



**VENTURA COUNCIL
OF GOVERNMENTS**

AGENDA

**Thursday, January 10, 2008
5:00 p.m.**

**City of Camarillo
Council Chambers**

601 Carmen Drive, Camarillo, California 93010

1. **CALL TO ORDER**

2. **FLAG SALUTE**

3. **ROLL CALL**

4. **PUBLIC COMMENT**

At this time, members of the public may comment on any item not appearing on the agenda upon completion of a speaker card. Individual Board Members may briefly respond to Public Comments or ask questions for clarification.

5. **BOARD MEMBER COMMENTS**

6. **APPROVAL OF THE FINAL AGENDA**

7. **CONSENT CALENDAR**

A. **Minutes** – Adopt the Minutes of the November 8, 2007 meeting.

B. **Workplan Update** – Receive and file update.

MEMBERS

City of Camarillo
Jan McDonald, Member
Kevin Kildee, *Alternate*

City of Oxnard
Thomas Holden, Member
Tim Flynn, *Alternate*

City of Simi Valley
Paul Miller, Member
Steven Sojka, *Alternate*

City of Fillmore
Steve Conaway, Member
Cecilia Cuevas, *Alternate*

City of Port Hueneme
Toni Young, Member
Maricela Morales, *Alternate*

City of Thousand Oaks
Tom Glancy, Member
Jaqui Irwin, *Alternate*

City of Moorpark
Patrick Hunter, Member
Keith Millhouse, *Alternate*

City of San Buenaventura
Carl Morehouse, Member
Brian Brennan, *Alternate*

County of Ventura
Linda Parks, Member
John Flynn, *Alternate*

City of Ojai
Carol Smith, Member
Joe De Vito, *Alternate*

City of Santa Paula
Gabino Aguirre, Member
John Procter, *Alternate*

8. **ORDER OF BUSINESS**

- A. **Election of Chair-Elect**: Elect a Chair-Elect for 2008.
- B. **Appointment of 2008 Administrative Committee**: Consider the Chair's appointment of members of the 2008 Administrative Committee.
- C. **Adoption of 2008 Workplan**: Consider draft 2008 Workplan as recommended by the Administrative Committee.
- D. **Adoption of 2008 Legislative Agenda**: Consider proposed 2008 Legislative Agenda.
- E. **Overview of SCAG Proposed Regional Transportation Plan (RTP)**- Receive presentation by Alan Wapner, Chair, SCAG Transportation and Communications Committee, of proposed SCAG Regional Transportation Plan.
- F. **Countywide Stormwater Permit Update**: Receive oral status report regarding countywide stormwater permit.
- G. **VCOG Graffiti Summit Report**: Receive and file report on summit.
- H. **Update on VCOG/Ventura County Civic Alliance (VCCA) "Compact for a Sustainable Ventura County" Project**: Receive oral status report.
- I. **Legislative Committee Update**: Receive oral status report.
- J. **2008 VCOG Annual Meeting**: Consider holding annual meeting on Thursday June 26, 2008 in Ventura/Oxnard area and provide direction to staff on program.

9. **AGENCY REPORTS**

- A. Southern California Association of Governments
- B. Ventura County Transportation Commission
- C. League of California Cities
- D. Other Agencies

10. **INTERIM EXECUTIVE DIRECTOR REPORT**

FY 2008/09 Budget Issues

11. **REQUEST FOR FUTURE AGENDA ITEMS**

Any Board Member may propose items for placement on a future agenda. Members may discuss whether or not the item should be agendized and the description of the agenda item.

12. **ADJOURNMENT TO MARCH 13, 2008**

Copies of staff reports or other written documentation relating to each item of business referred to on this agenda are on file in the City of Santa Paula City Manager's Office and are available for public inspection. If you have any questions regarding any agenda item, contact the Interim Executive Director at (805) 933-4200.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Interim Executive Director. Notification 48 hours before the meeting will allow VCOG to make reasonable arrangements to ensure accessibility to this meeting (28 CFR 35, 102-35.104 ADA Title II).



**VENTURA COUNCIL
OF GOVERNMENTS**

***Draft* MINUTES**

Thursday, November 8, 2007

5:00 p.m.

City of Camarillo

Council Chambers

601 Carmen Drive, Camarillo, California 93010

1. **CALL TO ORDER**: Chair Morehouse called the meeting to order at 5:04 p.m.

2. **FLAG SALUTE**: Member Holden led the Pledge of Allegiance.

3. **ROLL CALL**:

Member Jan McDonald	City of Camarillo
Alternate Member Cecilia Cuevas	City of Fillmore
Member Tom Holden	City of Oxnard
Member Carl Morehouse	City of San Buenaventura
Member Gabino Aguirre	City of Santa Paula
Member Tom Glancy	City of Thousand Oaks
Member Linda Parks	County of Ventura

Absent: Member Cities: Ojai, Moorpark, Port Hueneme, and Simi Valley

4. **PUBLIC COMMENT**: None.

5. **BOARD MEMBER COMMENTS**: None.

6. **APPROVAL OF THE FINAL AGENDA**

7. **CONSENT CALENDAR**

A. **Minutes** – Adopt the Minutes of the September 13, 2007 meeting.

B. **Workplan Update** -- Receive and file update.

Member Holden moved to approve. Member McDonald seconded. Member Parks abstained on Item A.

8. **ORDER OF BUSINESS**

League of CA Cities (Moved from AGENCY REPORTS to accommodate Dave Mullinax's schedule):

Dave Mullinax, League of CA Cities provided an update on the Eminent Domain issue, and where it is headed over the next 8 months. He mentioned Prop 90 and how there was a hard-fought battle with a group that not only wanted give eminent domain protections, but to also remove it from local jurisdictions, land use authorities, and also to expose local governments to a lot of litigations, similar to Measure 37 in Oregon. After it (Measure 37) passed, it led to hundreds of lawsuits and recently ran another initiative to fix the problems that Measure 37 caused—a \$15 million campaign.

Over the past two years, the League has conducted 8 statewide polls on the issue of eminent domain, and although Prop 90 was defeated, Californians thought it was a little deceptive--much more so than eminent domain protection. The polling has shown that even though Prop 90 was defeated, voters still want eminent domain reform, which came from the Kelo Decision, that took a private home and gave it over to a private developer.

After Prop 90, the League decided to gather signatures on what is really the “son of Prop 90,” which offers eminent domain protections but has the regulatory takings provisions that would gut local governments of land use authority and in order to attract some money on their campaign, because they were unable to attract money to fund Prop 90, they threw in a provision that would repeal local governments’ ability to have rent control ordinances. Rent control is really a local issue, so this measure would have all the onerous provisions of Prop 90, and if you were to add in rent control, there is legal analysis that says it was written poorly in regards to water rights and could imperil California water projects throughout the State.

There was an initiative, and although it claimed to have eminent domain protections, it goes far beyond and one would need to be an attorney to figure it out. The League hired an excellent firm to sort through it, and will be fighting this. With 900,000 signatures to date, this will more than likely qualify for the June 2008 ballot.

The League promised to have some kind of eminent domain, and based on the Kelo scenario, this (the League of CA Cities) initiative would constitutionally protect owner occupied homes from having their homes taken and given to private developers. Direct Kelo scenario pulls very high, uncomplicated and represents the kind of reform that Californians want. The League had been gathering signatures, a paid signature gathering effort, 600,000 at time of this report and 3 more weeks remained to gather signatures and it will need about 1.1 million to guarantee qualification on the June ballot. It needed to be on the June ballot, because of the “Poison Pill” provision, which means if there are two competing initiatives on the ballot—one “Yes”, one “No”, the one with the most votes wins and supercedes the other.

The other bill as reported by Mr. Mullinax, was quite deceptive. They were going to mobile home park owners and apartment owners, showing them how supporting their initiative will quadruple their profits on their homes by repealing rent control.

Mr. Mullinax has been in the area gathering constituent volunteers at mobile home parks and found that these residents were very passionate about this issue and glad

that the League is reaching out to them. They wanted to be involved in all phases of the campaign and had been very helpful and energetic in their efforts.

All signatures will be turned in around the 25th of November, and Mr. Mullinax was very confident that the League's measure would be qualified as well. He reiterated that every effort was necessary. He indicated a low voter turnout was likely in November. The League would run a very different campaign than on Prop 90, and would ask elected officials to be out in front educating their constituents. The main coalition partners were the counties, the cities—environmental groups, business groups, labor groups and once the initiative qualified, the League would get more into a full campaign mode.

He thanked VCOG for all their efforts.

Chair Morehouse reiterated and encouraged support from VCOG and their respective cities; Supervisor Parks indicated that Assemblymember Strickland supported Prop 90 and perhaps VCOG could send her a letter indicating their position to her so that may have an impact on her establishing her position.

- A. **Update on VCOG/Ventura County Civic Alliance (VCCA) “Compact for a Sustainable Ventura County” Project** – Rebecca Evans was present, representing VCCA.

Member McDonald indicated that she received direction from her Council (Camarillo) that there were concerns in 2006 in approving Phase I, and those still exist when Phase II was discussed. The reason Phase I was approved was that it was an information gathering process. As the development of scenarios and an implementation plan progress, her Council felt that it was a job that really belonged to the elected officials of a region, and only the electeds have the ability to implement any plan that might be developed. Camarillo's opinion was that VCOG should be doing this task, such as hiring the consultant, who has the contract with the consultant setting direction, rather than a group of individuals who really don't have the ability to implement the plan once it's developed.

The City of Camarillo could not support going forward with the process and the plan in its current structure. If VCOG would take the contracting role and then ask the Civic Alliance to help, thus reversing the functions, it would be easier. The feeling was that it needed to be the electeds—those who are elected to do so.

Member Parks indicated that she was not able to attend the October presentations, and would appreciate the information that resulted from those presentations were available before moving on (also noted that the report shows those results available in December) to Phase II. She had also heard from other Supervisors who shared the same concerns as Member McDonald.

Member Holden commented that although they (Oxnard City Council) agreed and supported the regional concept of the efforts, he felt that he had heard concerns, not only from fellow Councilmembers but staff, that there was uncertainty of their role in the process. There appeared to be disconnection from the process. To make the Councils of all VCOG more comfortable, he suggested that consideration be given to ways to accomplish this.

Chair Morehouse replied that SCAG, who helped fund this effort, was one of the many COGs around the state that was undertaking one of these blueprint efforts. These efforts that are underway are huge. In the case of SCAG's 2% strategy compass program, which is the idea that Southern California is expected to have another 5 million people in the next 15-20 years and where will you put those people throughout the greater SCAG region. Their analysis has shown that if you manage to densify on certain corridors, particularly those that have the greatest ability for rail transit and other forms of transportation and doing walkable, designable, pedestrian-oriented within that context, we could accommodate, within 2% of our land, that 5 million people.

He added that when he attended the October workshop, he found what the Civic Alliance was finding was that a lot of the citizens that VCOG represents throughout the county, have concurred that they understand that concept and are willing to buy into it and want to have that compact, denser form. He further commented that these citizens who attend and participate, are the citizens VCOG represents. It gives greater strength as electeds when you have a mixed voice of the environmental, economy and social equity of people out there giving us the strength. He also mentioned that he understood the concerns from the respective Councils and the Board about this, but this county does not have a strong COG, that VCOG does not have an executive staff beyond Mr. Bobkiewicz and Ms. Varnado, as opposed to other communities like the Santa Barbara CAG, which has a full-time staff or San Luis Obispo, which also has a full-time staff that can do this.

He further commented that he thought that the VCCA is a great process above and beyond Phase I, which was information gathering, to move toward scenarios that VCOG can go back and talk to their direct constituents and get some buy-in or not, and then have the battle that this is never going to fly in Ventura County because it is so unique than the other 54 counties in the state and that it's not going to work here and we should probably have that battle at that point. He felt that to shoot it down at this stage is a little premature, in his opinion.

Mr. Bobkiewicz responded that VCOG constituted an advisory board comprised of some of its members to work with the Civic Alliance and he believed it was the Mayor of Simi Valley, Mayor McDonald and Supervisor Parks. They have been attending the steering committee meetings along with staff from Simi Valley, Santa Paula and Debra Varnado. He felt that if there were issues as far as management goes, that certainly we have many folks at the table, and if this Board wishes to have further discussion about how the project is managed, it

would be something that could be done. Secondly, this grant is for the fiscal year starting July 1, 2008, and VCOG would have to accept any money that we would receive and this is an application to put ourselves in the pool. If the Board feels that there is an opportunity to work more closely with the Civic Alliance over the next several months to see if it can make Phase II work to its satisfaction, he encouraged the Board to move forward and sign off on moving forward with the application.

If in the spring VCOG is granted the funds, if the Board is still not comfortable, it cannot accept the funds from SCAG.

Member McDonald further commented that if Ventura County had a strong COG, then they could step forward and work together as a region and become strong, to effectively fight against SCAG, and added not that they don't involve the VCCA, that's it's great to bring other people in, but the elected officials need to take the role. She felt that the staffs needed to be involved—the planners need to be participating. It doesn't do a bit of good to bring in an outside consulting firm in to tell us what we need to do, when this county and city planners are on board. This is a role for local government to take the lead.

Member Holden commented that VCOG and its represented staff got together and were able to come up with numbers for the RHNA process. He agreed that VCOG needed to go forward, but to have the planning staff components of the cities represented at the process at a minimum, and to see if there was a desire to move in the direction that Member McDonald suggested, and engaged Interim Director Bobkiewicz for feedback as to having Planning staff involved further in this countywide process.

Chair Morehouse asked Rebecca Evans, VCCA what her expectations were. She mentioned that VCOG is the entity that submits the application to SCAG to participate in this program and receive SCAG resources for this project. The Civic Alliance did not receive any grant money and did not contract with the consultants and further mentioned that it is not their role. VCCA wrote the original proposal and SCAG has made it very clear to both VCCA and Ms. Varnado was in touch with them in that the local COG has to be the applying body. It is that partnership that secured Phase I. It would be partnership with VCOG that would secure Phase II. VCCA cannot appeal or apply to them directly and does not manage the contract. VCOG is a step closer to those contracts than VCCA is. VCCA's expectation for Phase II would be to take the information that they gathered in Phase I, take that data and put together a more ground level presentation to take out to each city, unincorporated areas, neighborhood councils—all groups and provide the presentation and then get back information—the two-way street of civic engagement is the purpose of the Civic Alliance. VCCA would like active and engaged participation of VCOG members as well as staff and the workshop that was held back in June at CSUCI. There were several City and County planners in attendance working shoulder to shoulder with residents of the County, working on the mapping. There has been that coming together and that is the best case—when you can

have the planners—those responsible for those General Plans, having direct contact with the residents facilitated through a diverse group like VCCA that brings together an equal balance.

Member Holden commented that between now and the next phase, what has to occur is something similar to when VCOG was hashing out their SCAG numbers, when VCOG had a city manager/planner structure that sat down and looked at everything that was going to be presented and made sure that all were on the same page and consistent with what had occurred before it occurred and presented to the public. He felt it was important to have the management or administration of the process change to accommodate what was heard at that meeting (November 8, 2007).

Mr. Bobkiewicz reiterated that there is no money involved in the process, and that what was awarded to VCOG is hours of consultant time. It is part of a larger contract that these consultants had with SCAG. He agreed that the piece that was missing was the planning directors, and offered to go to these planning directors and assign a staff member or two to join this team and at that point the city staff may outnumber the Alliance representatives, and there are 8 more months on Phase I, and the money and resources on the initial allocations, and he felt that things would go into a more “down” period over the Spring and hopefully late summer and early fall would be when this money will come into play. Mr. Bobkiewicz indicated that it was the first of any concern from any board or staff members that had been attending these meetings, and he had not personally been there. Ms. Varnado had been attending and prior to that, Santa Paula staff. He offered that he would be willing to talk with other individuals to try to get a better sense as to how facilitation / coordination is going.

Member McDonald responded that when you go back to when it was decided that VCOG members could attend (she mentioned that she cannot always attend as it has been held at an inconvenient of the day for her), she recollected that there wasn't a vote at the table and that's the way it was presented, but VCOG could go and participate, but not have any true say in what was going on, so it was the process. If the grant was totally in VCOG's name then there was no problem applying for it. But, if the grant was written in a way that it is VCOG and the Civic Alliance with the Civic Alliance taking the lead, then that was the concern that she had and could not support that at the November 8th meeting. But if she were told that it was strictly a VCOG grant and VCOG could work the details out later, Camarillo would be okay with that.

