



YOUR GUIDE TO SCAG 2013-14

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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Image of bicyclists, page 19, courtesy of Nate Baird

Image of Security Bank building, page 31, courtesy of Steve Jacobs

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THE SCAG REGION



MESSAGE FROM THE PRESIDENT



From the desert's smooth sand dunes, vibrant spring wildflowers and succulent cactus, to majestic mountain ranges and glorious beaches, Southern California is one of the most beautiful and desirable places in the world to live, work and play. In recent years, the region – a gateway serving the rest of the nation – has seen challenges to its position as an economic powerhouse. But the Southern California Association of Governments (SCAG) is addressing these challenges through nationally recognized work in regional transportation, land use and environmental planning conducted with unparalleled collaboration.

Last year's adoption of SCAG's groundbreaking 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy set the region on a path that helps usher in a new era of economic prosperity and sustainability. Successful implementation of this plan requires that SCAG's Regional Council and talented staff continue its work with familiar stakeholders, as well as more robust engagement of newer partners at the regional planning table, including tribal governments and labor. It takes all of us working together, to ensure we positively impact our region now and preserve a viable region for future generations.

I invite you to use this guide throughout the year to enhance your overall understanding of SCAG and its work. You may also contact us directly anytime you have a question or concern. You will find our staff eager and happy to assist you.

It is my honor and privilege to serve as SCAG president and I look forward to working with you.

Hon. Greg Pettis
SCAG President
Council Member, City of Cathedral City

SOME OF OUR 191 MEMBERS



SERVING THE REGION

The Southern California Association of Governments (SCAG), founded in 1965, is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under state law as a Regional Transportation Planning Agency and a Council of Governments.

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. In 1992, SCAG expanded its governing body, the Executive Committee, 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 consists of 86 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 & RHNA SUBCOMMITTEE



General Assembly

Regional Council

Bylaws & Resolutions Committee

Nominating Committee

Auditing Committee

EAC

Executive/
Administration
Committee

CEHD

Community,
Economic &
Human Development
Committee

EEC

Energy &
Environment
Committee

TC

Transportation
Committee

LCMC

Legislative/
Communications
& Membership
CommitteeRHNA &
Housing Element
Reform

Subcommittee

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 – SCAG is governed by delegates from every member city, county and County Transportation Commission (CTC) 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 – 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 CTCs, 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; legislative and communication matters are reviewed by the Legislative/Communications and Membership Committee; 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 & HUMAN DEVELOPMENT COMMITTEE (CEHD) – The CEHD oversees the agency’s efforts to develop regional policies for housing, economic development, land use, growth forecasting, sustainability and other community development needs.

ENERGY & 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, greenhouse gas reduction 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 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.

RHNA & HOUSING ELEMENT REFORM SUBCOMMITTEE – The Regional Housing Needs Assessment (RHNA) & Housing Element Reform Subcommittee was formed to review, discuss and provide recommendations on issues pertaining to the RHNA, housing element process and corresponding state law that were raised during the 5th cycle RHNA process.

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 on SCAG’s planning activities. This involvement helps the Regional Council and its committees make better-informed 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, 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 on the SCAG website at www.scag.ca.gov.

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, Palmdale and South Bay to provide opportunities for participation in SCAG meetings and workshops. SCAG also utilizes web and audio conferencing and often connects to videoconferencing locations throughout the state.

FINDING INFORMATION

WEB AND VIDEO – SCAG’s website, www.scag.ca.gov, serves as the comprehensive resource for SCAG’s programs and policy initiatives, agendas for Regional Council and Policy Committee meetings, fact sheets and calendar of SCAG events. Live and archived video of Regional Council meetings and other SCAG-related video productions are available in the SCAG-TV section. Visit the Public Participation Form on the SCAG website at www.scag.ca.gov to weigh in on important issues in Southern California.

LOCAL PROFILES – SCAG produces a Local Profile for each member jurisdiction every two years. The profiles are a free member service that provides jurisdictions with updated data and analysis to enhance local planning efforts. The profiles include information on population, households, housing, employment, transportation, retail sales and education. Local Profiles have been used by interested parties for a variety of purposes including the following: data and communication resources for elected officials; businesses and residents; community planning and outreach; economic development; visioning initiatives; and grant application support.

