

**LAS VIRGENES – MALIBU COUNCIL OF GOVERNMENTS
GOVERNING BOARD MEETING**

Tuesday, April 17, 2018, 8:30 A.M.

HIDDEN HILLS CITY HALL

Council Chambers

6165 Spring Valley Road, Hidden Hills, CA 91302

AGENDA

1. CALL TO ORDER

Governing Board Members:

Stuart Siegel, President
Alicia Weintraub, Vice President
Laura Rosenthal
Mark Rutherford
Denis Weber

2. APPROVAL OF THE AGENDA

3. PUBLIC COMMENT PERIOD

Members of the public may address the Governing Board on any subject on or off the agenda by raising their hand and being recognized by the President of the Governing Board. Speakers shall limit their comments to three minutes.

Pursuant to California Government Code Section 54954.2, the Governing Board is prohibited from discussing or taking immediate action on any item not on the agenda unless it can be demonstrated that the item is of an emergency nature, or the need to take action arose subsequent to the posting of the agenda.

4. CONSENT CALENDAR

Consent Calendar items will be approved in one motion unless removed for separate discussion or action.

- A. Approval of March 20, 2018 Draft Meeting Notes – Attachment (p 3-4)
- B. April 2018 Executive Director’s Report – Attachment (p 5-6)
- C. April 2018 Financial Statement – Attachment (p 7)
- D. Appointment to SCAG Regional Council – Attachment (p 8-9)
- E. Support for AB 3162 (Friedman) – Attachment (p 10-12)

Recommended Action: Approve Consent Calendar

5. INFORMATION ITEMS

- A. Safe, Clean Water Program – Katy Young, Deputy for Environment and Arts, Supervisor Kuehl, will be in attendance to make a presentation.
Recommended Action: No action is needed as this is an information item.
- B. Caltrans and Metro Homeless Policies – Deborah Wong, Deputy District Director of Maintenance, Caltrans, Lt Jodi Legarra, CHP, and Karen Swift, Metro, will be in attendance to address their respective policies toward the homeless.
Recommended Action: No action is needed as this is an information item.
- C. State Parks Bond: Jeremy Wolf from Senator Stern’s office will be in attendance to make a presentation.
Recommended Action: No action is needed as this is an information item.

6. ACTION ITEMS

- A. Confirming Final Measure M 5-Year Project List, Project Descriptions with Performance Measures and Summary of Public Outreach/Public Participation Element – All attached, except 5-Year Project List. It will be distributed at the meeting. (p 13-28)
Recommended Action: Final approval of Measure M 5-Year Project List, Project Descriptions with Performance Measures and Public Outreach/Public Participation Element.
- B. Proposed SCAG Bylaws Amendment – Attachment (p 29-31)
Recommended Action: Discuss the proposed Amendment A to SCAG’s Bylaws and determine if the Governing Board wants to support, opposed or not take a position on the matter.

7. LEGISLATIVE UPDATE

- A. League of Cities
- B. Updates from Area Legislators

8. COMMENTS AND REQUEST FOR FUTURE AGENDA ITEMS

9. FUTURE MEETING DATES

TAC meeting: April 4, 2018, 8:30 a.m., Hidden Hills, if needed
Governing Board: April 17, 2018, 8:30 a.m., Hidden Hills

10. ADJOURNMENT

**Draft Meeting Notes
Governing Board Meeting
March 20, 2018**

Item 1 – Call to Order: The meeting was called to order by President Siegel at 8:35 a.m. The meeting was held in the Council Chambers at Hidden Hills City Hall.

Roll Call of Governing Board members present:

Stuart Siegel, President
Alicia Weintraub, Vice President
Laura Rosenthal
Mark Rutherford
Denis Weber

Item 2 – Approval of Agenda: There was a motion and second to approve the agenda. Motion carried unanimously.

Item 3 – Public Comment Period: None

Item 4 – Consent Calendar: 4.A Meeting Notes from February 20, 2018, 4.B March 2018 Executive Director’s Report, and 4.C March 2018 Financial Statement. Terry Dipple highlighted his Executive Director’s Report. Following his report, there was a motion and second to approve the items on the consent calendar. Motion carried unanimously.

Item 5.A – 2018 Multi-jurisdiction Hazard Mitigation Plan Project Briefing: Terry Dipple briefed the Governing Board on the COG’s Hazard Mitigation Plan. This is an information item so no action was taken.