Member McDonald made a motion to name VCOG as the sole applicant for the grant from SCAG.

Mr. Bobkiewicz responded that VCOG was the co-applicant but the documents that come from SCAG for this arrangement are signed only by himself on behalf of VCOG. It had been co-sponsorship, but at the end of the day, the resources given to VCOG were being given to VCOG.

Member Holden commented that VCOG would move forward and in the process try to recruit each city's staff to participate and have it come from VCOG as to what participation level--whether it's Planning Directors or City Manager / Planning Directors so that it was the body of VCOG that would be driving the process in conjunction with the Civic Alliance.

Supervisor Parks commented that there was a degree of frustration in not seeing the product, to have that discussion and that presentation needed to be provided to VCOG so the body knows what VCCA has. She thought my role as on the subcommittee was to assure that VCOG had input as to Phase I and subsequently went to one or two meetings, and heard back the kind of information that was very consistent with a dozen or so tables of folks standing around who said they were interested to hear Ventura County's future, so it was a common feeling of supporting SOAR boundaries, for example, and community separators, although frustrated in not having that report, she felt that would help in moving on to Phase II, and also felt that VCTC should also be involved, especially for accessibility and mobility. She further stated that transportation is critical when discussing land use and particularly the 2% growth strategy, and offered VCTC's participation.

Chair Morehouse felt that information gathering has been beneficial and would not want to lose the momentum, and offered that with the new executive director of the VCTC board, it would be a great time to try to get VCTC involved.

Mr. Bobkiewicz commented that it was his recommendation to move forward with the application and that meeting (November 8, 2007) was the opportunity to put the application in and to come back at the January meeting as he expected to have some better documents from the consultants at that time and would attempt to have them there to walk through that information and in the meantime, for VCOG Board to reach out and raise its concerns about the management of this on what a better model would be and come back at the January meeting or perhaps the March meeting with a better model. If VCOG is successful with funds as of July 1, there should be plenty of time to implement whatever oversight changes the Board would like.

To further comment, the Interim Director stated that the Civic Alliance could not get this money on its own--it had to be the sub-region—VCOG was not the sole applicant, but the Civic Alliance was the co-sponsor with VCOG.

Alternate Member Cuevas acknowledged that there was a motion on the floor and believed that it had not been seconded.

Member Holden subsequently seconded.

Alternate Member Cuevas indicated that she would like to see a vote on the motion as she did not see the partnership as a detriment to the application, and

further commented that she would see it as a strength. Requested to hear the vote and if it passed, so be it.

Chair Morehouse inquired of Ms. Evans as to the whether the proposal was drafted by the Civic Alliance, and she replied that it was in conjunction with VCOG staff that had contact with SCAG, as well as VCCA's contact with SCAG.

Member Holden indicated that what they were proposing was that VCOG make the application, and work with VCCA in the process. VCCA was the consultant, working in conjunction with VCOG. He reiterated that VCOG needs to step up to the plate as the applicant and move forward together with VCCA. It was not mutually exclusive. The process may not change at all.

Member Aguirre commented that by passing this motion, he hoped that the Civic Alliance doesn't get the wrong message, as had been pointed out by some of the other members, and they would continue to work with VCOG, but for the long-term, it was something that VCOG needed to take on, then they needed to develop some kind of a plan to develop resources that were available through the Civic Alliance within VCOG's own organizations and frankly he didn't think that VCOG had the resources to do that.

Supervisor Parks commented the sensitivity was that the VCCA was not elected officials and the elected officials felt that they were the ones that were running the show in that if they were the ones to come up with a document that needed to be adopted and something they would be implementing in the future, that they were the ones that needed to be the primary player with the assistance of the VCCA, and something that VCOG needed to be comfortable with. She felt that having VCOG's own planning staffs participate sounded like an excellent idea, and also trying to link it with VCTC (Transportation Commission) is also an excellent idea.

Member Glancy asked Ms. Evans that if the Civic Alliance was no longer in co-sponsorship with VCOG, does that change, in her mind, the scope of her work?

Ms. Evans responded that if the application as it was worded at that time stood, VCCA was still working in partnership with VCOG to actually meet the deliverables. They would still go out and set up community presentations but hopefully in more partnership with VCOG and its individual staff. She further stated that VCCA was all throughout here, and not a co-applicant, rather the group working in partnership with VCOG and others to get this work done.

Member Glancy responded that Ms. Evans answered a lot of concerns—at least in his mind.

Ms. Evans further commented that VCCA's purpose was to be a resource to VCOG and for VCOG and to partner to get to the end result.

Member Cuevas added that she didn't think that having the sponsorship with the VCCA and VCOG was a detriment to the application and that, if anything, it showed the commitment by the elected officials who were of the mind that they needed to lead the vote, and that partnering with the Civic Alliance would not accomplish the same thing. If anything, it stood for the leadership, that it recognized its shortfalls in resources to actually identify a local resource that existed and actually partner with in terms of the application. She didn't see it as a detriment to the application to itself and didn't understand why VCOG had to speak only as a VCOG and not as a partnership with Civic Alliance since they had done the majority of the work in Phase I.

Member McDonald commented that the grant paid for the consultant. The Civic Alliance didn't pay for the consultant. So what VCOG was applying for was the funds that would again hire that consultant. What she was looking for was to have VCOG's taking its role more seriously, working together with the Civic Alliance and to force this body to work as they should--that when you look at SCAG, most of them were the COGs taking on that role, and then go out and hire the consultants who work with the groups. It really was VCOG's duty to do that.

Motion was seconded by Member Holden and approved unanimously.

- B. **2040 Population Forecast:** Debra Varnado, Assistant Director, indicated that Kim Hocking, Ventura County Planning, would be making the presentation. This was a SCAG-funded project that began approximately a year ago FY 2006-07, and for a cost of about \$150,000. Kim and staff from the rest of the cities had been working cooperatively to put this 2040 Forecast together and worked with SCAG staff as well. This project had been delivered to SCAG in draft form, and when approved, this project would be used in some of the planning processes that SCAG was responsible for and for local processes as well.

Kim Hocking spoke and thanked Simon Choy, who is SCAG's demographer. He also thanked Kim Williamson of Oxnard staff, who is Oxnard's personal demographer.

The population of the County as of January of 2007 was about 825,000. This forecasting effort was undertaken to actually fold in real demographic factors, rather than just straight-lining Ventura County's forecast, which had been frequently done. This forecast had not been done since 1980—to sit down at the same table with the City/County Planning Association, staying in close communication to get input and work with SCAG staff, calling in the birth and death rates, the in-migration rates, etc. The report that would be available in January will have about 3 chapters:

1. Recommended Forecast, which would be the one to be adopted, and will be used in the local forecast—the official VCOG forecast, APCD and VCTC will use it in their modeling.

2. 8 comparative forecasts—a first. A vacant land study update about 4 years ago, and out of that they did a jobs / housing balance for the year 2040. The Recommended Forecast (1.) was actually spun off from the RHNA numbers that VCOG worked so hard on—8 years into the future. SCAG came along with their Regional Transportation Forecast to the year 2035. They invited the Planning group’s detailed input, which had not been done jointly (Cities / County) in a long time. The RTP goes to 2035 and was developed at an incredible level—the Census Tract Level—jobs, housing and population, and then jumped to the year 2040 based on cities’ and the county’s general plan and was all based on local input. The number that was being recommended was 1,046,000 for 2040, which was about a 20% jump of 220,500 people. That was the number that would be recommended in January for VCOG’s adoption. That will contain Census Tract information, city-by-city information and unincorporated information.

He mentioned that the group had looked at 8 comparative forecasts to provide information to VCOG. They did a forecast that does not allow in-migration whatsoever and that turned out to be the lowest forecast, but not altogether that low. 1,046,000 was the prior figure given, but without in-migration would still be at 980,000. The high end forecast, which is the Department of Finance forecast for the state of California, was 1,135,000.

The other variables used were: SCAG’s Economic trend; larger agricultural work force; 10-year Hispanic birth rate increase; 10% life span increase; housing cost migration effect; and jobs / housing adjusted. Except for Thousand Oaks, no other cities in the county have projected residential capacity beyond 2020. And for jobs, five areas were good until 2035, while 3 others run out by 2013.

The “Decapolis Report” will be presented at the January meeting.

Member Cuevas motioned to receive and file and was seconded by Member Glancy.

- C. **VCOG Graffiti Summit:** Scheduled for Wednesday, December 5, 2007 8:30 a.m. – Noon at the Camarillo Library. Pre-meeting held November 8, 2007, attended by Cities of Simi Valley, Oxnard and Santa Paula. Report–back will be provided at the January meeting.
- D. **Presentation by Community Environmental Council on Community Choice Aggregation for the Purchase or Construction of Energy Facilities by Local Governments:** Chair Morehouse introduced Megan Birney, Energy Program Senior Associate, from the Community Environmental Council (CEC) provided PowerPoint presentation and handout on how cities can reduce their carbon footprint by transitioning away from fossil fuels. She would be contacting cities to ask for Letters of Intent in the next couple of months.

Nancy Williams, SCE was present and also spoke after having been invited to the podium by Chair Morehouse.

9. **AGENCY REPORTS:**

- A. **Southern California Association of Governments:** Debra Varnado reported that the Board met November 1, 2007 and had intended to release the draft Regional Transportation plan but the Board gave staff additional direction on how to proceed, and deferred release of plan until December 2007. There was a lot of discussion of the Regional Comprehensive Plan and the RTP. The program EIR was proposed to do on both plans. SCAG voted to decouple a joint EIR. RTP / RCP were presented at VCOG's September meeting.
- B. **Ventura County Transportation Commission:** Mary Travers was present and announced VCTC's new Executive Director, Darren Kettle from the San Bernardino area had been working for 2 weeks and was a welcome addition to their organization.
- C. **League of California Cities:** Chair Morehouse commented that Steinberg's SB 375 was turned into a 2-year bill because of a lot of concern throughout the state by all the cities about the role as stakeholders. It had major ramifications as it was intended to be driven as a regional housing and transportation issue, and he opined that at some juncture, VCOG should discuss in the near future what its role and implications would be.
- D. **Other Agencies:** None.

10. **INTERIM EXECUTIVE DIRECTOR REPORT:** None.

11. **REQUEST FOR FUTURE AGENDA ITEMS:** None.

12. **ADJOURNMENT:** Meeting adjourned at 6:42 p.m. to January 10, 2008 at Camarillo City Hall.



**VENTURA COUNCIL
OF GOVERNMENTS**

MEMORANDUM

TO: Board of Directors
FROM: Wally Bobkiewicz, Interim Executive Director
SUBJECT: **Update on Implementation of 2007 Workplan**
DATE: January 10, 2008

Recommendation: It is recommended that the Board of Directors receive and file this update on implementation of the 2007 Workplan.

Discussion: The following is an overview of the status of the implementation of the 2007 Workplan.

1. AB 939 Task Force: There are no issues pending on this subject.
2. Regional Housing Needs Assessment: There are no issues pending on this subject.
3. Future Governance Models: There are no issues pending on this subject.
4. Legislative Agenda: Mina Layba, Senior Analyst, City of Thousand Oaks, will provide an oral report at the meeting today.
5. Informal Gatherings of Ventura County Officials: The Board held its annual meeting dinner at the Camarillo Library in June, 2007.
6. Emergency Preparedness: There is no status report from the Board's subcommittee on this subject at this time.
7. Homeless Services: There are no issues pending on this subject.



**VENTURA COUNCIL
OF GOVERNMENTS**

MEMORANDUM

TO: Board of Directors

FROM: Wally Bobkiewicz, Interim Executive Director

SUBJECT: **Election of Chair-Elect**

DATE: January 10, 2008

Recommendation: It is recommended that the Board of Directors elect a Chair-Elect for 2008.

Discussion: Under the VCOG Joint Powers Authority Agreement, the Chair-Elect automatically becomes Chair at the beginning of each calendar year and the Board elects a new Chair-Elect. Oxnard Mayor Tom Holden was elected Chair-Elect in 2007 and automatically becomes Chair for 2008. Staff recommends that the Board elect a Chair-Elect for 2008. The newly elected Chair-Elect would become Chair in 2009.



**VENTURA COUNCIL
OF GOVERNMENTS**

MEMORANDUM

TO: Board of Directors

FROM: Wally Bobkiewicz, Interim Executive Director

SUBJECT: **Appointment of 2008 Administrative Committee**

DATE: January 10, 2008

Recommendation: It is recommended that the Board of Directors consider the Chair's appointment of members of the 2008 Administrative Committee.

Discussion: Under the VCOG By-Laws, the Administrative Committee shall be composed of the Chair, Chair-Elect and the Immediate Past Chair of the Board. Also the Chair of each Standing Committee and other such members recommended by the Chair and approved by the Board shall serve on the Administrative Committee.

The current members of the Administrative Committee are Chair Tom Holden, Immediate Past Chair Carl Morehouse and Members Gabino Aguirre, Pat Hunter and Paul Miller.



**VENTURA COUNCIL
OF GOVERNMENTS**

MEMORANDUM

TO: Board of Directors
FROM: Wally Bobkiewicz, Interim Executive Director
SUBJECT: **Adoption of 2008 Workplan**
DATE: January 10, 2008

Recommendation: It is recommended that the Board of Directors adopt a 2008 Workplan.

Discussion: In July, 2004, the Board of Directors adopted a Strategic Plan (attached). This plan outlined multiple issues to be pursued by VCOG.

At its December 14, 2007 meeting, the Administrative Committee reviewed the 2007 Workplan and proposed using the 2007 workplan as a base with adding an additional issue of follow up for the graffiti summit.

Staff requests that the Board review the draft 2008 workplan and adopt final plan for 2008.

Attachments:

1. VCOG Strategic Plan
2. Draft 2008 Workplan



2008 WORKPLAN

1. AB 939 Local Task Force: Continue oversight role of Countywide Intergrated Waste Management Plan (CIWMP).
2. Regional Housing Needs Assessment: Continue role in establishing Regional Housing Needs Assessment (RHNA) for Ventura County.
3. Future Governance Models: Monitor transportation/planning regional governance models, as well as other responsibilities for VCOG (such as air quality management) and determine any changes or modification to VCOG structure and mission as appropriate.
4. Legislative Agenda: Continue to identify and take positions on State legislation that impacts Ventura County pursuant to the VCOG Legislative Agenda.
5. Informal Gatherings of Ventura County Officials: Continue to identify ways and host events to bring together Ventura County officials in an informal setting for exchanging ideas and to get to know each other better.
6. Emergency Preparedness: Work to develop programs where the cities and the County can work better together to coordinate emergency preparedness and other public safety programs.
7. Homeless Services: Work to assist the Ventura County Homeless and Housing Coalition to implement the "10 Year Plan to End Homelessness in Ventura County."
8. Graffiti Abatement: Work to develop a model ordinance to be used countywide on penalties for acts of graffiti.



VCOG STRATEGIC PLAN

Adopted July 2004

Introduction

The **Ventura Council of Governments (VCOG)** is a voluntary joint powers authority representing the 10 cities of Ventura County as well as the County whose goal is to facilitate cooperative subregional and regional planning, coordination and technical assistance on issues of mutual concern.

VCOG is based on the premise that Ventura County can have more representation without more government and that issues of common concern often extend beyond the purview of local jurisdictions and agencies, requiring insight and input from a wide range of affected interests.

VCOG works efficiently by utilizing existing resources to the greatest extent possible, collaboratively finding new ways to perform needed activities for less, while eliminating duplication of effort.

The following information is intended to provide a framework for establishing future goals and priorities for the Ventura Council of Governments.

Included:

- **VCOG Mission Statement**
- **VCOG Strategy**
The *VCOG Strategy* is being developed as our subregion's 'plan'. It is a result of interviews conducted with elected and appointed officials of the member cities and the county as well as some of the private sector organizations in the county. These interviews were meant to solicit input on priority issues.
- **General Baseline Work Program**
- **Potential Issues To Address**
List of issues in policy areas in which VCOG could participate.
- **Possible Implementation Strategies**
Programs and projects that VCOG could establish to carry out its Mission.