GROUP PRESENTATIONS – SCAG’s planning staff are available to conduct presentations to community and stakeholder groups. Presentations can be tailored to address a specific area of concern or provide a general overview of how SCAG works on many different issues. The following list includes a sample of presentation topics:

- **Air Quality** – Strategies for reducing greenhouse gas and criteria pollutant emissions
- **Compass Blueprint** – Planning services and tools that demonstrate innovative ways to integrate transportation and land use to accommodate future growth
- **Goods Movement in Southern California** – The critical role that goods movement and the logistics industry play in our regional economy
- **Regional Transportation Plan** – A transportation plan with local and regional implications that addresses congestion concerns, identifies funding options and coordinates mobility throughout the region
- **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 31.

STAYING CONNECTED

E-COMMUNICATION – SCAG SPOTLIGHT is the official newsletter of the Regional Council. It includes information on recent Regional Council actions, an update from SCAG’s Executive Director and news on upcoming events.

To view or subscribe to SCAG’s e-newsletters, visit www.scag.ca.gov.

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 @SCAGnews.

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. SCAG translates key outreach materials into several languages and makes them available on the SCAG website, www.scag.ca.gov.



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; 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.

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 (CTCs), Caltrans, transit operators, airport and port authorities, air districts and other agencies including local jurisdictions in our region.

In addition, the California Sustainable Communities and Climate Protection Act of 2008 (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 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 Resources Board for the region. On April 4, 2012, SCAG's Regional Council adopted the 2012-2035 RTP/SCS: Towards a Sustainable Future. The plan is available on SCAG's website at www.scag.ca.gov/rtp2012.

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

The 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 RTP/SCS. SCAG is responsible for developing the FTIP in cooperation with the state (Caltrans), the 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 2013 FTIP (FY-2012/2013 – 2017/2018) was federally approved on December 14, 2012 and is available on SCAG's website at www.scag.ca.gov/ftip.

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 recently completed 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 improvements to address congestion and mobility for trucks, integrated planning for transportation and industrial land use and deployment of clean technologies. SCAG continues to engage numerous stakeholders in the goods movement planning process including local jurisdictions, County Transportation Commissions, regional seaports, railroads, trucking interests and business sectors to refine and advance 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 various collaborative bodies. Recent efforts include assisting Caltrans with the development of the California State Freight Plan and State Rail Plan and collaboration with the Coalition for America's Gateway and Trade Corridors to strengthen national awareness of Southern California's contribution to the national economy through goods movement activities. SCAG continues to take a leadership role along with the our transportation partner agencies to strategically position Southern California to benefit from the provisions of Moving Ahead for Progress in the 21st Century and the next transportation reauthorization bill.

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 supported state legislation that would implement the new authority and approved amendments to the Joint Powers Agreement in June 2013. 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 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 Regional Transit Technical Advisory Committee (RTTAC). This committee, 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 RTTAC 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, 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, the 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 also responsible for developing the regional transportation strategy and control measures portion of the South Coast Air Quality Management Plan.

SCAG is responsible for preparation of conformity determinations for the RTP/SCS and 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 16 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 RTP/SCS.

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 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.

SUSTAINABILITY PROGRAM

Since 2000, the SCAG Sustainability Program has worked actively with Southern California communities and stakeholders to create a dynamic regional growth vision based on the principles of mobility, livability, prosperity and sustainability. The Sustainability Program's work focuses on implementing the region's SCS, the state-mandated plan for reducing GHG emissions from cars and light trucks through integrated transportation, land use, housing and environmental planning.

Through an annual Call for Proposals, the program offers planning assistance grants to local governments in three categories:

- **Compass Blueprint** for integrated transportation and land use planning
- **Green Region Initiative** for local and regional sustainability
- **Active Transportation** for promoting alternatives to motor vehicles

Sustainability Program grants enable local-level implementation of the regional SCS and will allow future residents to enjoy a better quality of life than we do today, including the ability to lead a healthy and prosperous lifestyle, enjoy clean air and water and ample opportunities for recreation. They have direct and substantial benefits to public health by reducing pollutant emissions and expanding the opportunities for active transportation.



The program also offers “Toolbox Tuesdays,” a series of free monthly training classes engaging 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 local assistance grants 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 economic 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, the Economic Recovery & Job Creation Strategy has had a lasting impact on the agency’s work. The adopted 2012-2035 RTP/SCS included for the first time a significant consideration of the economic impacts and opportunities provided by the RTP/SCS. This was followed by the development of Phase II of the Economic Recovery & Job

Creation Strategy, which provided additional analysis and focus on areas such as reforms, advocacy, industry cluster analysis, and economic impact analysis.

