave. (Oxnard)** \$84.0 million
- ▼ **US 101 Del Norte Bridge widening & interchange improvement** Cost \$56.7 million
- ▼ **US 101 interchange addition at Airport North (Camarillo)** Cost \$40.0 million
- ▼ **US 101 Central Ave. Bridge widening & interchange improvement (Camarillo)** Cost \$37.9 million
- ▼ **SR 118 widening Tapo Canyon Rd. to Kuehner (Simi Valley)** Cost \$29.7 million
- ▼ **SR 118 widening Route 23 to Tapo Canyon Rd. (Simi Valley)** Cost \$506.3 million
- ▼ **Ventura Intercity Service Transit Authority capital lease** Cost \$29.6 million
- ▼ **Bus service expansions (includes Paratransit)**  
Cost \$41.6 million
- ▼ **Metrolink commuter rail service expansion**  
Cost \$32.7 million
- ▼ **Construction of multimodal transportation center with for rail, bus, and bicycle commuters (downtown Ventura)** Cost \$50.0 million
- ▼ **Transit service expansion** Cost \$27.2 million

## COMPASS BLUEPRINT DEMONSTRATION PROJECTS

SCAG's Compass Blueprint Demonstration Project program recognizes and provides opportunities for local planning efforts that creatively and efficiently integrate land use and transportation planning. Local projects that provide the co-benefits of community livability, mobility, prosperity and sustainability can apply to become Compass Demonstration Projects. Selected projects are showcased throughout the region and are awarded a customized program of consultant services, SCAG staff assistance, financial resources and technical assistance. SCAG recognizes the most innovative and forward-thinking development projects in the region through the annual Compass Blueprint Awards. The awards are given to organizations whose projects demonstrate excellence and achievement in the four key elements of Compass Blueprint planning: Livability, Mobility, Prosperity, and Sustainability.

**City of Ventura – Downtown Specific Plan****2008 Compass Award Winner**

Description: The Downtown Specific Plan focuses on infill and mixed-use development to enhance a highly vibrant and walkable downtown (2008 Compass Blueprint Award Winner).

**Ventura Council of Governments & Ventura County Civic Alliance – Phase 1****2008 Demonstration Project**

Description: Phase 1 of the county-wide Compact for a Sustainable Ventura County, which included data collection, updating the 2002 Ventura County Vacant Land Study, identifying goals, policy options and developing and analyzing a set of alternative growth scenarios for Ventura County's future.

**City of Fillmore – Business Park Feasibility Analysis****2008 Demonstration Project**

Description: Tipping point analysis on three development scenarios for a proposed 92-acre business park to enhance the local jobs-housing balance.

**City of Oxnard – Village at Oxnard****2009 Compass Award Winner**

Description: Redevelopment of the 64-acre Village at Oxnard industrial and commercial property through the construction of 1,500 multi-family dwellings and 50,000 square feet of commercial retail/office, a multi-modal transit center, and 7.3 acres of recreation.

**City of Ventura – Freeway Cap Project, Phase 1****2009 Demonstration Project**

Description: Phase I of the Freeway Cap Project will assess the feasibility of building a deck or cap over a below-grade section of the 101 freeway and the redevelopment potential of a multi-modal transit center and other mixed-use developments.

**Ventura Council of Governments & Ventura County Civic Alliance – Phase 2****2009 Demonstration Project**

Description: Phase 2 of the Compact for a Sustainable Ventura County continued a county-wide visioning and scenario planning project, which refined land use-transportation scenarios and a guiding document to be adopted by all local governments in Ventura County.

**City of Oxnard – Downtown Oxnard Transit Oriented District****2012 Demonstration Project**

Description: To assess the feasibility of a transportation-oriented development in Downtown Oxnard and relocation of agricultural processing facilities to a freeway adjacent location.

**City of Ventura – Freeway Cap Project, Phase 2****2012 Demonstration Project**

Description: With Caltrans input, Phase 2 of the Freeway Cap Project will continue a local plan for building a cap over a below-grade section of the 101 freeway.

**Ventura County – Old Town Saticoy Special Area Plan****2012 Demonstration Project**

Description: To develop an Old Town Saticoy special area plan that will include design standards and multi-modal transportation options in a historically underserved rural community in unincorporated Ventura.

## FOR MORE INFORMATION

Contact **John Procter, Regional Affairs Officer** at **(805) 642-2800** (office) or **(805) 794-0370** (cell) or via email at **procter@scag.ca.gov**

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