Mission Statement

Work to make Ventura County a unique national model of orderly development and smart growth to promote economic opportunity and environmental sustainability by:

- Promoting cooperation between the municipalities of Ventura County in the discussion of area-wide issues of mutual interest as well as advancing city-county cooperation
- Unifying Ventura County cities and the county to speak with a collective voice on important regional issues
- Seeking solutions to issues of common concern through joint studies and cost-effective, multi-jurisdictional programs
- Supporting members' proposals that further the objectives of the Ventura Council of Governments
- Providing a forum for communication and representation on behalf of the Ventura County cities and the county with other governing bodies and organizations in the county, as well as facilitate the exchange of ideas and information
- Increasing visibility and awareness of Ventura County as an outstanding place to live, work and play

VCOG Strategy

This is the first installment of an evolving strategy which will enable participating cities in Ventura County and the County to identify and act on issues of mutual interest or concern. As such, it is consistent with the rights and limitations prescribed in the VCOG Joint Powers Authority agreement. It is only as strong as the commitment invested by members of the council of governments and its implementation will depend on the priorities established by the members.

Objectives of the Strategy are:

- To identify areas of common concern among the 11 participating jurisdictions;
- To provide a means by which to document ideas and solutions discussed by VCOG;
- To provide a policy foundation for future VCOG planning efforts; and
- To serve as a potential blueprint for future implementation actions within the Subregion.

The focus of this Strategy is to find ways to capitalize on the strengths of the county and its cities at all levels of government and within the private sector. It is intended to enable individual cities and the county to better achieve their visions in collaboration with neighboring communities with whom they share common issues and goals.

General Baseline Work Program

- A. Serve as a forum for consideration, study and recommendation on area-wide and regional problems
- B. Assemble information helpful in the consideration of problems peculiar to the County and its cities
- C. Explore practical avenues for intergovernmental cooperation, coordination, and action in the interest of its members
- D. Seek economies of scale whenever practical in the administration of governmental services
- E. Facilitate intergovernmental coordination with public and private sectors on issues common to Ventura County governmental agencies
- F. Coordinate Public Information and Outreach on issues of local government importance, as needed and/or requested

Potential Issues To Address

- Growth Projections
 - Who are we planning for - demographic characteristics of the future population in the county
- Growth Management
 - Perception of diminishing quality of life
 - Urban form capable of accommodating anticipated growth
 - Land Use/Transportation linkages
- Housing
 - Jobs/Housing imbalance
 - Lack of production of diverse housing choices – ownership/rental, workforce, etc.
 - Homeless
 - Redevelopment agency housing set-aside dollars and the ability to use them outside the defined redevelopment area
 - Making use of existing or new federal, state and local resources for housing development
 - Concern of excessive administrative and economic burdens to meet requirements to build housing
 - Protecting environment and existing neighborhoods
 - Regional Housing Needs Allocation (RHNA)
- Integrated Waste Management
 - VCOG is the Local Task Force (in accordance with Sec. 40950 of Public Resources Code) – responsible for coordinating development of the city and county source reduction and recycling elements of the countywide integrated waste management plan and for assisting in the preparation of the countywide facility siting element of the plan.
 - Increased recycling
 - Materials recovery and re-use
- Mobility
 - Few access roads
 - Inter-county traffic concerns
 - Jobs/housing imbalance
 - Lack of funding for infrastructure investment
 - Finding more effective alternative modes of travel
 - Coordination for transportation, land use and economic development planning in major corridors and subareas.
 - Sufficient and well-placed park and ride lots to support use of the transit system and ridesharing

- Use of videoconferencing and teleconferencing for businesses, residents and municipal meetings
- Goods Movement
 - Community impact on increasing truck movements
 - Impact of the growth projected for Port Hueneme and in the region
- Air Quality
 - The quality of the air that we breathe
 - Regional, state and federal air quality plans and requirements
 - Practical transportation control measures
 - Use of new technologies
- Open Space/Green Belts/Preservation of Agricultural Land
 - Conserving the open space and green belts in the face of growing land use demands and worldwide competition
- Water Resources and Water Quality
 - Maintaining sufficient water supply and quality in the face of growing demand
 - Water conservation and re-use
- Energy Issues
 - Adequacy of energy supply at reasonable cost in the face of growing demand
 - Community aggregation
 - Energy efficiency and conservation
 - Energy efficient building
- Public Safety & Hometown Security
 - Sustain low crime rates and safe communities
 - Emergency preparedness
- Economic Development
 - Sustain economic vitality of the county as a whole and its individual city communities
 - Lack of flexibility with use of redevelopment funds to accomplish redevelopment program goals
 - Job Training, re-training and educational needs
 - Competitive posture of Ventura County and its cities
 - Possible federal base closure
 - Role of High Tech, Bio Tech, Agriculture, Trade & Tourism and other important industry clusters in the county
 - Customer service

Possible Implementation Strategies

- Advocacy
 - Legislative Forums with legislators – some social time and questions and answers
 - Legislative Subcommittee – to provide legislative review and VCOG action on legislation
 - Coordinate legislative outreach, and interface on activities affecting member agencies
 - Work collaboratively with California League of Cities & County Supervisors Association of California & California Councils of Government

- Mobility – Growth Management
 - Santa Barbara/Ventura Issues Subcommittee

- Integrated Waste Management Local Task Force
 - Take more proactive role in statutory responsibilities – specifically by facilitating the development, amendments and updates of countywide Integrated Waste Management Plan as the Local Task Force
 - Monitor integrated waste management through a Board subcommittee

- RHNA
 - Coordinate consensus response to regional housing need allocations

- Issues Updates – water, solid waste, open space, land use/transportation linkage

- Information Sharing and Clearinghouse
 - Demographics – repository of data
 - Web site
 - Newsletter focusing on city projects and innovations
 - Commercial Real Estate Web Site - coordinated information base regarding commercial/industrial opportunities in the county

- Training
 - GIS
 - Budget
 - Crisis Management
 - Customer Service
 - Dispute Resolution

- Annual Meeting
 - With Elected officials of all agencies in the county
 - With City Managers and County CAO
 - With Economic Development Agencies

- Other Potential Collaborative Projects
 - Human Resources and Services – form or join an salary survey consortium



**VENTURA COUNCIL
OF GOVERNMENTS**

MEMORANDUM

TO: Board of Directors
FROM: Wally Bobkiewicz, Interim Executive Director
SUBJECT: **Adoption of 2008 Legislative Agenda**
DATE: January 10, 2008

Recommendation: It is recommended that the Board of Directors consider adopting the 2008 Legislative Agenda.

Discussion: VCOG has adopted a Legislative Agenda in recent years since 2005. The Administrative Committee discussed this issue at their December 14, 2007 meeting and proposed to adopt the 2007 agenda without change.

Attachment:
Draft 2008 Legislative Agenda

VCOG ANNUAL LEGISLATIVE AGENDA FOR 2008

Draft – January 4, 2008

Purpose

The goal and intent of VCOG is one of voluntary cooperation among cities and the county of Ventura for their collective benefit. In this regard, VCOG serves as an advocate in representing the members of VCOG at the regional, state and federal levels on issues of mutual importance to the Ventura County area. It also can serve as a forum for the review, consideration, study, development and recommendation of public policies and plans with regional significance.

Overriding Principles

VCOG believes that cities and counties must be able to control matters within their own jurisdictions. Therefore, VCOG will take positions on proposed legislation, rules and/or regulations that affect local control. Additionally, VCOG will take positions on issues that directly affect the county area. And, when local decisions affect neighboring communities, VCOG supports local governments working collaboratively and regionally to address regional issues.

Process

Staff will monitor the League of California Cities' *Priority Focus*, California State Association of Counties' positions as well as other sources to identify pending legislation that may impact the member entities.

A Legislative Subcommittee of the VCOG Administrative Committee shall be created composed of the following three members: Chair, Chair Elect and Immediate Past Chair. The Chair (or Chair Elect in the Chair's absence) is authorized to sign correspondence expressing VCOG's position on pending legislation consistent with the Legislative Program and/or other positions approved by the Governing Board provided that such correspondence has been sent to the Legislative Subcommittee for their review with a deadline for their comments but not less than 24 hours before it is finalized.

Copies of all correspondence will be distributed to each Governing Board member and their jurisdiction and a Legislative Report will be provided at Board meetings.

Pending legislation not addressed by the Legislative Agenda, member requests or staff recommendations that deviate from the Legislative Agenda, will be agendized for VCOG Governing Board consideration.

This policy will be reviewed each year with the adoption of the Legislative Agenda.

Issues Of Common Concern and Areas of VCOG Commitment

I. Fiscal Impact - VCOG is committed to:

- A. Maintain the protections that are provided in Proposition 1A to protect local revenues from seizure by the state.
- B. Oppose preemption of local authority.
- C. Support measures that result in greater stability and predictability in local government budgeting.
- D. Support legislation requiring the state and federal governments to provide full cost reimbursement to cities and counties for all unfunded or underfunded mandated programs and for all programs resulting in revenue losses.
- E. Encourage the use of state incentives for local government action rather than mandates and penalties.
- F. Support legislation eliminate unfunded Federal mandates.

II. Transportation & Transit - VCOG is committed to:

- A. Support legislation that would provide additional resources to cities and counties to finance local transportation systems, facilities, and improvements.
- B. Protect and enhance current funding levels and local authority for existing State and Federal transportation revenues and programs
- C. Support the immediate halt to transfers to the State General Fund of dedicated State Transportation funds and the timely return of all previous loans
- D. Support the authority of cities and county to manage the public right-of-way and receive compensation for its use.
- E. Support legislation authorizing design-build as an option for public works projects.
- F. Support legislation that expands SCAG's "2% blueprint" process.

III. Economic Development - VCOG is committed to:

- A. Support legislation that gives cities and counties resources to finance economic development efforts, such as business attraction, retention, and growth, as well as marketing and tourism.
- B. Support the retention of the Naval Base Ventura County.

- C. Support legislation to ensure sufficient funding to operate one-stop employment and training centers.
- D. Oppose efforts to cut funding for Community Development Block Grant (CDBG) programs and other publicly funded community services and workforce assistance programs to serve low-income and/or other disadvantaged residents.
- E. Support legislation that reforms reporting requirements for redevelopment agencies by simplifying the process and eliminating reporting confusion.

IV. Land Use - VCOG is committed to:

- A. Support efforts that are consistent with the doctrine of "home rule" and the local exercise of police powers, through planning and zoning processes, over local land use.
- B. Support legislation that strengthens local control to prepare, adopt, and implement plans for orderly growth, development, beautification, and conservation of local planning areas, including, but not limited to, regulatory authority over zoning, subdivisions, annexations, and redevelopment areas.

V. Housing - VCOG is committed to:

- A. Support efforts to develop multi-jurisdictional (federal, state, county, city) participation, financial support, and incentives for programs that provide adequate, affordable housing for the elderly, handicapped, and low-income persons throughout the community as well as required infrastructure construction.
- B. Support Housing Element reform legislation that provides greater local control and flexibility, simplifies the process, and improves its effectiveness.
- C. Support legislation that eliminates the current Regional Housing Needs Allocation process and defines a more equitable process to respond to growth trends in the region.
- D. Support legislation that streamlines the environmental review process for mixed-use infill development without compromising environmental quality standards.
- E. Support legislation that promotes and provides incentives for environmentally responsible design and construction.
- F. Support legislation that streamlines the Regional Housing Needs Assessment process to make less onerous on cities and counties.

VI. Environment - VCOG is committed to:

- A. Support legislation that streamlines the state's environmental review process and

maintains public participation without compromising environmental quality standards.

B. Air Quality Protection

1. Support mobile source emission reduction activities to improve the environment without adverse impact on local economy.
2. Support air quality efforts that emphasize use of advanced technologies and market incentives, including use of alternative fuels and development of an infrastructure for alternative fuel vehicles.
3. Support port air emission reductions.
4. Support federal action for reducing air pollution from those sources solely under federal control such as ships, planes and trains which are increasingly affecting the ability to reach local air quality attainment.

C. Solid Waste

1. Support legislation that provides cities and counties with financial assistance for programs designed to provide for the safe disposal of solid, hazardous, and special waste.
2. Support legislation that promotes source reduction measures without creating an unfunded mandate.
3. Support legislation that promotes recycling and expands the market for recycled materials as well as making grants available to local agencies for programs that encourage the recycling/reclaiming of resources.
4. Support new resource recovery and conversion technologies, such as bio-diesel from organic waste, including removing impediments to the adoption of transformation or conversion technologies to help municipalities and the county meet and exceed their requirement to divert 50% of their solid waste away from landfills.
5. Oppose legislation that would restrict or limit local government's ability to franchise refuse and recycling collection services, to direct municipal or county solid waste flow (flow control), or to contractually require haulers to guarantee achievement of AB 939 goals
6. Initiate legislation that streamlines AB 939 tracking and reporting requirements.

D. Water Protection

1. Support legislation and cooperative efforts to ensure adequate water supplies for

Southern California and to protect and enhance regional groundwater resources and watersheds.

2. Support state and federal funding legislation for local storm water and NPDES programs as well as incentives for the re-use of reclaimed water. Support regulations and full reimbursement for local agencies to carry out the NPDES mission that are practical and capable of being implemented including taking into account economic considerations.
3. Support scientific investigation and implementation, as funding permits, of reasonable, cost-effective, and proven best management practices (BMP) and best available technologies (BAT) to mitigate storm water pollution to the maximum extent practicable

E. Natural Resources

1. Support funding and legislation for the designation and preservation of open space and preservation, restoration and enhancement of natural resources.
2. Support legislation and/or programs that provide money to local governments for energy efficiency and conservation programs.

VIII. Public Safety and Homeland Security - VCOG is committed to:

- A. Support legislation that increases local law enforcement resources including providing cities and counties with a greater share of fines and forfeitures.
- B. Support funding for improved public safety programs, specifically the State Grants that have provided police departments with the funds necessary to support technology improvements increasing efficiency. This includes grants that support homeland security, grants through the Office of Traffic Safety, as well as other grants that support the hiring of law enforcement personnel.
- C. Support legislation to support public safety facilities funding.
- D. Support legislation that would provide additional resources for commercial truck safety inspections and the enforcement of commercial truck vehicle codes.
- E. Support legislation that allows use of state and federal public safety grants for maintenance efforts in addition to service increases.
- F. Support maintenance of existing health care facilities within the county for emergency response with adequate funding and staffing.

G. Support funding for all hazards, not just terrorism and encourage comprehensive All Hazards planning.

H. Oppose a relaxation of TSA safety standards enacted after 9/11.

IX. Labor Relations - VCOG is committed to:

A. Oppose legislation that would restrict a local government's ability to use its own employees on public works projects when such projects have previously been advertised for bid.

B. Oppose legislation that requires the use of city or county employees rather than contracting out.

C. Oppose any legislation that would grant employee benefits that should be decided at the local bargaining table.

D. Support legislation that would reform the Workers' Compensation system to reduce employer cost through the reduction of system abuse.

E. Oppose any measure that imposes compulsory and binding interest arbitration.

F. Oppose efforts that reduce local control over public employee disputes or impose regulations of an outside agency on such disputes.

IX. General Government - VCOG is committed to:

A. Support legislation limiting the county and a city's liability associated with hazardous recreational activities, such as skateboarding and in-line skating.

B. Support legislation that makes funds available to refurbish and improve parks.

C. Oppose legislation that increases local government's exposure to litigation.



**VENTURA COUNCIL
OF GOVERNMENTS**

MEMORANDUM

TO: Board of Directors

FROM: Wally Bobkiewicz, Interim Executive Director

SUBJECT: **Overview of SCAG Proposed Regional Transportation Plan (RTP)**

DATE: January 10, 2008

Recommendation: It is recommended that the Board of Directors receive presentation of plan.

Discussion: Alan Wapner, Chair of SCAG's Transportation and Communications Committee, will be making a presentation of the Draft RTP at the Board's meeting today. The Executive Summary of the proposed RTP is attached for your information.