SCAG held the Third Annual Economic Summit in December 2012. Featuring an extensive analysis conducted by SCAG’s team of independent economists, their efforts detailed the impacts of accelerating project delivery, moving a 5-year tranche of the 2012–2035 RTP/SCS forward 5 years. The analysis highlighted the increase of jobs, cost savings, and ancillary benefits that could be expected with starting those projects sooner.

SCAG’s team of economists continues to fine-tune their analyses, providing up-to-date information on the ways in which our regional transportation system contributes to and affects the overall wellbeing of Southern California’s economy. For more information, please visit www.scag.ca.gov/economy.

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 2011 American Community Survey many SCAG residents see active transportation as a solution to their transportation needs, with, for example, nearly 2.4% of Santa Monica residents commuting by bicycle, the highest percentage in the SCAG region. Other notable bike commuting cities in the SCAG region include Pasadena and Long Beach with 1.5% and 1.1% 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 establishes 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, such as:

- Developing “First Mile/Last Mile” to/from transit analyses
- Developing in collaboration with partner agencies an interconnected regional bikeway network
- 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



PLUG-IN ELECTRIC VEHICLE (PEV) READINESS

SCAG is currently leading a collaborative process to prepare Southern California for the anticipated influx of 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 and the South Coast Air Quality Management District (SCAQMD), SCAG will identify the optimal locations and address barriers to implementation for charging infrastructure based on market demand and travel patterns.

The Plug-in Electric Vehicle Planning program was 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. Southern California Plug-in Electric Vehicle Coordinating Council is made up of regional stakeholders including project sponsors, public agencies, utilities, electrical vehicle charging suppliers and representatives from private industry. The So Cal PEV Coordinating Council meets every two months to share information regarding the multiple planning and implementation efforts in the region. SCAG continues to work with partner cities and agencies to implement charging infrastructure and is seeking pilot projects for workplace and multi-unit dwelling buildings.

TRANSPORTATION FINANCE

The SCAG region's transportation needs continue to expand while resources to support these needs 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 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. SCAG's 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 sustainable transportation funding opportunities are available to the region.

REGIONAL HOUSING NEEDS ASSESSMENT (RHNA)

The RHNA is a state-mandated planning effort conducted by SCAG. It is completed 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. The 5th RHNA allocation was adopted by the Regional Council in October 2012 and covers the planning period from October 15, 2013 to October 15, 2021. As part of its member services, SCAG can provide data assistance to local jurisdictions updating their housing elements. In addition, the RHNA & Housing Element Reform Subcommittee has been formed to review and make recommendations on issues pertaining to the RHNA and housing element process.

REGIONAL AFFILIATE OF THE US CENSUS BUREAU'S CALIFORNIA STATE DATA CENTER

As a regional affiliate of the California State Data Center, SCAG maintains and makes available a range of U.S. Census Bureau data products for the Southern California region. Available through the Decennial Census and the American Community Survey are a range of economic and demographic variables at various geographic levels. SCAG staff regularly processes information at the city, county and small area levels and provides relevant data to local jurisdictions and other stakeholders in the SCAG region. In addition, Census information is widely used and visualized through maps in a number of SCAG policy initiatives and technical analyses, including ongoing demographic and economic trends analysis, the Local Profiles, the Integrated Growth Forecast and the RTP/SCS.



GEOGRAPHIC INFORMATION SYSTEMS (GIS) SERVICES PROGRAM

Started in 2010, the GIS Services Program is a free service to SCAG member agencies. Over 100 local jurisdictions and four partner agencies (Coachella Valley Association of Governments, Imperial County Transportation Commission, Ventura County Transportation Commission and the Southern California Regional Rail Authority) are current participants or will be initiated this year. Through the program, SCAG's GIS staff assist member agencies with professional services, free trainings and software. For some agencies the newly acquired tools have been used to deliver additional services to residents and developers, which has led to a fresh source of local revenue. The Program has also given SCAG staff the opportunity to meet, discuss and customize GIS services for the program's participants. Customized services include the creation of desktop/web applications using local land use data, converting non-spatial data into an electronic format, providing day-to-day GIS problem-solving and hosting GIS trainings at 17 venues across the region including the cities of Brawley, Lancaster, Los Angeles, Palm Desert, Santa Ana and Ventura. As a benefit to SCAG, many local jurisdictions have greater technical expertise to provide local input on SCAG's regional datasets and scenarios, which has led to a stronger local engagement in the planning stages of the RTP/SCS.