Item 6.A – Measure M 5-Year Project List including Project Descriptions and Performance Measures and Public Participation Element: Terry Dipple presented the project list and highlighted the funding allocations. He reviewed the project descriptions and performance measures and pointed out the COG has elected to apply qualitative performance measures to articulate the benefits of each project in the 5-Year Project List. He also outlined the steps the COG had taken pertaining to reaching out to area stakeholders during the public outreach and public participation process, which included the COG and member cities holding a total of 13 public meeting to inform the public and allow comment on the projects listed on the COG’s Measure M 5-Year Project List. He informed the Governing Board that he had worked with Nicole Englund, Supervisor Kuehl’s transportation deputy, and Supervisor Kuehl had agreed to loan the COG up to \$5 million in Prop C funds to assist Agoura Hills, Malibu and Westlake Village who need additional project funding in the first two years with the understanding that the funds would be repaid in year 4 or 5. The Governing Board asked him to convey their appreciation to Supervisor Kuehl. Following discussion, there was a motion and second to direct Terry Dipple to work with Agoura Hills, Malibu and Westlake Village to determine how to allocate the \$5 million in Prop C

funds and bring the Measure M 5-Year Project List back to the Governing Board for final approval at the April 2018 COG meeting. Motion carried unanimously.

Item 7.A – League of Cities: Jeff Kiernan provided a legislative update from the League of Cities, including AB 3162 (Friedman). There was a consensus to add AB 3162 to the April 2018 agenda for action.

Item 7.B – Updates from Area Legislators: Aurelia Friedman provided an update from Congressman Ted Lieu’s office.

Item 8 – Comments and Requests for Future Agenda Items: Governing Board member Alicia Weintraub requested that Metro and Caltrans provide an overview of their respective policies concerning homeless individuals who are living in public areas.

Item 9 – Future Meeting Dates: President Siegel announced the March meeting dates.

Item 10 – Adjournment: President Siegel adjourned the meeting at 9:38 a.m.

Respectfully submitted,

Terry Dipple
Executive Director

Also in attendance at the March 20, 2018 Governing Board meeting:

Tony Coroalles, City Manager, Calabasas
Kerry Kallman, City Manager, Hidden Hills
Greg Ramirez, City Manager, Agoura Hills
Ray Taylor, City Manager, Westlake Village
Terry Dipple, Executive Director
Karen Swift, Metro
Mary Strenn, ICMA
Jeff Kiernan, League of Cities
Joe Briglio, SCAG
Jeremy Wolf, Senator Stern
Aurelia Friedman, Congressman Ted Lieu
Robert Wong, Caltrans

Memorandum

DATE: April 17, 2018
TO: Governing Board
FROM: Terry Dipple, Executive Director
SUBJECT: Executive Director's Report

OVERVIEW

The purpose of this memorandum is to update the Governing Board on the status of COG projects and other items of interest.

Measure M – Metro held a workshop for all of the COGs on March 22nd to address the procedural details of the structure and format of the Funding Agreements to access the .5% MSP administrative funds. Metro presented revised 5-year allocation numbers to the COGs stating the initial funding amounts reported in October 2017 were “rounded numbers” and these were the actual amounts. Our “rounded number” was \$57.9 million and the revised number is \$57,888,134, which is \$11,866 less. The COG’s 5-year allocation of administrative funds remains at \$289,000. The 5-Year Project List had to be revised and each city and LA County had to take their proportionate reduction. The revised Measure M 5-Year Project List, along with project descriptions and performance measures and public participation summary will be on the April 2018 COG agenda for final approval by the Governing Board. Following approval, the project list will be submitted to Metro.

Safe, Clean Water Program – I continue to attend the Stakeholders Advisory Committee (SAC) and Project Selection Criteria Subcommittee meetings and Joe Bellomo attends the Governance Subcommittee and the SAC, as my alternate. The SAC has begun to focus on potential tax methodologies and ballot labels for the stormwater funding measure. Katy Young, Deputy of Environment in Supervisor Kuehl’s office will be in attendance at the April 2018 COG meeting to make a presentation on the status of the Safe, Clean Water Program. Dave Pedersen, Las Virgenes Municipal Water District, will be at the April COG meeting to share his thoughts with the Governing Board on the Safe, Clean Water Program. I discussed some of our concerns with Mark Pestrella, Director, LA County, DPW and he said they want to make another presentation to the COG. I will work with Flood Control staff to schedule the presentation.

Meeting with Senator Stern – Senator Stern had requested a meeting with the COG during the legislature’s Spring Break. On March 29, 2018 Senator Stern and his staff hosted Governing Board members Laura Rosenthal and Mark Rutherford, city managers Reva Feldman, Kerry Kallman, Greg Ramirez and Ray Taylor and COG executive director, Terry Dipple. It was a very informal meeting and wide-ranging discussion of issues including legislation, state park bond and funding

issues related to stormwater requirements and cost to comply. Senator Stern committed to rolling up his sleeves to help the cities on the stormwater issue.