Attachment:
Draft RTP Executive Summary

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

RTP
2008 REGIONAL TRANSPORTATION PLAN
Making the Connections

***Executive
Summary***

DRAFT
DECEMBER 2007

EXECUTIVE SUMMARY



Success in transportation and transportation planning is about making the connections, whether it's connecting from bike to bus or truck to rail; relating the travel choices we make with environmental consequences; ensuring that land-use and transportation planning go hand-in-hand, or more equitably linking our transportation financing mechanisms to those who benefit directly from use of the system. The 2008 Regional Transportation Plan (RTP) connects the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties to a future vision in which innovative solutions address the daunting challenges we face today.

The 2008 RTP presents the transportation vision for this region through the year 2035 and provides a long-term investment framework for addressing the region's transportation and related challenges. The Plan is the culmination of a multi-year effort focusing on maintaining and improving the transportation system through a balanced approach that considers system preservation, system operation and management, improved coordination between land-use decisions and transportation investments, and strategic expansion of the system to accommodate future growth.

Leadership, vision, and progress are three main components of the Southern California Association of Government's (SCAG) Mission Statement that apply to the RTP development process. In demonstrating a commitment to leadership, SCAG identified regional goals that reflect a balanced approach to transportation planning and decision-making. In providing a vision, the SCAG Regional Council adopted policies to guide the development of the RTP and identified transportation priorities for the region. Lastly and most importantly, in its commitment to demonstrate progress, SCAG continues to rely extensively on performance measurement as a means to identify the most beneficial investments for the region (see Table 1). Together, these elements contribute to a strong and focused RTP.

TABLE 1 RTP GOALS AND RELATED PERFORMANCE OUTCOMES

RTP Goals	Mobility	Accessibility	Reliability	Productivity	Safety	Sustainability	Preservation	Cost-Effectiveness	Environmental	Environmental Justice
Maximize mobility and accessibility for all people and goods in the region	✓	✓						✓		✓
Ensure travel safety and reliability for all people and goods in the region	✓		✓		✓					
Preserve and ensure a sustainable regional transportation system						✓	✓		✓	✓
Maximize the productivity of our transportation system	✓			✓						
Protect the environment, improve air quality and promote energy efficiency						✓			✓	✓
Encourage land use and growth patterns that complement our transportation investments	✓	✓							✓	
Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*										

* SCAG does not yet have an agreed-upon security performance measure; therefore it is not included in this table.

This forward-looking Plan consists of two sections: a financially constrained plan and a strategic plan. While the constrained plan includes strategies that have committed, available, or reasonably available revenue sources, the strategic plan identifies further needs that require further study and consensus



building before difficult decisions can be made as to whether the region is willing to commit funds to include them in a future RTP's constrained plan.

Transportation Planning Challenges

The SCAG Region is one of the largest and most complex metropolitan areas in the nation, and its transportation challenges are equally large and complex. Growth trends and travel patterns in the SCAG Region pose difficult challenges for our multimodal transportation system.

THE SHAPE AND PATTERN OF FUTURE GROWTH

Southern California is running out of land to support low density future growth. The ocean and mountains pose natural barriers to development. Environmentally sensitive areas, such as coastal wetlands and natural habitat areas, hem in the region and dot the urbanized area. A significant amount of land is also owned by the state and federal government for the public benefit and is off-limits to development. The centrifugal force of growth continues to

push the development footprint of the urbanized area outward. At the same time, pushing back on dispersed development are natural barriers, financial constraints to pay for outward expansion, and public resistance to unsustainable “leap frog” growth into green fields and sensitive habitat areas. Nearly all natural locations for urban development have been consumed, leaving us with hard choices about how we are to grow and change to meet the demands of the future.

The SCAG Region is the second most populated metropolitan area in the United States. Nearly one-half of all Californians live in the SCAG Region, and 1 in 17 people living in the entire United States reside here. By July 1, 2007, the region's population had reached 18.6 million residents, having grown by 2 million residents (12 percent) from just seven years ago. Furthermore, the region saw greater population growth between 2000 and 2007 (2 million residents) than that which occurred throughout the 1990s (1.9 million residents). By the year 2035, the region is projected to be home to 24 million residents.

As the region grows, the share of the elderly population will grow dramatically as the “baby boomers” come of age. Hispanics will become the majority ethnic group while the share of other ethnic minorities, primarily more recent immigrants, will grow as well. These shifting demographic patterns will influence future travel behavior as the elderly tend to travel less and immigrants tend to use public transportation more than other population groups.

MOBILITY CHALLENGES

The projected growth is expected to place even greater demands on the transportation system. The SCAG Region is served by an extensive multimodal transportation system addressing all aspects of travel in the region, including commuters, shoppers, public transit patrons, truckers delivering goods both regionally and locally, such as groceries to the local supermarkets, as well as fire, police, and other emergency personnel. The roadway and freight rail networks serve the largest maritime ports system in the United States (the Ports of Long Beach, Los Angeles, and Hueneme) and a number of large airports, including the fifth-largest airport in the world (Los Angeles International Air-

port – LAX). But as impressive as this system may seem, it has not kept pace with population growth and transportation demand.

Although the region’s population has doubled since 1970, capital investments in the roadway system have actually decreased since then. As a result, traffic delays have nearly tripled over the last twenty years, and 5.7 million person-hours are lost each day to traffic delays. Additionally, traffic bottlenecks (caused by merges, weaves, lane drops, stalls, accidents, and other factors) result in reduced roadway productivity. This “lost” capacity in the AM peak period, attributable to a large extent to non-recurring incidents such as accidents, weather conditions, stalled vehicles, etc. could have the effect of the loss of approximately 286 lane miles of freeway capacity when it is needed the most. The cost of physically adding this lost capacity by widening existing facilities would exceed \$4 billion.

Beginning in the 1980s, a major shift occurred away from building roadways and into transit projects and services. Between 2000 and 2005, regional transit use increased by over 16 percent, and in 2005, our region reached the highest ridership per capita in about 20 years. However, as we are far from having a “complete” public transportation system with frequent service, extensive coverage, and good connectivity, less than 3 percent of all trips and person-miles traveled are taken on public transit.

AGING INFRASTRUCTURE

The need to preserve our transportation assets adequately was brought to the nation’s attention after the Minnesota I-35W bridge collapse during the summer of 2007. We must recognize that our roadway network and transit systems developed over the past decades are aging. These regional assets represent hundreds of billions of dollars of investments that must be protected in order to serve us and future generations. Without these assets, or even a portion of these assets, the region’s mobility would be significantly compromised.

Unfortunately, our region’s roadways, especially the State Highway System, owned and operated by Caltrans, have not been maintained adequately. De-

ferred maintenance leads to higher costs. Whereas pavement surface damage requires an investment of \$64,000 per lane mile to bring it to a state of good repair, the costs escalate significantly if these investments are not secured in a timely manner. The costs for minor damage repair escalate more than fivefold to \$387,000, and the costs for major damage repair escalate to an astronomical \$900,000 per lane mile.

EXPLOSIVE GROWTH IN GOODS MOVEMENT

The SCAG region’s goods movement system serves as the gateway for both international and domestic commerce. Supported in part by its geographical advantages such as deep-water marine ports, highly developed network of highways and railways, availability of transloading facilities, and its large internal market, goods movement is the fastest-growing segment of the region’s transportation sector. Every state in the nation receives goods that pass through Southern California, and the region is a cornerstone of the nation’s global competitiveness.

The San Pedro Bay Ports, which include the Los Angeles and Long Beach Ports, currently handle approximately 40 percent of the volume imported into the country and approximately 24 percent of the nation’s exports, and one out of every seven jobs in Southern California depends on this trade. Container volume processed by the San Pedro Bay Ports grew by almost 60 percent in volume between the years 2000 and 2006, and is expected to nearly triple by 2030.

As the only deep-water port between Los Angeles and San Francisco, the Port of Hueneme in Ventura County is a major shipping point for automobiles, fresh fruit, and produce. Approximately \$7 billion in cargo traverses through this Port annually, and trade-related activity generated by the Port contributes significantly to the local economy.

Cross-border trade activity also contributes to the region’s international trade growth, with the growth in Mexico’s manufacturing industry increasing truck trips through Calexico East in Imperial County by 77 percent between 1994 and 2005.

More than 60 percent of the containers processed by the ports will involve a truck trip within the SCAG region, either to a rail intermodal facility, a warehouse, or a transload facility. These trucks contribute to the existing congestion in the region and will contribute to future congestion even more as the number of trucks is projected to more than double for several major freeways.

Recent projections included in SCAG's Inland Empire Railroad Main Line Study suggest that the number of freight trains on most Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) lines will more than double between 2000 and 2025 in response to a tripling of container volume at the San Pedro Bay Ports. Although freight rail does not add to freeway congestion, it does pose serious quality of life issues for many communities. Some towns and cities witness 100 trains per day that literally split their communities into two sections for extended periods of time.

AVIATION CAPACITY AND GROUND ACCESS CONSTRAINTS

The SCAG Region supports the nation's largest regional airport system in terms of number of airports and aircraft operations, operating in a very complex airspace environment. These airports support both growing passenger and freight movement, and there are significant challenges in meeting the future airport capacity needs of Southern California. Work on SCAG's 2004 RTP concluded that an Aviation Decentralization Strategy is needed to meet the forecast doubling of air passenger demand by 2030, from the current 90 million annual passengers (MAP) to 170 MAP (according to the 2004 RTP). This is because the four urban air carrier airports in Los Angeles and Orange Counties are all highly constrained. Their collective acreage amounts to 5,540 acres, which is less than 17 percent of the 34,000 acres of Denver International, and less than the 7,700 acres of Chicago O'Hare. At 3,500 acres, LAX is a very small international airport despite being the third-busiest airport in the country and fifth-busiest in the world in terms of passengers served. All of these urban airports have little room to expand because of severe encroachment by surrounding communities.

AIR QUALITY, CLIMATE CHANGE, AND ENERGY CHALLENGES

The SCAG Region continues to have the worst air quality in the nation, even despite improvements gained in the last two decades. The recently documented health impacts of air pollution on people living in the South Coast Air Basin are staggering. Of all the people nationwide that are exposed to PM2.5 levels that exceed the federal health-based standard, 52 percent live here. Of all the people statewide that are exposed to these levels, 82 percent live here. This is estimated to result in 5,400 premature deaths and 980,000 lost work days per year.

Much of the region continues to exceed the National Ambient Air Quality Standards (NAAQS) identified in the Clean Air Act. Most of the SCAG Region is classified as non-attainment areas for some criteria pollutants. Further, as demonstrated by the recent Air Quality Management Plan (AQMP)/State Implementation Plan (SIP) efforts of local air districts and the Air Resources Board (ARB), the region's efforts to attain the NAAQS continue to be challenging, as the South Coast Air Basin, the Ventura County portion of the South Central Coast Air Basin, and the Mojave and Antelope Valley Air Basins will all be "bumping up" to worse ozone non-attainment designations since they cannot achieve the NAAQS in the time previously assumed. Further, the attainment plan to meet the ozone standard in the South Coast Air Basin includes undefined long-term ("black box") measures of approximately 200 tons per day of nitrogen oxides (NOx), which is a daunting amount of as-yet-unidentified emission reductions. Of additional concern are the upcoming 24-hour PM2.5 standards, which will require even greater reductions as well as possibly more stringent ozone standards. Consequently, the ARB, SCAQMD, and SCAG are committed to producing a white paper that identifies strategies to address the shortfall issues. Furthermore, there are strategies and programs in this Plan that will be incorporated into the white paper.

In addition to the aforementioned challenges, efforts to reduce greenhouse gases (GHG) will present another tremendous challenge to the transportation sector. Transportation is the largest source of GHG emissions in California, representing 41 percent of emissions, and emissions from the transportation

sector have grown more rapidly than from other sources over the past ten years.¹ California is the second largest emitter of GHG emissions in the United States and the twelfth largest emitter in the world, exceeding most nations.

At the same time, environmental and geopolitical factors are causing energy experts to question the long-term viability of a fossil fuel-based energy future. Travel demand forecasts are generally based on the assumption that the future will include an abundant and relatively inexpensive supply of transportation fuels. If transportation fuel prices continue to increase, it would have a ripple effect on numerous areas including construction costs, gas tax revenue, travel and aviation demand, air emissions, mode choice and growth patterns. One area of uncertainty is how commuters may respond to higher gasoline prices. For example, a recent study suggests that with a ten percent increase in the gas price, there is a less than one percent change in gas consumption, while other data show that an increase in gas prices coincides with an increase in transit ridership. In addition, growth patterns may alter future demand for transportation fuels. Mixed land uses (i.e., residential developments near work places, restaurants, and shopping centers) with access to public transportation have been shown to save consumers up to 512 gallons of gasoline per year. Energy uncertainty requires serious consideration and further study.

TRANSPORTATION FINANCE CHALLENGES

While this region does not lack the creativity and resolve to develop innovative solutions to our problems, we continue to face shortfalls in transportation funding. As the critical factor that often determines whether beneficial projects can be implemented, transportation finance is perhaps the region's most imminent challenge. The following briefly describes current and projected challenges that are likely to impact transportation revenues within the 2008 RTP time frame.

Over the past four decades, transportation revenues (from gasoline taxes collected per gallon) in California have not kept pace with the state's ever-evolv-

¹ United States Department of Transportation, Federal Highway Administration. Transportation and Global Climate Change: A Review and Analysis of the Literature. (June 1998). DOT-T-97-03.



ing demographic characteristics. Indicators such as vehicle miles traveled, population, and personal income growth have all outpaced the rate of transportation revenue growth. In addition, gas taxes are collected in cents per gallon. Without periodic adjustment or indexing, these funds will not keep pace with needs. Although the passage and recent renewal of local "self-help" transportation sales taxes have greatly improved funding for transportation, gasoline tax revenues continue to decline in value due to inflation.

The viability of the State Highway Account also remains a critical issue. The state's gasoline tax revenues are now exclusively dedicated to funding the needs of the State Highway Operation and Protection Program (SHOPP)—at a level, however, that is considerably less than actual needs. Continued under-investment in the rehabilitation and maintenance needs of the state highway system has serious ramifications—rapidly increasing the number of

distressed lane miles on the state highway system and eroding the condition of the state's bridges. In recent years, transportation has relied heavily on the State General Fund to pay for capacity enhancing projects. Reliance on the State General Fund means that transportation funding is subject to the state's annual budget process, which can be lengthy and unpredictable.

The need to establish a reliable and sustainable transportation funding source is even stronger, as the Federal Highway Trust Fund may not have enough resources to meet all of its obligations by the end of the decade. Expenditures authorized under SAFETEA-LU have outstripped revenues generated by the federal per-gallon gasoline tax. Accordingly, the viability of the Highway Trust Fund will be a critical issue in the discussions for the next round of the federal transportation reauthorization legislation, which will start in 2009.

Finally, over the last four years, construction costs in California and the nation have increased at an unprecedented rate and much faster than general inflation. The recent run-up in construction prices is due to a variety of factors, including a residential and commercial building boom as well as higher demand for construction materials in developing countries, most notably, China. Although these trends are likely to fluctuate, they have caused many transportation projects to exceed their budgets in the short term and made long-term project cost forecasting uncertain.