Participants have expressed appreciation for SCAG's leadership in promoting GIS technology, data sharing and spatial data standardization, as well as the effort to establish stronger relationships and collaboration between SCAG and local jurisdictions region wide.

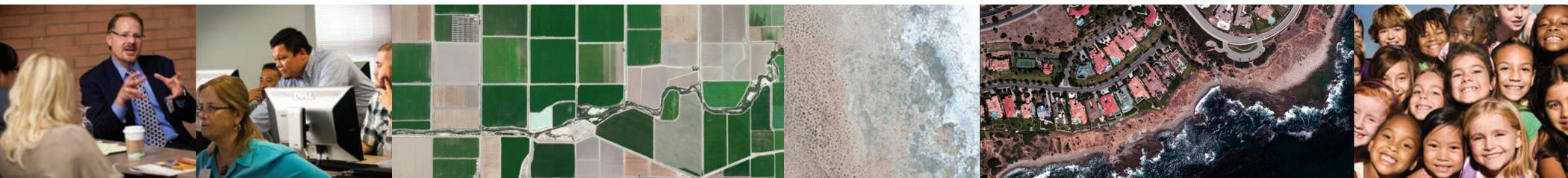
Tangible benefits to local jurisdictions include:

- Enabling more efficient operations in local jurisdictions' day-to-day activities involving GIS
- Providing over 400 participants with free, customized GIS training (these participants range from planning interns, planning directors, city managers, IT managers as well as engineers, police and fire professionals) and
- Offering software, equipment, data and other services

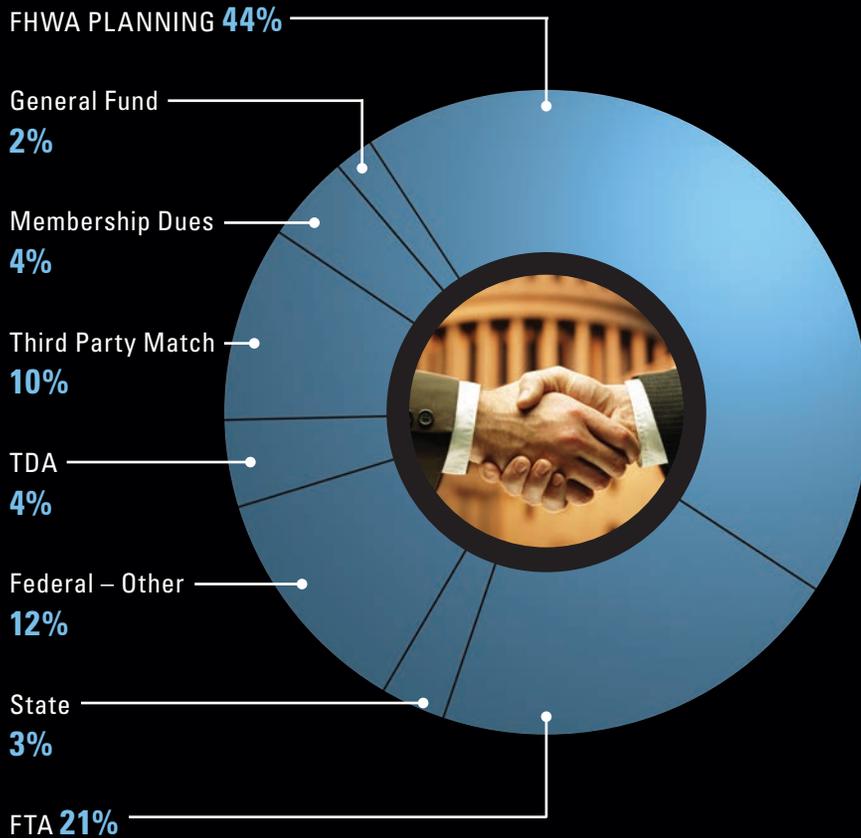
These resources help local agencies better leverage their assets to become more efficient, save money and/or provide new services to their residents and businesses. SCAG's conservative estimate of savings to local participating jurisdictions is \$2 million.