Metro NextGen Bus System Study – Elizabeth Shavelson, Malibu, recently attended the first meeting of the NextGen Bus Study Committee. I am still planning to meet with Elizabeth and Nicole Englund to discuss strategies to improve transit services in the COG region. I will monitor the progress of the NextGen Bus Study Committee and will schedule a COG presentation at the appropriate time.

Hazard Mitigation Plan – The consultant is working on the update of the COG’s Hazard Mitigation Plan. I will schedule a detailed presentation in a couple months. Other than the confirmation of receipt of the grant application from FEMA, I have not received any further word on the status. I will update the Governing Board when additional information is received.

Homeless Initiative – The County Homeless Initiative team forwarded a contract that is now being finalized for the \$30,000 grant. It includes the revised Statement of Work. I will update you when the contract is signed and funding is forwarded to the COG for Malibu.

Long Range Transportation Plan - The Long Range Transportation Plan (LRTP) update process is underway at Metro. The LRTP focuses on funding and was last revised in 2010. The LRTP is Metro’s financial blueprint for the future prioritizing project funding, programs and new initiatives. The LRTP needs to be updated to reflect the new revenues Metro will receive from Measure M and other funding sources. Metro staff has begun making presentations to the Policy Advisory Council (PAC) which has formed subcommittees to provide input. Metro is shooting for Board adoption of the LRTP in 2020. I will schedule a presentation to the COG at the appropriate time as Metro is planning a significant public outreach effort.

Annual Filing Period for Form 700 – Thanks to all of the Governing Board members and city managers for submitting their Form 700 during the annual filing period.

Memorandum

DATE: April 17, 2018
TO: Governing Board
FROM: Terry Dipple, Executive Director
SUBJECT: April 2018 COG Financial Summary

SUMMARY

All of the revenue and expenditures are in accordance with the COG's 17/18 adopted budget.

17/18 Revenue to Date

City Dues	100,000.00
Metro (for M. Micheline)	<u>62,150.28</u>
17/18 Total Revenue to Date	162,150.28
17/18 Expenditures to Date	-169,167.93

COG 17/18 EXPENDITURES

Liability Insurance 17/18	-3,423.40
Terry Dipple LLC – 7/17 Ex. Dir.	-10,833.33
Maureen Micheline 7/17 Metro	-7,507.57
Terry Dipple LLC – 8/17 Ex. Dir.	-10,833.33
Maureen Micheline 8/17 Metro	-7,507.57
Terry Dipple LLC – 9/17 Ex. Dir.	-10,833.33
Maureen Micheline 9/17 Metro	-7,507.57
Terry Dipple LLC – 10/17 Ex. Dir.	-10,833.33
Maureen Micheline 10/17 Metro	-7,507.57
Terry Dipple LLC – 11/17 Ex. Dir.	-10,833.33
Maureen Micheline 11/17 Metro	-7,507.57
Terry Dipple LLC – 12/17 Ex. Dir.	-10,833.33
Maureen Micheline 12/17 Metro	-7,507.57
Terry Dipple LLC – 1/18 Ex. Dir.	-10,833.33
Maureen Micheline 1/18 Metro	-7,732.80 (3% increase included in 2018 with Metro)
Terry Dipple LLC – 2/18 Ex. Dir.	-10,833.33
Maureen Micheline 2/18 Metro	-7,732.80
Terry Dipple LLC – 3/18 Ex. Dir.	-10,833.33
Maureen Micheline 3/18 Metro	<u>-7,732.80</u>
Total	-169,167.93

Memorandum

DATE: April 17, 2018
TO: Governing Board
FROM: Terry Dipple, Executive Director
SUBJECT: SCAG Regional Council District #44 Appointment

OVERVIEW

The purpose of this memorandum is to provide the Governing Board with information regarding SCAG's election procedure/appointment for the Regional Council.

RECOMMENDATION

Declare Laura Rosenthal as the District #44 Representative to the SCAG Regional Council.
Direct staff to communicate this action to SCAG.

BACKGROUND

Malibu City Councilmember and COG Governing Board member, Laura Rosenthal, currently serves as the District #44 representative on the Southern California Association of Governments' Regional Council. Her term expires April 30, 2018.