Transportation Strategy

SECURITY AND SAFETY FIRST

The SCAG Region is vulnerable to many types of catastrophic events including earthquakes, floods, fires, hazardous material incidents, dam failures, civil unrest, transportation accidents, tsunamis and terrorism. Through hard experience, California has in place an emergency and response structure designed to be innovative to the different locations and types of emergency. There are many agencies that will participate in the response to a disastrous event and ensure that their jurisdictions are prepared to respond to these hazards. This Plan details ten measures that SCAG, as a planning agency, will undertake

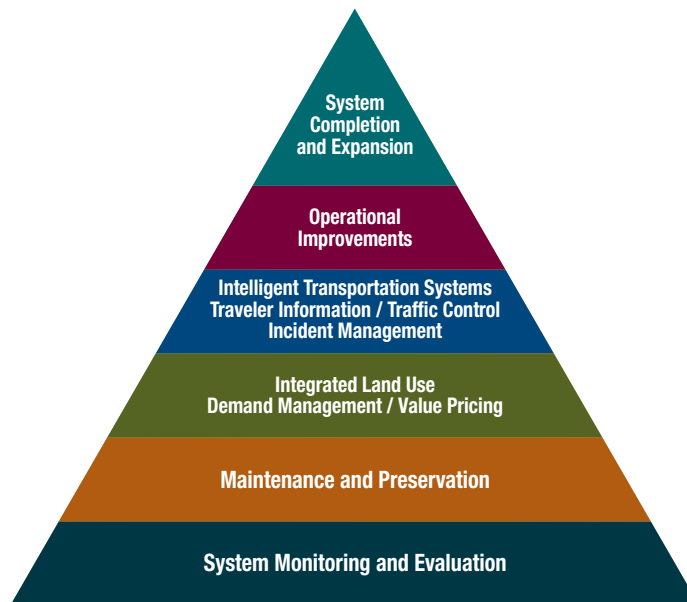
to enhance the region's ability to achieve and sustain at risk target levels of capability to prevent, protect against, respond to, and recover from major human-caused or natural events in order to minimize the threat and impact to lives, property, and the region.

The mantra, "Safety First," applies to our transportation system no less than to any other sector of our region. When examined historically, fatal and injury collisions (rate per million vehicle miles traveled) have steadily decreased in California since the 1930s. As SCAG and Caltrans both recognize the continuation of this positive trend as a priority, in 2007, the region fully funded highway collision reduction and emergency response needs, estimated at \$317 million and \$110 million, respectively. In addition, this Plan commits \$10 billion for safety related projects and services. Furthermore, in 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), required that each state develop a Strategic Highway Safety Plan (SHSP), which this RTP must be and is consistent with. These actions emphasize the level of collaboration among SCAG, Caltrans, and its stakeholders to examine safety on a system basis so that the region can use all the tools available to decrease traffic injuries and fatalities.

MANAGING OUR TRANSPORTATION SYSTEM WISELY

Since our challenges are multifaceted, our approach to tackling them must be as well. The region recognizes that maintaining and/or improving mobility will no longer depend solely on expanding its transportation system. Given our fiscal constraints, an integrated approach is needed to maximize mobility. State transportation stakeholders have developed a tiered approach based on the simple concept of making the most out of the existing system before doing anything else. Represented by the pyramid below, this approach frames the following discussion.

FIGURE 1 MOBILITY PYRAMID



SYSTEM MONITORING AND EVALUATION

First, it is imperative that we understand the problem in order to fix it. We must have an in-depth understanding of how our system performs and why it performs that way so that we can identify the optimal mix of strategies and projects that yield the highest returns on the region’s investments. The base of the mobility pyramid, entitled “System Monitoring and Evaluation,” is the foundation of sound system management. Towards this end, SCAG has developed performance measures to track and monitor the progress of the transportation system so that the region can make informed decisions regarding transportation investments. For example, the Freeway Performance Measurement System (PeMS), developed by UC Berkeley, Caltrans, and the California Partners for Advanced Transit and Highways (PATH), has the ability to measure freeway speeds, delay, and reliability for the regional freeway system. Additionally, transportation professionals and decision-makers have recently committed to improving the region’s ability to properly fund the investments

needed to comprehensively monitor and evaluate system performance. These investments include detection, closed circuit television systems, bus global positioning systems, and automatic ridership counting systems. Although funding is modest for these activities, they lead to more informed decisions.

MAINTENANCE AND PRESERVATION

Over the decades, the region has invested hundreds of billions of dollars in our multimodal transportation system. Preserving these assets is a critical priority, especially as preservation needs have been historically underfunded in our region. On top of existing funding for preservation and maintenance, our highway system needs an additional \$30 billion through 2035, and our arterial and transit system needs another \$10 billion.

Recognizing that every dollar expended today towards maintenance and preservation will save much more in the future, this Plan commits \$8 billion of new funding to preservation.

INTEGRATED LAND USE AND DEMAND MANAGEMENT

Integrated Land Use

With the growing population, transportation infrastructure planning and technological innovation are essential to improving air quality as people drive more often, more cars get on the road, and trip lengths increase. However, these strategies alone will not be enough to mitigate the potential effects on regional mobility and air quality. Through the integration of land use planning and transportation infrastructure investments, land use strategies can encourage development patterns which increase transportation options and the use of alternate modes of travel to reduce vehicle miles traveled.

Using an integrated forecasting approach and a consensus-built growth visioning process, SCAG developed growth policies that shape the 2008 RTP Policy Growth Alternative in order to influence development patterns that reduce driving. The growth assumptions, vision, and policies were all de-



veloped in coordination with technical analyses, local input, land use and growth experts, and on-the-ground “reality checks.” The resulting 2008 RTP Policy Growth Alternative indicates that modified growth patterns based on these policies are modeled to show a direct positive impact on air quality in the region. SCAG’s Compass Blueprint Program, in addition to legislative efforts, shapes the implementation program for enacting these policies and programs through partnerships with and services offered to cities, counties, subregions and county transportation commissions to ensure these positive effects on air quality.

Compass Blueprint Growth Vision

SCAG’s Compass Blueprint Growth Vision, one of the first large-scale regional growth visioning efforts in the nation, seeks to integrate land use and transportation with the goal of accommodating the six million additional residents expected by 2035, while improving mobility for all residents, fostering liv-

ability in all communities, enabling prosperity for all people, and promoting sustainability for future generations.

The policies at the foundation of the 2004 Growth Vision Alternative encourage changes to the urban form that improve accessibility to transit, and create more compact development, thereby yielding a number of transportation benefits to the region. These included reductions in travel time, vehicle miles traveled, vehicle hours traveled, and vehicle hours of delay. Concurrently, the alternative yielded increased transit use and mode share, and all of these effects lead to both mobility and air quality improvements.

Policies

Based on the land use assumptions developed by SCAG and its local partners, the Regional Council adopted the following set of policies to be incorporated into Compass Blueprint and used in developing the 2008 RTP Policy Growth Alternative. These policies were founded upon the Compass Principles developed through the regional growth visioning efforts in preparation for the 2004 RTP. Refinements were made in accordance with changing dynamics in the region, as well as stakeholder discussions, demonstration project results, workshop input and the “reality check” analysis done throughout the region. The following policies have proven to be both regionally beneficial relative to their transportation performance, and in tune with the emerging public policy, development patterns and community needs throughout the region.

- Identify regional strategic areas for infill and investment
- Structure the plan on a three-tiered system of centers development
- Develop “complete communities”
- Develop nodes on a corridor
- Plan for additional housing and jobs near transit
- Plan for a changing demand in types of housing
- Continue to protect stable existing single-family areas
- Ensure adequate access to open space and preservation of habitat

- Incorporate local input and feedback on future growth
- Promote land use patterns supportive of goods movement and logistic industries

Travel Demand Management (TDM)

In an effort to address travel demand, TDM strategies are designed to influence an individual’s travel behavior by making alternatives to the single-occupant automobile more attractive, especially during peak commute periods, or by enacting regulatory strategies. Some examples of TDM strategies are carpools and vanpools, public transit, non-motorized modes, congestion pricing, and providing the public with reliable and timely traveler information.

In total, this Plan dedicates \$2.2 billion to TDM investments.

Increasing Rideshare (Carpool and Vanpool)

The SCAG Region continues to invest heavily in High Occupancy Vehicle (HOV) infrastructure that provides incentives for commuters to share rides with others. While HOV utilization is growing over time, the percent of total travelers using carpools and vanpools is not. SCAG and its partners will strengthen their efforts to encourage this efficient mode, which reduces travel time and improves air quality.

Increasing Work-at-Home

Increasing the number of workers who work-at-home (self-employed, home-based business owners) or who telework/telecommute (wage and salary employees conducting some or all of their work from home) decreases home-based work trips, vehicle-miles of travel, congestion, and vehicle emissions. National and regional surveys of those who telecommute indicate that it is a lack of support and trust from “management,” rather than the provision of equipment or the desire of workers to telecommute, that hampers the growth of telecommuting. Therefore, this Plan recommends formalizing and expanding partnerships among public and private sector stakeholders, and to promote telecommuting to increase opportunities for workers regionally to telecommute in lieu of daily commuting.

Non-Motorized Transportation

Bicycling and walking play an important role in our transportation system. According to the 2001 National Household Travel Survey, 50 percent of all trips made nationwide in urban areas were shorter than 3 miles, and 28 percent of all trips were under 1 mile. These trips are ideal for biking, walking, and transit or a combination of those modes of travel.

Region-wide, however, our average commute distance to work is 19.2 miles, too far for many bicyclists and all pedestrians. However, the integration between bicycle and transit offers the opportunity to extend the commuting range of bicyclists. Bicycle transportation infrastructure has a role in regional mobility and air quality improvements. Every automobile driver that switches to an alternative transportation choice (walking, bicycles, transit) reduces air pollution, congestion, the need for increasing roadway capacity, and improves public health.

Bicycle and pedestrian improvements are included as part of many larger street maintenance and construction projects, and should always be included in general plan updates, which SCAG can assist in the development of through the Compass Blueprint Program. These investments and the supporting policies all aim to maximize the benefits of this efficient mode of transportation. In addition, this Plan supports several policies that aim to work with local governments and increase the safety, convenience, and attractiveness of bicycling and walking as modes of travel.

MAXIMIZING TRANSPORTATION SYSTEM PRODUCTIVITY

Beyond managing our travel demand, this region needs to invest in maximizing the productivity of our existing system and increase its efficiency. The region has built a vast and expensive transportation system, which can be tweaked and modernized to carry more people and goods in a day or during peak commute conditions. Such investments include implementing advanced traffic control strategies such as signal coordination and ramp metering, im-

proved incident management, and smaller physical infrastructure modifications such as auxiliary lanes.

Recognizing that funding productivity improvements provide a higher return on investments than most other transportation projects, this Plan allocates an additional \$2 billion, representing 20 percent of the region's operations improvement shortfall. As these allocations are programmed and implemented, SCAG hopes that the benefits will become apparent to decision-makers and the public, and that additional funding can be secured to address the remaining shortfall.

Strategic Transit Service Policies

In an effort to maximize transit productivity, this Plan calls upon regional transit operators to address significant challenges to achieve better operational efficiency, maintain a discipline of cost recovery through a consistent fare policy, embrace the use of performance metrics to better serve their existing customer base, and attract new transit users. The Plan encourages the regional transit operators to work cooperatively to offer complementary services, with ease of transfer between modes and operators. It further encourages utilization of new intelligent transportation system (ITS) technologies that measure system performance and offers its customers reliable "on-time" performance and real-time information.

SYSTEM COMPLETION AND EXPANSION

After the preceding strategies and improvements have been evaluated, we are left with the realization that the past and future growth in transportation demand calls for the expansion of our existing transportation system. More than half of the available transportation revenues in the region are dedicated to the completion and expansion of our people and goods movement transportation systems.

Highway Improvements

Major categories of highway improvements included in this Plan are HOV lanes and connectors, mixed flow (or general purpose) lanes, toll facilities and

High Occupancy Toll (HOT) lanes, and strategic arterial improvements. A significant number of system expansion projects have already been committed through SCAG's Regional Transportation Improvement Program (RTIP) for the highway network. These priority projects close critical gaps in the system, relieve significant bottlenecks, and address inter-county travel needs.

HOV Gap Closures and Connectors

Southern California has invested heavily in HOV lanes, producing one of the nation's most comprehensive HOV networks and highest rideshare rates. Several experiments involving HOV lanes are being conducted throughout the region in an effort to improve the functionality of this already proven TDM strategy. In 2007, the first continuous-access HOV lanes opened on SR-22 in Orange County. In Moreno Valley in Riverside County, Caltrans has proposed a temporary conversion of the existing HOV lanes to part-time operation. Since the HOV lane system is a regional network, operations should be coordinated across jurisdictional boundaries to optimize performance and minimize confusion. SCAG supports further study and evaluation of these proposed operational changes to the HOV lane system to fully understand the mobility, safety, and air quality impacts, as well as any implications for a proposed regional HOT lane system.

This Plan includes many additional investments to extend the HOV network, strategically close gaps in the HOV network, and construct additional direct freeway-to-freeway connectors to maximize the overall system performance by minimizing weaving conflicts and maintaining travel speeds.

Mixed Flow

Since mixed flow lanes carry more traffic than any other component of our transportation system, mixed-flow capacity enhancements are also necessary to address traffic bottlenecks and relieve congestion on heavily traveled corridors. This is especially true in areas outside of the urban core where transit service and the HOV network are not fully developed. This Plan includes a variety of mixed flow lane additions, mostly outside of Los Angeles County.

Toll and High Occupancy Toll (HOT) Lane Corridors and Facilities

This Plan also includes an expansion of the existing HOT lane and toll road system in Orange County to address the congested commuter corridor between housing-rich Riverside County and job-rich Orange County. Additionally, improvements to several major corridors in other parts of the region are proposed to be financed by tolls, including the I-710 Tunnel Gap Closure and the High Desert Corridor.

Transit

The RTP's Integrated Land Use and Transit policies and strategies work hand-in-hand to improve mobility and air quality. The investment in new rail and bus transit corridors has spawned investment throughout the region in new housing, retail, and business development at and near transit stations. Since 2003, the region has experienced substantial growth in daily regional transit trips as transit has become an increasingly integral mode of transportation for the movement of people to and from home, work, school, shopping, cultural, and recreational activities.

This Plan recommends closing critical gaps in the transit system to improve service, and extending routes to serve a greater number of passengers. In addition, the coordination of development in and around transit stations and corridors, improved service reliability and performance, and a highly focused transit capital investment program appear to yield the best results within the budget limitations that the region faces.

Heavy and light rail projects are planned for Los Angeles County, while Orange County focuses on several new bus rapid transit (BRT) corridors. Riverside and San Bernardino Counties are planning a mix of new rail and BRT projects.

Aviation

SCAG's Regional Aviation Decentralization Strategy is very similar to the 2030 decentralized regional aviation system adopted for the 2004 RTP. It respects all legally-enforceable policy and physical capacity constraints at urban airports. It also assumes much more willingness on the part of the airlines to



invest in new flights at new and emerging airports, and a package of market and ground access incentives to promote decentralization at under-utilized suburban airports.

Airport Ground Access

The Regional Aviation Decentralization Strategy calls for making substantial airport ground access improvements throughout the region, in both the short term and long-term.

The short term program emphasizes relieving immediate bottlenecks around airports through arterial, intersection and interchange improvements, and increasing transit access to airports. To this end, SCAG is working closely with Los Angeles World Airports (LAWA) on planning and programming a regional system of FlyAways, based on the very successful Van Nuys FlyAway where passengers park their cars and take a bus to LAX. The locations of the proposed new FlyAways can be optimized by taking advantage of the region's

developing high-occupancy vehicle (HOV) and light and heavy rail networks that can provide direct linkages to Ontario and Palmdale as well as LAX. Making seamless HOV and rail connections with enhanced service to those and other suburban airports will also compose SCAG's short- and medium-range airport ground access strategy. The FlyAway, HOV and rail improvements to the suburban airports will help establish a pattern of decentralization, by attracting a critical mass of passengers and airline service at those emerging airports. SCAG is also working with the newly-reactivated Southern California Regional Airport Authority (SCRAA) in its ongoing efforts to restructure and redefine its mission, with the focus of helping to implement the Regional Aviation Decentralization Strategy through facilitating key airport ground access improvements.

In the long run, however, the region will need a high-speed rail system, discussed below, to reach our adopted air passenger and air cargo forecasts. The speed, reliability, and predictability of high-speed airport access will be needed to overcome the increasing unpredictable traffic congestion. For example, the Initial Operating Segment (IOS) of SCAG's proposed HSRT system from West Los Angeles to Ontario will take only 33 minutes to travel from end to end. Therefore, the regional high-speed rail system is an integral component of the 2008 RTP Preferred 2035 regional aviation demand forecast.

High-Speed Regional Transport

SCAG has advanced a vision of regional transport based on high performance, high-speed, and environmentally sensitive alternative(s). A High-Speed Regional Transport (HSRT) system has the potential for relieving both airport and freeway congestion in urbanized areas by providing an alternative to the automobile as well as making less congested airports more accessible to air travelers, and providing alternative capacity for freight movement in the region.