THE INTEGRATED GROWTH FORECAST

The Integrated Growth Forecast features economic and demographic trends, projections and analysis on their resultant planning implications at both the local and regional level. This effort represents the most likely growth scenario for the Southern California region in the future, taking into account a combination of recent and past trends, reasonable key technical assumptions and local or regional growth policies. The Integrated Growth Forecast is the basis for developing the RTP, SCS, Environmental Impact Report and the RHNA. It is also used by other major regional planning agencies including South Coast Air Quality Management District, Metropolitan Water District, LA County Sanitation District, etc., for the development of their respective regional plans. The development of the Integrated Growth Forecast is driven by a principle of collaboration between SCAG and local jurisdictions who are major contributors to the process. Integration of the regional and local forecasts is achieved through the joint efforts and collaboration among various groups, including local jurisdictions, subregions, SCAG's Panel of Experts and the California Department of Finance. Of particular note is SCAG's Community, Economic and Human Development Committee, which regularly provides direction to staff on the local input and growth forecasting process and SCAG's Technical Working Group, which assists in the forecasting process by providing technical input.



SCAG FUNDING SOURCES



FHWA Federal Highway Administration

TDA Transportation Development Act

FTA Federal Transit Administration

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
- Building Industry Association (BIA)
- Local Agency Formation Commission (LAFCO)
- Los Angeles County Sanitation District
- Metrolink
- Metropolitan Water District
- Transportation Corridor Agencies
- Non-Profit Organizations
 - Bicycle Coalitions, such as LA County Bicycle Coalition
 - Multicultural Communities for Mobility
 - Safe Routes to School Partnership
 - David Boehnett Foundation
 - Global Land Use & Economic Council (GLUE Council)
 - LA Area Chamber of Commerce
 - Los Angeles County Economic Development Corporation
 - Orange County Business Council
 - Inland Empire Economic Partnership
 - Local Chambers of Commerce

COMMUNITY PARTNERS

- Business Organizations
- General Public
- Planning Organizations
- Public Health Related Agencies/ Organizations
- Subregional Organizations
- Transportation Organizations
- Tribal Governments

STATE PARTNERS

- Business Transportation & Housing
- California Air Resources Board
- California Environmental Protection Agency (CalEPA)
- California Transportation Commission
- Department of Finance
- Department of Transportation (Caltrans)
- Housing and Community Development
- Office of Planning and Research (OPR)
- Other MPOs
- Strategic Growth Council

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

UNIVERSITY PARTNERS

- USC
- UCLA
- UC Riverside
- UC Berkeley
- UC Irvine
- CSU Pomona
- CSU Long Beach
- CSU Fullerton

INTERNATIONAL PARTNERS

- China:
 - Institute of Policy and Management of the Chinese Academy of Sciences
 - Ministry of Housing and Urban-Rural Development of China (MOHURD)
 - Global Environmental Institute (GEI)
 - Jiangsu Transportation Institute
 - Nanjing University Sustainable Cities Institute
- Korea:
 - Seoul Institute
 - Korea Transport Institute
 - Metropolitan Transportation Authority of Korea
 - MyongJi University
 - Korea Research Institute for Human Settlements
 - Daegu-Gyeongbuk Development Institute

COUNTY TRANSPORTATION COMMISSIONS

- Imperial County Transportation Commission
- Los Angeles County Metropolitan Transportation Authority
- Orange County Transportation Authority
- Riverside County Transportation Commission
- San Bernardino Associated Governments
- Ventura County Transportation Commission

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 Regional Transportation Plan/Sustainable Communities Strategy (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 completed 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 through fiscal year 2014 at \$101 billion. 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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Jenn Alderete, ext. 300



REGIONAL COUNCIL DISTRICTS

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

*Not current member

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

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 COG

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

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
 Beverly Hills
 Bradbury
 Burbank
 Calabasas
 Carson

Cerritos
 Claremont
 Commerce
 Compton
 Covina
 Cudahy
 Culver City
 Diamond Bar
 Downey
 Duarte
 El Monte
 El Segundo
 Gardena
 Glendale
 Glendora
 Hawaiian Gardens
 Hawthorne
 Hermosa Beach
 Hidden Hills
 Huntington Park
 Industry
 Inglewood
 Irwindale
 La Cañada Flintridge
 La Habra Heights
 La Mirada
 La Puente
 La Verne
 Lakewood
 Lancaster
 Lawndale
 Lomita
 Long Beach
 Los Angeles