Pursuant to SCAG's election procedures, the COG is required to send out a "Call for Candidates" notice to all City Councilmembers to determine if any city councilmember in District #44 (Cities of Agoura Hills, Calabasas, Hidden Hills, Malibu and Westlake Village) is interested in being a candidate. I sent out the attached "Call for Candidates" on March 27, 2018. Laura Rosenthal informed me that she would be seeking reelection and I did not hear from any potential challenger by the April 10, 2018 deadline.

If a challenger had provided the required notice then an election would have had to have been held at the Las Virgenes-Malibu COG meeting on Tuesday, April 17, 2018, 8:30 a.m. However, if there is only one candidate, SCAG's election procedures provide that individual shall be declared the SCAG District Representative without having to conduct an election.

As Laura Rosenthal is the only declared candidate, the Governing Board is permitted to declare she is the SCAG District #44 Representative to the Regional Council.

ATTACHMENT: SCAG Regional Council Call for Candidates Notice

SCAG REGIONAL COUNCIL – CALL FOR CANDIDATES

DATE: March 27, 2018

TO: City Councilmembers
Agoura Hills, Calabasas, Hidden Hills, Malibu and Westlake Village

FROM: Terry Dipple, Executive Director, Las Virgenes-Malibu COG

SUBJECT: SCAG District #44 Regional Council Election

Malibu City Councilmember and COG Governing Board member, Laura Rosenthal, currently serves as the District #44 representative on the Southern California Association of Governments' Regional Council. Her term expires April 30, 2018 and she has informed me that she plans to seek reelection to the SCAG Regional Council. The election will take place at the Las Virgenes-Malibu COG meeting on Tuesday, April 17, 2018, 8:30 a.m., at Hidden Hills City Hall, 6165 Spring Valley Road, Hidden Hills, CA 91302.

Pursuant to SCAG's election procedures, the COG is required to send out this "Call for Candidates" notice to all City Councilmembers to determine if any city councilmember in District #44 (Cities of Agoura Hills, Calabasas, Hidden Hills, Malibu and Westlake Village) is interested in being a candidate.

If you wish to be a candidate in the election, please email me your intent to be a candidate within two weeks from the date of this notice. That date is Tuesday, April 10, 2018. If Laura Rosenthal is the only candidate, there will not be an election at the April 17, 2018 COG meeting, as the COG Governing Board will confirm she is the only candidate and notify SCAG. If there is a challenger, the election will go forward. I am available to answer any questions about this matter.

For your information, SCAG Regional Council meetings are held on the first Thursday of the month at SCAG's office in downtown Los Angeles, which is located at 900 Wilshire Blvd., Suite 1700.

Respectfully submitted,

Terry Dipple
Executive Director
Las Virgenes-Malibu Council of Governments
tdipple@msn.com
(818) 968-9088

Memorandum

DATE: April 17, 2018
TO: Governing Board
FROM: Terry Dipple, Executive Director
SUBJECT: AB 3162 (Friedman) Drug and Alcohol Abuse Recovery Treatment Facilities

OVERVIEW

The purpose of this memorandum is to provide the Governing Board with information regarding AB 3162 (Friedman), which proposes to reform outdated regulations for licensed drug or alcohol abuse recovery treatment facilities.

RECOMMENDATION

Malibu has expressed support for AB 3162 at the COG meetings and encouraged the Governing Board to support the legislation. Based on the Governing Board's previous support for similar legislation that did not pass, it is recommended that the Governing Board support AB 3162 and email the attached letter to Assemblymember Friedman, as the bill will be heard by the Assembly Committee on Health on April 17, 2018, 1:30 pm.

ATTACHMENT: Draft Letter of Support

BACKGROUND

Residential drug and alcohol treatment facilities provide valuable rehabilitation and supportive services in a therapeutic environment, which can benefit both individual patients and the greater community. However, under existing regulations, residential licensing does not require that services permitted under a residential license are provided solely at the location where the state license is issued.

Because of this loophole, some licensees buy multiple houses in neighborhoods, often next door to each other, and combining services at multiple addresses to take advantage of economies of scale and make additional profits. The over-concentrated campus style facilities change the character of a neighborhood, causing it to become more similar to busy commercial center. When this occurs, the campus style facilities eliminate a vital benefit to the patient, which is to become part of the fabric of a community.

This legislation would reform outdated regulations for the licensing of residential drug and alcohol treatment facilities. The Department of Health Care Services (DHCS) under AB 3162 would be given authority to ensure that these facilities comply with existing licensing laws.