The HSRT system is a long-term vision connecting the region's ports, airports, and urban activity centers. The system can be constructed in multiple stages that can each be financially viable. The financial performance will be enhanced as the system is extended throughout the region and the volume of

users increases. The HSRT plan is constructed on three core components: a goods movement/logistics component to connect the San Pedro Bay Ports with an inland port facility via the high-speed, high-capacity link; an aviation system component to create a direct and reliable link capable of connecting airports and urban centers; and a surface transport system component to link urban activity centers throughout the region.

Another high-speed regional transport project being studied is a magnetically levitated train between Las Vegas and Anaheim by the California-Nevada Super Speed Train Commission (CNSSTC) that would include a critical Anaheim-Ontario segment, which would further the airport decentralization strategy for the region. Also, the California High-Speed Rail Authority (CHSRA) is charged with planning, designing, constructing, and operating a high-speed steel wheels on steel rails train system that would connect northern and southern California. This system contains 210 miles planned in the SCAG Region, including a 30-mile segment between Orange County and LA Union Station.

Goods Movement Strategies

To enable the region to handle the dramatic growth in the goods movement sector, the Plan calls for approximately \$13 billion in freight rail investments,



nearly \$18 billion in a freight HSRT system, and over \$5 billion in highway investments. These investments integrate air quality mitigation into the goods movement system improvements, yielding substantial air quality benefits and reducing its current and long-term impacts on public health and the environment.

Dedicated Lanes for Clean Technology Trucks

Over the past several RTP updates, the region has been exploring dedicated truck-lane facilities and continues to refine the concept of such user-supported corridors to improve the flow of goods. More recent effort has focused on adding dedicated truck lanes for clean technology vehicles along truck-intensive corridors in Southern California. Operationally, such a corridor would be aligned to connect freight-intensive locations such as the Ports, warehousing/distribution center locations, and manufacturing locations. These dedicated facilities would have fewer entrance/egress locations than typical urban interstates to smooth the flow of goods.

This proposal has the potential to relieve many of the negative truck impacts in Southern California such as recurrent delay, pavement deterioration, safety, emissions, and design deficiencies. Dedicated truck lanes would also increase reliability in the freeway system. Despite these benefits, substantial financial constraints as well as environmental impact considerations could hinder project implementation. Recognizing these challenges, the 2008 RTP funds the I-710 segment as the first phase of a comprehensive system that addresses truck-related issues in the region. This segment includes roughly 78 lane-miles (two lanes in each direction) of dedicated lanes for clean technology trucks along alignments extending from the Ports to the SR-60 interchange. This represents an investment of over \$5 billion.

The region's longer term strategic vision would include an East-West Corridor and the I-15 freeway, serving strategic distribution centers in Barstow. Major corridor studies have already been completed for the I-710, SR-60, and I-15. An EIR/EIS and preliminary engineering are currently underway for the I-710. The technical analysis for the 2008 RTP assumes the implementation of dedi-



cated truck lanes accommodating clean technology vehicles along the I-710 corridor until a preferred alternative is identified by the EIR/EIS.

Regional Freight Rail Investment and Emission Reduction Package

Freight rail investments consist of additional mainline capacity, grade separations, and locomotive engine upgrades. About half of the rail-related investments are for grade crossing separations, which reduce traffic congestion, improve safety, and reduce pollution. Substantial air quality benefits can be realized by accelerating fleet modernization with cleaner technologies.

The UP and BNSF mainlines east of downtown Los Angeles will reach capacity before the end of the decade and will need to be triple-tracked or even quadruple-tracked in some segments. Investments in this Plan include \$3.2 billion in mainline rail capacity improvements, \$6.0 billion to build an estimated 131 highway-rail grade separations east of downtown Los Angeles, and a total of \$3.8 billion for accelerating upgrades to cleaner diesel locomotive engines—namely, Tier 4 engines.

In March of 2007, the US Environmental Protection Agency (EPA) proposed new standards to reduce emissions from diesel locomotives: Tier 3 and Tier 4 exhaust emission standards for newly built engines with high-efficiency catalytic after-treatment technology. Tier 3 engines will be available in 2009 and the associated estimated reduction in emissions is less than 50 percent of current conditions. The reduction in emissions from Tier 4 engines is estimated at 90 percent of current conditions. This Plan assumes nearly \$2 billion in federal EPA funding to subsidize the deployment of Tier 4 engines in the region.

Alternative Technology-Based Goods Movement/Logistics

The region is also exploring new alternative technology-based systems that can provide greater throughput and reliability with near zero emissions (the emissions would be only those associated with electricity generation). A recent analysis carried out by the IBI Group considered the application of an HSRT system for the movement of containers (logistics and systems technology) to and from the San Pedro Bay Ports. This container movement system would provide a high-capacity, fast, and efficient method of moving containerized cargo from the Ports to an inland port facility in San Bernardino. The system capitalizes on the inherent savings of multiple uses on a single infrastructure by operating on shared alignments with the HSRT passenger system. The technology permits operation of HSRT freight vehicles on a shared guideway with passenger vehicles even during peak hour service. Freight vehicle trips can be interspersed with passenger trips while still meeting required passenger vehicle headways. Additionally, full utilization of the freight line can be achieved during the passenger system's off-peak hours. The deployment of the HSRT system would create value in associated components which could in turn contribute to the HSRT's total financial performance.

The connection for the HSRT system would begin at the Ports and join up with the IOS² at a point just east of Los Angeles Union Passenger Terminal (LAUPT). This alignment runs north-south and is assumed to follow a route parallel to

the I-710/Alameda Corridor. After connecting to the IOS and other segments, the freight-only service would be interspersed with passenger service.

TABLE 2 SUMMARY OF SYSTEM COMPLETION AND EXPANSION PROJECT TYPES

Project Type	Cost
Highway Improvements	\$90.7 billion
Mixed Flow Lanes and Interchanges/Ramps	\$25.1 billion
HOV	\$8.0 billion
Toll Lanes	\$40.0 billion
Arterial	\$17.6 billion
Transit Improvements	\$34.1 billion
Commuter Rail	\$5.9 billion
Heavy Rail	\$5.2 billion
Light Rail	\$1.7 billion
Bus Rapid Transit	\$0.6 billion
Bus	\$17.5 billion
Other Transit	\$3.2 billion
High-Speed Regional Transport	\$52.7 billion
Goods Movement Strategies	\$36.3 billion
Mainline Rail Capacity Improvements	\$3.2 billion
Highway-Rail Grade Separations	\$6.0 billion
Upgrade to Tier 4 engines	\$3.8 billion
Alternative Technology-Based Goods Movement System	\$17.9 billion
Dedicated Lanes for Clean Technology Trucks	\$5.1 billion
Truck Climbing Lanes	\$0.3 billion
Total	\$213.8 billion

² Initial Operating Segment or IOS is discussed in further detail in the supplemental HSRT Report and Appendices.

MITIGATING ENVIRONMENTAL IMPACTS

California law requires SCAG to prepare and certify a Program Environmental Impact Report (PEIR) prior to adopting the RTP. The PEIR evaluates the environmental impacts of the RTP and proposes specific measures to mitigate impacts to the maximum extent feasible. Although this RTP, in and of itself, is a plan to mitigate the transportation related effects of population growth, such as traffic congestion and poor air quality, because the transportation improvements can result in additional growth, the PEIR goes further by recommending additional environmental mitigation at the program level for those resource areas that would be affected by the plan (and associated growth) such as land use, open space, biological resources, water and energy. The section below summarizes the mitigation program. A list of all the mitigation measures included in the 2008 RTP PEIR will be included in the Environmental Mitigation Report of the Final 2008 RTP.

The general purpose of the mitigation measures included in the PEIR and summarized below, is to identify how to protect the environment, improve air quality, and promote energy efficiency in concert with the proposed transportation improvements and related planning. They provide a framework through which implementing agencies and subregions can address the environmental impacts of RTP projects, while implementing RTP goals and policies. The PEIR provides three different types of mitigation measures. The first type can be implemented by SCAG at the regional level. These measures are generally aimed at gathering additional information that can assist in measuring impacts and determining appropriate mitigation and promoting policies that reduce impacts. The second type of measures are to be implemented at the local level by implementing agencies, and individual cities and counties. These measures can strengthen planning documents to ensure for provision of mitigation in the planning process. The third type of measures are project specific and seek to reduce impacts for the myriad different types of projects anticipated in the region. As a programmatic document, many of the measures in the PEIR refer to performance standards because site-specific conditions are not reasonably evaluated at the programmatic level.



SUMMARY OF THE ENVIRONMENTAL MITIGATION PROGRAM

This Plan discusses mitigation for the following areas:

- Open Space
- Energy
- Air Quality and Climate Change
- Transportation
- Population and Housing
- Land Use
- Aesthetics
- Public Services
- Biological Resources
- Geology, Soils, and Seismicity
- Cultural Resources
- Water Resources
- Hazardous Materials
- Safety and Security
- Noise

Financial Plan

The 2008 RTP financial plan identifies how much money is available to support the region's surface transportation investments including transit, highways, local road improvements, system preservation and demand management goals. It also addresses the need for investment in goods movement infrastructure. Improving ground access in and around major goods movement facilities, and enhancing major highways and railways are critical to maintaining the health of Southern California's economy. The 2008 RTP calls for traditional and non-traditional revenue sources for implementing a pro-

gram of infrastructure and environmental improvements to keep both freight and people moving.

The 2008 RTP financial plan identifies a number of new revenue sources to provide additional funding beyond existing transportation dollars. The SCAG region's financially constrained plan includes a core revenue forecast of existing local, state, and federal sources along with new funding sources that are reasonably available over the time horizon of the RTP. The plan also includes action steps to obtain the revenues necessary for implementing the region's transportation vision.

In developing the financial plan, SCAG followed a few basic principles to guide its regional financial forecast:

- Incorporate financial planning documents developed by local county transportation commissions and transit operators in the region where available;
- Ensure consistency with both local and state planning documents;
- Utilize published data sources to evaluate historical trends and augment local forecasts as needed; and
- Recommend new funding sources that target beneficiaries of transportation investments.

REASONABLY AVAILABLE REVENUES

There are several new funding sources that are reasonably expected to be available. These sources will increase the revenues available for the 2008 RTP. The region also expects to leverage innovative financing strategies.

Table 3 presents twelve categories of funding sources and financing techniques that were evaluated for the RTP. They were selected as a result of their use in other areas of the state, the burgeoning potential, historical precedence and likelihood of implementation within the timeframe of the 2008 RTP. These funding sources are considered to be reasonably available and are included in the financially constrained plan. For each funding source, SCAG has ex-

TABLE 3 NEW REVENUE SOURCES AND INNOVATIVE FINANCING STRATEGIES (IN NOMINAL DOLLARS, BILLIONS)

Revenue Source	Description	Amount	Actions to Ensure Availability	Responsible Party
Value Capture Strategies	Various techniques assumed: formation of special districts, including Benefit Assessment Districts, Mello-Roos Community Facility Districts, as well as tax increment financing and joint development to provide gap financing for specific transit investments (Gold line extension, Purple line extension, and the HSRT system). SCAG also assumes one-time proceeds from the sale of Caltrans-owned property within the I-710 tunnel vicinity.	\$3.7	Pursue necessary approvals for special districts by 2012 (Benefit Assessment Districts require majority approval by property owners; Mello-Roos tax requires two-thirds approval); work with private entities for joint development opportunities; also, work with Caltrans to utilize proceeds from real estate sales to partially fill funding gap for the I-710 tunnel; pursue legislation to enable sales and to establish escrow account for the proceeds	MPO, transit operators, local jurisdictions, property owners along project corridors, developers, Caltrans
Local Option Sales Tax Extension	Half-cent sales tax measure extension for Imperial County—existing Measure D expires in 2010	\$0.8	Local sales tax measure to be placed on ballot by 2010	Imperial County
Highway Tolls (includes toll revenue bond proceeds)	Toll revenues generated from I-710 tunnel, I-710 dedicated truck lanes, High Desert Corridor, and CETAP Corridor	\$26.0	Region was granted authority under AB 1467 (2006) to impose tolls and work with private entities for the financing of goods movement related facilities including the I-710 dedicated truck lanes; additional state legislative approval needed for I-710 tunnel	MPO, local county transportation commissions (LACMTA, SANBAG, RCTC), State Legislature
State and Federal Gas Excise Tax Adjustment to Maintain Historical Purchasing Power	Estimate equivalent to additional ten cent per gallon gasoline tax imposed by the state and federal government starting in 2012—extrapolation of historical trend	\$17.0	Congressional and state legislative approval	MPO, State Legislature, Congress
Container Fees (includes container fee bond proceeds)	Charge imposed on containerized cargo moving through the Ports of LA/LB (includes railroad user-fees for rail capacity improvement program); fees are directly linked to specific goods movement projects	\$41.5	Negotiated by Ports, shipping community, regional stakeholders or state legislative approval (upon passage of SB 974 or other legislative effort)	Ports, shippers, goods movement stakeholders (MPO, railroads, local county transportation commissions), State Legislature
Private Equity Participation	Public Private Partnership arrangement whereby a private entity designs, finances, builds, operates, and maintains a facility under a lease arrangement for a fixed period of time	\$8.4	Region was granted authority under AB 1467 (2006) to work with private entities for the financing of freight related projects; additional state legislative approval needed for I-710 tunnel	MPO, local county transportation commissions, private consortium, State Legislature

Revenue Source	Description	Amount	Actions to Ensure Availability	Responsible Party
Private Activity Bonds (PAB)	Interest savings from the issuance of tax-exempt private activity bonds	\$0.4 (included in container fees)	Work with railroads and other regional stakeholders to receive federal PAB allocation	MPO, freight railroads, local county transportation commissions, US DOT
U.S. Environmental Protection Agency (EPA) funding for clean freight rail technology	EPA subsidies to help mitigate locomotive emissions per the 2007 State Implementation Plan (SIP)	\$1.9	Work with railroads, AQMD, ARB and US EPA for federal clean technology funding allocation	MPO, freight railroads, AQMD, ARB, US EPA
Interest Earnings	Interest earnings from toll bond proceeds (High Desert Corridor, CETAP, I-710 tunnel, and I-710 truck lanes)	\$0.4	See Highway Tolls	See Highway Tolls
Riverside County Measure A (Bond Anticipation Notes)	Short-term debt to help fund the CETAP Corridor in anticipation of the sale of Measure A revenue bonds	\$4.7	Issuance of debt subject to RCTC Board policy	RCTC
Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan	The TIFIA Loan program provides credit assistance for transportation investments of national/regional significance; TIFIA loan assumed for the CETAP Corridor	\$1.7	Work with USDOT and RCTC to evaluate applicability of the TIFIA loan program for the CETAP Corridor; further feasibility work necessary to assess traffic and revenue potential on CETAP Corridor	MPO, RCTC, USDOT TIFIA Office
HSRT Passenger System (Private Contribution & User Fee)	User-fee supported initiative for HSRT system. Assumes private sector development: design, finance, build, operate and maintain. See HSRT Report for further details	\$26.2	For the IOS: form JPA, finalize development of a comprehensive business plan; work with private entity to ensure commitment	MPO, Private Consortium, local/regional stakeholders
		\$23.6	For the Orangeline High Speed Maglev: Execute adopted business plan for securing participation of remaining cities in the existing Orangeline Development Authority (JPA) - ARCADIS partnership, secure right-of-way commitments; secure funding/financing for and complete Phase 2 Preliminary Engineering; secure financing for construction	Orangeline Development Authority - ARCADIS partnership

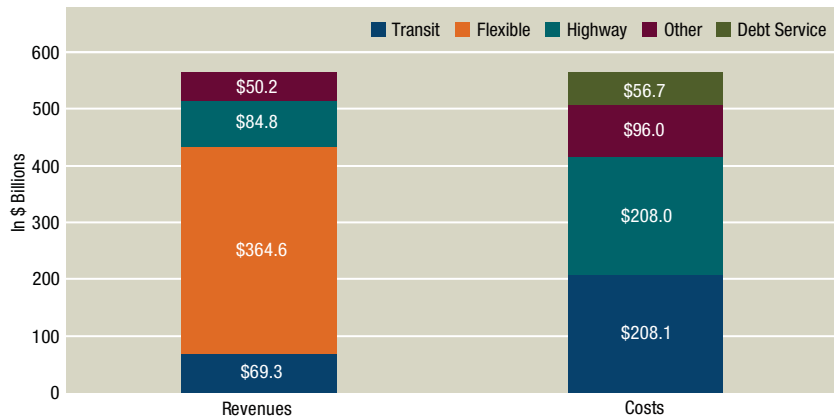
amined the policy and legal context of implementation and has prepared an estimate of the revenue potential.