Lynwood
 Malibu
 Manhattan Beach
 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
 San Marino
 Santa Clarita
 Santa Fe Springs
 Santa Monica
 Sierra Madre
 Signal Hill
 South El Monte
 South Gate
 South Pasadena
 Temple City
 Torrance
 Vernon

**Not current member*

Walnut
West Covina
West Hollywood
Westlake Village
Whittier

Orange County
Aliso Viejo
Anaheim
Brea
Buena Park
Costa Mesa
Cypress
Dana Point
Fountain Valley
Fullerton
Garden Grove
Huntington Beach
Irvine
La Habra
La Palma
Laguna Beach
Laguna Hills
Laguna Niguel
Laguna Woods
Lake Forest
Los Alamitos
Mission Viejo
Newport Beach
Orange*
Placentia
Rancho Santa Margarita
San Clemente
San Juan Capistrano
Santa Ana
Seal Beach
Stanton
Tustin
Villa Park
Westminster
Yorba Linda

*Not current member

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

Tribal Government Representatives

Morongo Band of Mission
Indians
Pechanga Band of
Luiseño Indians

County Transportation Commissions

Imperial County
Transportation Commission
Los Angeles County
Metropolitan Transportation
Authority
Orange County
Transportation Authority
Riverside County
Transportation Commission
San Bernardino Associated
Governments
Ventura County Transportation
Commission

Transportation Corridors Agency

REGIONAL COUNCIL MEMBERS

Officers

President: **Greg Pettis**, Cathedral City
First Vice President: **Carl Morehouse**, San Buenaventura
Second Vice President: **Cheryl Viegas-Walker**, El Centro
Immediate Past President: **Glen Becerra**, Simi Valley

Members

Imperial County: **Jack Terrazas**, Imperial County • **Cheryl Viegas-Walker**, El Centro

Los Angeles County: **Michael D. Antonovich**, Los Angeles County • **Mark Ridley-Thomas**, Los Angeles County • **Bruce Barrows**, Cerritos • **Bob Blumenfeld**, Los Angeles • **Mike Bonin**, Los Angeles • **Joe Buscaino**, Los Angeles • **Gilbert Cedillo**, Los Angeles • **Margaret Clark**, Rosemead • **Gene Daniels**, Paramount • **Mitchell Englander**, Los Angeles • **Margaret E. Finlay**, Duarte • **Roy Francis**, La Habra Heights • **Felipe Fuentes**, Los Angeles • **Eric Garcetti**, Los Angeles • **James Gazeley**, Lomita • **Mario A. Guerra**, Downey • **Carol Herrera**, Diamond Bar • **Steven Hofbauer**, Palmdale • **José Huizar**, Los Angeles • **James Johnson**, Long Beach • **Paul Koretz**, Los Angeles • **Paul Krekorian**, Los Angeles • **Tom LaBonge**, Los Angeles • **Paula Lantz**, Pomona • **Nury Martinez**, Los Angeles • **Marsha McLean**, Santa Clarita • **Dan Medina**, Gardena • **Barbara Messina**, Alhambra • **Judy Mitchell**, Rolling Hills Estates • **Jim Morton**, Lynwood • **Gene Murabito**, Glendora • **Steven Neal**, Long Beach • **Pam O'Connor**, Santa Monica • **Mitch O'Farrell**, Los Angeles • **Bernard Parks**, Los Angeles • **Curren D. Price, Jr.**, Los Angeles • **Mark Rutherford**, Westlake Village • **Jess Talamantes**, Burbank • **Donald Voss**, La Cañada Flintridge • **Herb Wesson, Jr.**, Los Angeles

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Ventura County: **Linda Parks**, Ventura County • **Glen Becerra**, Simi Valley • **Carl Morehouse**, San Buenaventura • **Carmen Ramirez**, Oxnard

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

Ventura County Transportation Commission: **Keith Millhouse**, Moorpark

Transportation Corridors Agency: **Lisa Bartlett**, Dana Point

Please note: There are current vacancies on the Regional Council which include representatives for RC District #27, Imperial County Transportation Commission (ICTC), Los Angeles County Metropolitan Transportation Authority (MTA), Orange County Transportation Authority (OCTA) and the Air Districts.



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