SUMMARY OF REVENUE SOURCES AND EXPENDITURES

The SCAG region’s financially constrained RTP includes revenues from both the core and reasonably available revenue sources. A summary of these forecasted revenues and expenditures is presented in Figures 2 and 3. As shown in these figures, the SCAG region’s budget over the next 30 years totals an estimated \$568.9 billion.

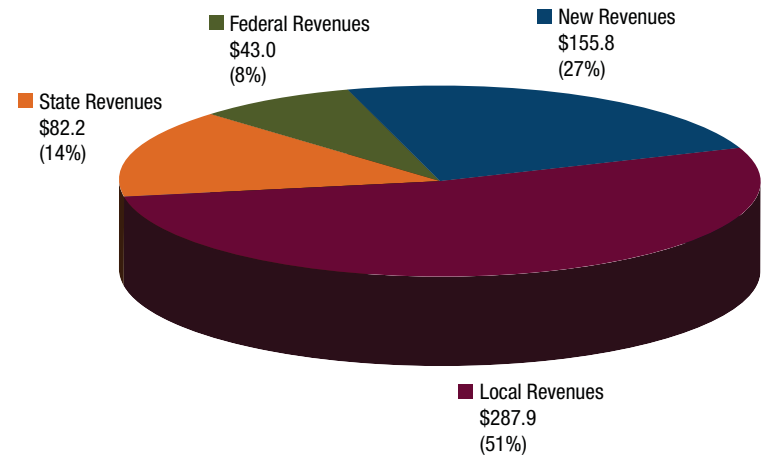
As shown in Figure 1, transit and highway expenditures are comparable at roughly 37 percent of the RTP costs for each category. About 16 percent of costs are attributable to an “other” category reflecting proposed investments in HSRT systems as well as freight rail capacity and grade separation improvements. Consistent with historical practice, agencies in the region are expected to bond against future revenues to provide additional funding in the early years of the plan. As a result, debt service equal to historical payments and future bonding needs have been included as part of the RTP. Anticipated debt service payments make up 10 percent of total costs.

FIGURE 1 REVENUES COMPARED TO COSTS BY MODE



Note: Numbers may not add due to rounding

**FIGURE 2 2008 RTP REVENUE SOURCES
\$568.9 BILLION (IN NOMINAL DOLLARS) FY2007-FY2036**



**FIGURE 3 2008 RTP EXPENDITURE SUMMARY
\$568.9 BILLION (IN NOMINAL DOLLARS) FY2007-2036**

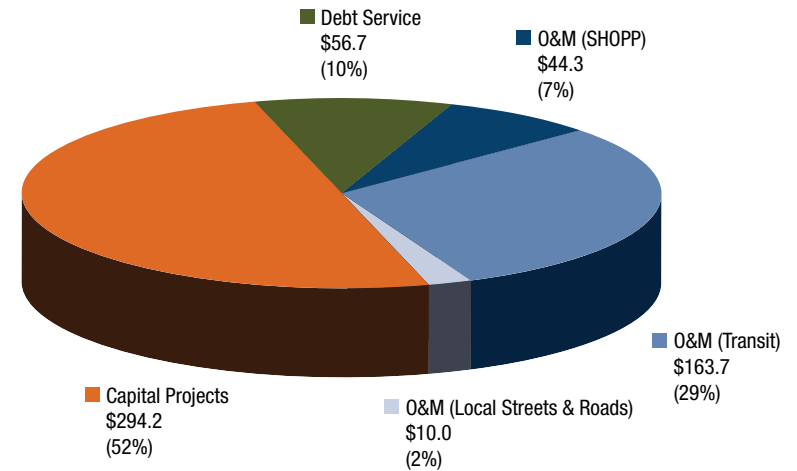


TABLE 4 PERFORMANCE MEASURES

Performance Measure	Measure(s)	Definition	Performance Target	Performance Outcome Summary
Mobility	Speed Delay	Speed – experienced by travelers regardless of mode Delay – excess travel time resulting from the difference between a reference speed and actual speed Delay per capita can be used as a supplemental measure to account for population growth impacts on delay.	Improvement over Base Year	Between the Baseline and Plan scenarios: <ul style="list-style-type: none"> • Speed increases by 8 percent • Total daily person delay decreases by 18 percent • Daily delay per capita decreases by 18 percent
Accessibility	Percent PM peak period work trips within 45 minutes of home Distribution of work trip travel times		Improvement over Base Year	Between the Base Year and Plan scenarios: <ul style="list-style-type: none"> • Accessibility increases by 5 percent
Reliability	Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	Improvement over Base Year	Between the Base Year and Plan scenarios: <ul style="list-style-type: none"> • Percent variation decreases in both the AM and PM peak periods by approximately 10 percent
Productivity	Percent capacity utilized during peak conditions	Transportation infrastructure capacity and services provided. Roadway Capacity – vehicles per hour per lane by type of facility Transit Capacity – seating capacity by mode	Improvement over Base Year	Between the Base Year and Plan scenarios: <ul style="list-style-type: none"> • Lost lane miles decreases in both the AM and PM peak periods by 20 percent
Safety	Accident rates	Measured in accidents per million vehicle miles by mode for: <ul style="list-style-type: none"> • Fatalities • Injuries • Property 	“0” for all accident types and modes	Between the Base Year and Plan scenarios: <ul style="list-style-type: none"> • Fatalities, injuries, and property damage per million persons decreases by at least 2 percent
Sustainability	Total cost per capita to sustain system performance at Base Year levels	Focus is on overall performance, including infrastructure condition. Preservation measure is a subset of sustainability.	Improvement over Base Year	Between the Base Year and Plan scenarios: <ul style="list-style-type: none"> • Reliability, productivity, safety, and preservation improve
Preservation	Maintenance cost per capita to preserve system at Base Year conditions	Focus is on infrastructure condition. Subset of sustainability.	Improvement over Base Year	Between the Base Year and Plan scenarios: <ul style="list-style-type: none"> • Percent of lane miles requiring rehabilitation decreases by 14 percent • Percent of bridges requiring rehabilitation decreases by 45 percent
Cost-Effectiveness	Benefit to Cost (B/C) Ratio	Ratio of benefits of travel alternatives to the costs of travel including infrastructure, maintenance, travel time, environmental, accident, and vehicle operating costs. This can be used to evaluate impacts of mode split changes resulting from RTP investments.	Improvement over Base Year	The Plan provides \$2.30 return for every \$1.00 invested.
Environmental	Emissions generated by travel	Measured/forecast emissions include CO, NOX, PM2.5, PM10, SOX, and VOC. CO2 as secondary measure to reflect greenhouse gas emissions.	Meet SIP Emission Budgets & Transportation Conformity requirements	The draft conformity analysis indicates a positive conformity finding for the Draft Plan based on the draft emission budgets received by the Air Resources Board and the other required tests. The formal conformity finding will be based on the finalized emission budgets analyzed in comparison to the RTP as prepared for adoption.
Environmental Justice	Distribution of benefits and costs Accessibility Environmental Emissions Noise	Share of net benefits and costs by mode, household income, race/ethnicity: <ul style="list-style-type: none"> • RTP expenditures • Taxes paid (e.g., income, sales & use, gas) • Access to jobs (See “Accessibility”) • Travel time savings by mode • Environmental impacts from PEIR 	Equitable distribution of benefits and costs	The Plan results in no disproportionate negative impacts on the ground of income, race, color, or national origin.

Plan Performance

This Plan follows the success of recent RTPs in the use of the following system performance measures to demonstrate the effectiveness of this Plan:

- Mobility
- Accessibility
- Reliability
- Productivity
- Safety
- Sustainability
- Preservation
- Cost-Effectiveness
- Environment
- Environmental Justice

Using quantifiable performance measures, three scenarios are compared to determine the performance of the Plan:

- Base Year 2003 scenario—Existing conditions based on the transportation network as of 2003
- Baseline 2035 scenario—Future conditions in 2035 based on the existing transportation system and near-term constrained projects
- Plan 2035 scenario—Future conditions in 2035 based on the existing transportation system, near-term constrained projects, and long-term constrained projects

In every category, the Plan 2035 scenario shows improvement over the Baseline 2035 scenario (Table 4).

TRANSPORTATION CONFORMITY ANALYSIS

Transportation conformity is required under the federal Clean Air Act (CAA) to ensure that federally supported highway and transit project activities are consistent with (“conform to”) the purpose of the SIP³. Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. Conformity applies to areas that are designated non-attainment, and those re-designated to attainment after 1990 (“maintenance areas”) for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

This Plan must pass the following tests and analyses to meet the requirements for a positive conformity finding:

- Regional Emission Analysis
- Timely Implementation of Transportation Control Measures (TCMs) Analysis
- Financial Constraint Analysis
- Interagency Consultation and Public Involvement Analysis

Due to recent litigation relative to U.S EPA’s Eight-hour Ozone Phase 2 Rule, EPA has instructed ARB to revise the established method of demonstrating Reasonable Further Progress (RFP) in ozone non-attainment areas that utilize reductions from other areas to demonstrate attainment (e.g., upwind areas). In the SCAG region, such areas include the Ventura County portion of the South Central Coast Air Basin (SCCAB), the Western Mojave Desert Air Basin (MDAB) (Antelope Valley and a portion of San Bernardino County), and the Coachella Valley portion of the Salton Sea Air Basin (SSAB). Therefore, at this time, there are no AQMPs or SIPs and, thus, no 8-hour ozone transportation

³ To comply with the CAA in achieving the NAAQS, the ARB develops SIPs for federal non-attainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and ARB working with federal, state, and local agencies (including the MPOs). Local Air Quality Management Plans (AQMPs) are prepared in response to federal and state requirements.

emission budgets for these areas. SCAG has worked closely with the ARB and EPA to resolve this issue. As agreed upon by ARB and EPA, ARB will adopt early progress plans (i.e., emissions inventories and transportation emission budgets) for areas that need upwind reductions to show RFP. The early progress plans will be the vehicle to establish transportation emission budgets while EPA decides how to respond to the RFP issue raised by the litigation. ARB plans to release the early action plans for public review in mid-December 2007 for adoption in January 2008. ARB and SCAG have requested that EPA parallel process their review of the transportation emission budgets to expedite approval. As instructed by ARB, the Draft 2008 RTP conformity analysis uses the transportation activity data provided to ARB as the basis for the emission budgets for these areas.

The draft conformity analysis indicates a positive conformity finding for the Draft 2008 RTP based on the draft emission budgets received by the Air Resources Board and the other required tests. The formal conformity finding will be based on the finalized emission budgets analyzed in comparison to the RTP as prepared for adoption. The detailed transportation conformity analyses for the 2008 RTP are included in the 2008 RTP Conformity Report.

ENVIRONMENTAL JUSTICE

As a government agency that receives federal funding, SCAG is responsible for implementing Title VI of the Civil Rights Act of 1964 and for conforming to federal Environmental Justice (EJ) principles, policies, and regulations. As part of meeting these requirements, SCAG has performed an EJ analysis to demonstrate responsiveness to potential imbalances caused by the development of the plans, programs, and policies in the 2008 RTP.

The intention of the EJ analysis is to demonstrate that SCAG's planning processes and methods are responsive to imbalances caused by the development of the plans, programs, and policies in the 2008 RTP. SCAG's EJ analysis examined performance measures to determine any disproportionate negative impacts. Performance measures provide a way to quantitatively assess the impact of the Plan. In the development of the Plan, SCAG utilized a number of

performance measures designed to assess the overall equity. An overview of the findings is listed below:

- **Accessibility:** The results indicate that accessibility to jobs by auto will remain relatively constant for all income groups. Improvement in accessibility by transit is higher for the lower income groups. All income groups should benefit from improvements in accessibility due to the 2008 RTP.
- **Plan Expenditures/Investments:** Under the Plan, transportation investments would go to modes likeliest to be used by lower-income groups. Also, Plan expenditures will be distributed more equitably on the basis of system usage by ethnic/racial groups.
- **Costs:** Overall, tax burdens are anticipated to fall heavily on higher-income groups. Thus, those with limited financial means will not pay a disproportionate amount of overall taxes.
- **Time Savings:** Overall, the benefits of time savings will be enjoyed by the lower income groups, who pay a smaller share of taxes.
- **Travel Distance Reductions:** The results indicate that the lowest quintile group will have the least amount of benefit accounting for 12 percent of auto travel distance savings, while the highest quintile group will benefit the most. However, the taxes paid by the highest income group are anticipated to exceed their share of benefits.
- **Environmental Impact Analyses:** Overall, the region as a whole will generally experience an improvement in air quality via reductions in transportation-related emissions due to ongoing mobile source emission controls and investments in the Plan. Generally, change in air emissions due to the proposed investments in this Plan will not disproportionately affect minorities and low-income groups. However, minority and low-income groups may be disproportionately impacted by aviation and highway noise. This reflects a somewhat higher concentration of minority and low-income population around airports and along transportation corridors where improvements are needed. The Plan proposes mitigat-

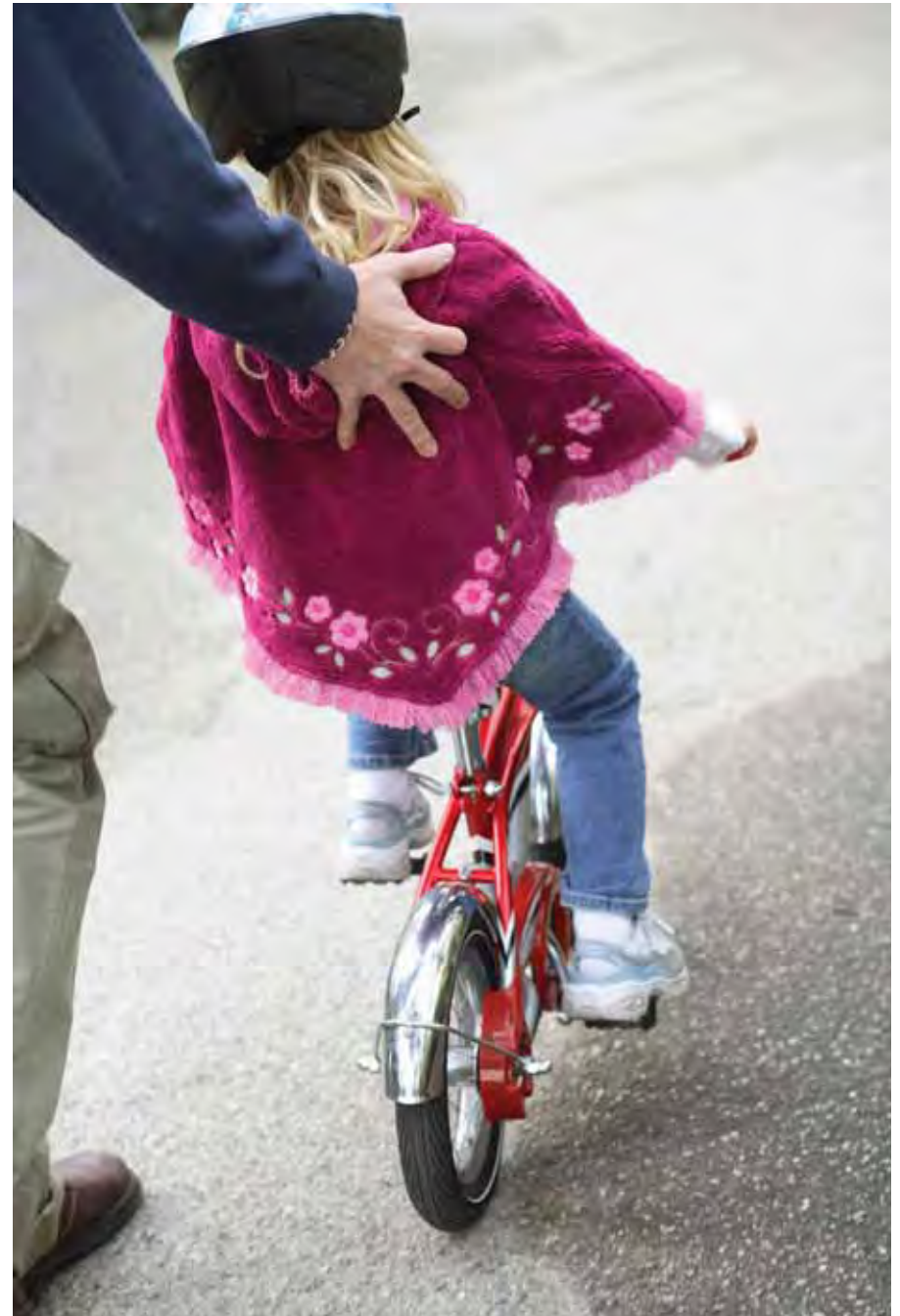
ing these impacts to the extent possible, for example, by requiring new soundwalls where freeway expansions are proposed. In addition, the Plan also proposes grade crossings, new technologies, and other clean technologies for goods movement corridors.

Future Connections: The Strategic Plan

The strategies in the constrained Plan represent the region’s collective vision for addressing our transportation needs within the constraints of committed, available, or reasonably available revenue sources. Despite the substantial commitments contained in the RTP, this level of financial investment does not meet the overall needs identified through the RTP development process. If we truly want to address the needs set forth in this RTP, then we must look towards additional strategies and investments to get us there. Often this will entail controversial and difficult choices that will push the envelope and test the boundaries of what is politically acceptable. For now, these elements are contained in the Strategic Plan with the recognition that they merit further study and that, over time and with further consensus building, these programs and policies may move forward into the constrained RTP.

Supplemental Reports (Appendices)

Additional detail on the various topics discussed in this Plan is contained in 18 standalone reports that also act as the appendices for the 2008 RTP. The reports include all backup data that support assumptions made in the development of the Plan, as well as additional information on areas of interest in regards to our regional transportation system.





**VENTURA COUNCIL
OF GOVERNMENTS**

MEMORANDUM

TO: Board of Directors
FROM: Wally Bobkiewicz, Interim Executive Director
SUBJECT: **VCOG Graffiti Summit Report**
DATE: January 10, 2008

Recommendation: It is recommended that the Board of Directors receive and file report on summit.

Discussion: VCOG held a very successful graffiti summit on December 5, 2007. Over 100 people representing all ten cities and the County of Ventura were present at the event. Attached is the report from the summit. VCOG Assistant Executive Director Debra Varnado will provide an oral report on the summit at today's meeting.

Attachment:
Graffiti Summit Report

EXECUTIVE DIRECTOR'S MONTHLY REPORT

DECEMBER 2007

Each month I establish, with input from the Directors, the priority issues on which management and the staff focus. This report summarizes the work that was accomplished during the month as well as other items I feel will give the Council a better understanding of what the staff and I are doing to accomplish our performance objectives.

I. Improve the efficiency and accountability of management within the organization

- We are implementing improvements to the employee evaluation process at the mid-year. The improvements were developed with the input of all Directors and Managers and are intended to provide clearer performance targets in the areas of general performance expectations, specific deliverables and professional development.
- All subregional Overall Work Program (OWP) audits will be completed by December 31, 2008. The Audit Committee will review the draft fiscal year 2007 Comprehensive Financial Report on December 13th. The final Comprehensive Financial Report will be ready for the January Regional Council Meeting.
- The evaluation of our SAP financial management information system was completed. This month staff will begin installing support packages, testing these system upgrades and training staff to more effectively use the system.

II. Provide support to the Regional Council in providing direction and leadership to SCAG

- On November 7th, I was one of the keynote speakers at the Planning Committee for the ULI Coachella Valley Conference on "The Coachella Valley: The Last Urban Frontier?" I summarized the challenges and opportunities for economic planning in Southern California.
- On November 15th, I was guest dinner speaker for the USC School of Social Work, National Advisory Committee Meeting. I gave a brief overview of Southern California Demographics and Trends.
- On November 29th, I was guest speaker at Moody's Investors Service 2007 Infrastructure Finance Team Conference. I participated in a session on "Building Capacity in Ports and Intermodal Corridors. Other panelists included William Ellis, Assistant Director, Port Planning and Development, Port Authority of New York and New Jersey; Robert Jankowitz, Senior V.P., Moody's Corporate Finance Group; and Joshua Schaff, AVP, Infrastructure Finance Team, Moody's, participated as Moderator.

- Member Relations

Regional Council Member and Riverside Mayor Ron Loveridge has been elected 2nd Vice President of the National League of Cities (NLC) putting him in line to become the NLC President in 2010, becoming the first California President of the NLC since LA Mayor Tom Bradley in 1984. Regional Council Member and Hemet Council Member Robin Lowe has been elected to the NLC Board of Directors.

Member Relations represented SCAG at USC's Keston Institute event, "The 2006 Infrastructure Bonds: Assessing Performance & Progress"; the first joint meeting of the League of California Cities; California Contract Cities and Independent Cities Associations; the Economic Council of Pass Area Chambers; and at a special South Bay Cities Council of Governments meeting where several SCAG staff members presented information on the Regional Transportation Plan (RTP), Regional Comprehensive Plan (RCP) and other SCAG programs.

Planning & Policy and Member Relations staff have continued their outreach efforts to the subregions, cities, community groups and others by making numerous presentations on the upcoming RTP.

Richard Marcus and Christine Jerian met with Santa Clarita Mayor Marsha McLean on November 7th to brief her on SCAG's high-speed rail transport program.

III. SCAG Operations

- Personnel. Brian Williams, the new Director of Government and Public Affairs, starts on December 18, 2007. Recruitment continues for a small number of staff positions.
- Training and Development/Professional Pathways. Training on the Microsoft package continues, and other mandatory training continues in December. The Wellness theme for December is "The Giving Spirit." Staff activities are planned throughout December for teambuilding and celebration of the holidays.

IV. Implement Adopted Regional Plans

- RCP. The RCP continues to engage the Regional Council in important regional issues and policy options to address water and energy supply, open space protection, and the air quality crisis. On December 6th, the Community, Economic, and Human Development Committee (CEHD) will be asked to formally release the Draft RCP and approve an extended outreach strategy, which will include additional regional workshops. This outreach expands upon the outreach already undertaken with various Task Forces and Working Groups as well as local planning staff and business organizations. Once the approach is approved by the CEHD, a schedule of workshops will be announced. As directed by the Regional Council, the RCP schedule will be separated from the RTP and will provide numerous opportunities for participation to involve the greatest number of stakeholders as possible.

V. Develop Additional Planning Efforts

- Maglev Followthrough. In mid-November, a team comprised of Maglev task force members and staff visited American Maglev Technology, Inc. (AMT) located in Atlanta, Georgia. The team visited AMT's Maglev testing site, observed the test vehicle levitate and propel along the track, and personally rode on the train. AMT sent SCAG an unsolicited proposal for developing a Maglev system to move both cargo and people.
- Air Quality. 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 State Implementation Plan (SIP). The 2008 RTP must, upon adoption, pass the following four tests and analyses to meet the requirements for a positive conformity finding: 1) regional emissions analysis, 2) timely implementation of transportation control measures, 3) financial constraint, and 4) interagency consultation and public involvement. The conformity analysis indicates a positive conformity finding for the Draft 2008 RTP based on the draft emission budgets received by the ARB and the other required tests. The formal conformity finding will be based on the finalized emission budgets analyzed in comparison to the 2008 RTP as prepared for adoption.

Due to recent litigation relative to U.S. EPA's Eight-hour Ozone Phase 2 Rule, EPA has instructed the ARB to revise the established method of demonstrating Reasonable Further Progress (RFP) in ozone non-attainment areas that utilize

reductions from other areas to demonstrate attainment (e.g., upwind areas). In the SCAG region, such areas include the Ventura County portion of the South Central Coast Air Basin, the Western Mojave Desert Air Basin (Antelope Valley and a portion of San Bernardino County), and the Coachella Valley portion of the Salton Sea Air Basin. Therefore, at this time, there are no AQMPs or SIPs, and thus no 8-hour ozone transportation emission budgets for these areas. SCAG staff has worked closely with the ARB and U.S. EPA to resolve this issue. As agreed upon by ARB and U.S. EPA, ARB will adopt early progress plans (i.e., emissions inventories and transportation emission budgets) for areas that need upwind reductions to show RFP. The early progress plans will be the vehicle to establish transportation emission budgets while U.S. EPA decides how to respond to the RFP issue raised by the litigation. ARB plans to release the early action plans for public review in mid-December 2007 for adoption in January 2008. ARB and SCAG have requested that U.S. EPA parallel process their review of the transportation emission budgets to expedite approval. As instructed by ARB, the Draft 2008 RTP conformity analysis uses the transportation activity data provided to ARB as the basis for the emission budgets for these areas.

- SCAG staff is continuing to work with SCAQMD and ARB on a White Paper to explore potential strategies to achieve the emission reductions necessary to meet the ozone standard in the South Coast Air Basin as well as future ambient air quality standards. New or transformative strategies will be explored, such as state-of-the-art zero and near-zero transportation systems, other mechanisms such as fee-based incentives, and availability of public funding assistance programs. The three agencies will also work together to implement the actions agreed upon and educate the public and other stakeholders of these efforts.
- SCAG staff met with Secretary Dale E. Bonner, California Business, Transportation and Housing Agency, as part of an Environmental Stakeholder meeting to discuss air quality issues as they relate to the Proposition 1B Transportation Corridor Improvement Fund (TCIF) bond monies to be allocated for goods movement projects. There is growing concern among community representatives and air quality officials that air quality considerations are being displaced as a criteria when choosing projects for funding. SCAG is continuing to work with the stakeholders to comprehensively address both the air quality and mobility challenges facing the region.
- RTP. The Draft 2008 Regional Transportation Plan (Draft RTP) will be reviewed by the Transportation and Communications Committee (TCC) on December 6, 2007. Outstanding issues include the inclusion of the CETAP Riverside County to Orange County Corridor, High-Desert Corridor, and Orangeline projects in the constrained portion of the Draft RTP. Upon approval, the TCC will release the Draft RTP for a public review period that will end concurrently with the Draft PEIR review period on February 18, 2008. After incorporation of comments, the Final RTP is scheduled to be reviewed by the TCC for adoption in April 2008.
- SCAG staff is working with the Orangeline Development Authority on several issues related to federal RTP requirements. There is a meeting scheduled prior to the December 6 TCC/RC meeting to further discuss the issues. Meeting attendees include members of the Orangeline Development Authority, SCAG board members, and staff from both agencies.
- Environmental Justice. The Draft RTP includes a discussion on SCAG's process and initial findings to comply with federal Environmental Justice (EJ) requirements. In brief, SCAG is required to both analyze potential disproportionate impacts associated with the plan, and to engage EJ stakeholder groups as part of the RTP development. To that end, on September 19, 2007, SCAG held the first Environmental Justice Workshop for the Draft RTP at the main office in downtown Los Angeles, with videoconferencing available at the Inland office. There were approximately 17 participants

in attendance representing various stakeholder groups, which included non-profit organizations, advocacy groups, neighborhood coalitions, environmental and public health organizations, industry, business owners, and other interested parties. Staff includes EJ material as part of its standard outreach presentation, and will hold additional EJ specific workshops during the formal public review phase.

- PEIR. Staff is finalizing their analysis of the RTP and anticipates asking the EEC to release the Draft Programmatic Environmental Impact Report (PEIR) for the RTP on January 3rd. The comment period for the recirculated Notice of Preparation (for the RTP only) will end on December 10th. Those comments, in addition to comments received during the initial comment period, are used to help determine the scope of the PEIR.

VI. Data and Planning Methods

- SCAG is federally mandated to complete a PEIR for the RTP. As part of the PEIR work, the Data & GIS Division will complete a varied set of maps with information on the impacts the proposed transportation plan will have on the environment. The Data & GIS staff conducted extensive analytical work and provide mapping support for the Draft PEIR, and conducted analyses of land use change for the different growth alternatives related to the 2008 RTP. The results of the analyses will be provided to support the planning activities of the Environmental Planning Division. In addition, work was completed on various maps associated with the RTP Technical Appendices.
- The Data & GIS Division provided data and analyses for the Deputy Executive Director's presentation in Korea related to Goods Movement. The materials and analyses highlighted the economic activities and land use changes surrounding the ports of Hueneme, Long Beach and Los Angeles. The information highlighted the importance of the ports to the economic vibrancy of the Southern California economy. It also provides an illustration of the changes in land use surrounding the ports over the last 15 years.
- As a way to promote the benefits of membership to SCAG, the Data & GIS staff provided Intermediate GIS Training for Imperial County jurisdictions. Advanced GIS training will be conducted in the following weeks. This service while supporting the benefits of membership also seeks to improve the technical skills and the use of GIS for planning activities in Imperial County. The Data & GIS Division also extended an online subscription service for a six-month term to continue to provide each jurisdiction with access to parcel characteristics, aerial imagery and street network data for the SCAG region.

Associated with the item listed above is the holding of the third Annual GIS Day. This event allows the Data & GIS staff to promote SCAG as a central source of data and information about the Southern California region. Both this activity and the holding of the Data/GIS Task Force meeting help foster data sharing and data standardization across the various regional stakeholders within the region.

- The Division has finished testing with records coming from Metro via a script developed by Metro's consultant Ecolnteractive, Inc. to transfer all records associated with the Regional Transportation Improvement Program Amendment No. 12 records for source year 2006. This will save Metro from entering projects into two separate systems, and therefore make their business process more efficient and accurate.

VII. Legislative and Communication Programs

- Outreach Efforts

Staff and Regional Council Members continue to meet with our subregions, local government staff, and various community groups, and to give presentations on the RTP and RCP. Staff attended and participated in the annual CSAC (California State Association of Counties) meeting in Oakland as well as the Blueprint Learning Network sessions also in Oakland.

Regional Council Members and staff will fill the SCAG table at the Southern California Leadership Network's annual Visionaries Award luncheon on December 4th at the Music Center. Among those being honored are former Governor George Deukmejian, who will receive the Lifetime Achievement Award and Hon. Lucille Roybal-Allard, receiving the Elected Leader of the Year Award.

RC Members, staff, and our communications consultants are developing a media strategy for the anticipated release of the Draft RTP, Draft RCP, and State of the Region in early December. Stay tuned and watch for media coverage of these important activities.

- Staff is in the process of preparing for a press conference on December 6, 2007 at 1:00 p.m. at SCAG offices. In addition to the release of the annual State of the Region, both the Draft RTP and RCP are also scheduled for release for public review on December 6, 2007. The press conference is intended to highlight the challenges that the region is facing based on the State of the Region findings, and use the RTP and RCP as the response strategies to resolve these regional challenges.
- Trade Corridors Improvement Fund (TCIF). Proposition 1B, approved by the voters in November 2006, provided for \$2 billion statewide in the Trade Corridors Improvement Fund (TCIF) for infrastructure improvements along corridors that have a high volume of freight movement. The California Transportation Commission (CTC) has proposed an additional \$1 billion to come from the State Highway Account and potential new funding sources. The LA/Inland Empire trade corridor has a funding target of \$1.5 billion to \$1.7 billion. Imperial County is included in the Other category, which has a target of \$60 million to \$80 million. Project nominations are due to the CTC on January 17, 2008, with CTC adoption scheduled for April 10, 2008 to allow inclusion in the Governor's May revisions to the state budget. At the request of the region's county transportation commissions, SCAG has completed an analysis of their proposed highway and grade separation projects, which demonstrates positive mobility and air quality benefits. SCAG is also participating in the statewide discussions on project evaluation and screening criteria, particularly as they relate to air quality.

Proposition 1B provides for an additional \$1 billion in the Goods Movement Emissions Reduction Program. Draft guidelines for this program are scheduled for completion on December 21st. SCAG staff encourages a stronger linkage between this program and the TCIF.