This bill would clarify existing law and enables DHCS to enforce its policies by specifying that all services under a license must be carried out at the specific physical location of the license and allows DHCS to deny a new license application if a facility is located within 300 feet of an existing facility. It would also establish a one-year provisional license to serve as a probationary period for new licenses so that DHCS has time to analyze and determine compliance with regulations.

In addition, AB 3162 would update fines for non-compliance to be more commensurate with similar licensing fines. This provision addresses the fact that currently fines and penalties are set at a low enough level that operators often opt to pay fines. Increasing the fines and penalties to be more commensurate with similar licensing fines will help provide an additional incentive for companies to comply with the law and provide the needed care for the patients.

DRAFT

April 17, 2018

Sent via Fax to (916) 319-2197

Honorable Assembly Member Jim Wood, Chair
California State Assembly Committee on Health
State Capitol, Room 6005
Sacramento, CA 95814

RE: AB 3162 – SUPPORT

Dear Assembly Member Wood and Honorable Members of the Health Committee:

Many cities throughout California, including the Las Virgenes-Malibu Council of Governments (LVMCOG) cities, have been faced with numerous issues related to the overconcentration of residential drug and alcohol rehabilitation facilities in their residential neighborhoods. The LVMCOG has supported previous legislation that would reform California's outdated regulations to clearly define how the laws must be enforced to provide the necessary level of care for patients in these facilities, but also ensure that quality of life for residents in the neighborhood is also protected and preserved.

On April 17, 2018, the LVMCOG Governing Board voted unanimously to send a letter of support for AB 3162 (Friedman) that was introduced to amend the Health and Safety Code to update regulations for the licensing of these facilities. This bill would require State Department of Health Care Services (DHCS), for any licensing application submitted on or after January 1, 2019, to deny an application for a new facility license if the proposed location is in proximity to an existing facility that would result in overconcentration, thus prohibiting the expansion or intensification of licensed existing facilities.

Additionally, AB 3162 would make initial licenses provisional for one year and revocable for good cause. The bill would require all programs and medical services offered or provided at the facilities to be specified in the license application and provided exclusively within the licensed facility on the licensed property. AB 3162 would increase the penalties for a violation of the licensing and regulatory provisions to not less than \$1,000 or more than \$15,000 per day for each violation, would increase the additional penalties for repeat violations, and would prohibit a person or entity found to be in violation of the licensing

For these reasons, the LVMCOG is requesting that the Health Committee see the value in this bill and move it forward as quickly as possible.

If you have any questions, please contact Terry Dipple, Executive Director, LVMCOG at (818) 968-9088.

Sincerely,

Stuart Siegel
President

cc: Honorable Laura Friedman, California State Assembly, 43rd District, Fax (916) 319-2143
Honorable Richard Bloom, California State Assembly, 50th District
Honorable Henry Stern, California State Senate, 27th District

Staff Report

DATE: April 17, 2018
TO: Governing Board
FROM: Terry Dipple, Executive Director
SUBJECT: Final Measure M 5-Year Project List, Project Descriptions with Performance Measures and Summary of Public Outreach/Public Participation Element

OVERVIEW

The purpose of this memorandum is to provide the Governing Board with information on the COG's Final Measure M 5-Year Project List, Project Descriptions with Performance Measures and Summary of Public Outreach/Public Participation Element.

RECOMMENDATION

Approve the final Measure M 5-Year Project List, Project Descriptions with Performance Measures and Summary of Public Outreach/Public Participation Element and direct staff to submit it to Metro.

PROJECT DESCRIPTIONS AND PERFORMANCE MEASURES

City of Agoura Hills – Measure M Project Total: \$14,08,929

U.S.101/Palo Comado Interchange – Construction

Project Description:

The scope of work consists of widening the existing overcrossing from 40-feet to 76-feet to accommodate one travel lane in each direction, left-turn pockets, bike lanes, shoulders; and sidewalks. In addition, a signal will be installed at the northbound off-ramp to improve safety and circulation. Rustic aesthetic enhancements have been incorporated in the design to reflect the surrounding community. Currently, the interchange operates at a Level of Service (LOS) "F" in the AM peak hour, and LOS "E" in the PM peak. Project boundaries extend along Palo Comado Canyon Road between Chesebro Road south of the interchange, and the intersection of Driver Avenue and Chesebro Road to the north of the interchange. The project boundaries along the freeway are between post markers 33.0 and 34.4.

Performance Measures:

- **Mobility:** The Project's purpose is to improve operational efficiency, increase capacity, improve travel times, and relieve congestion. In addition, the improvements will increase travel by bicycle and pedestrian modes.

- **Economic Vitality:** The Project’s purpose is to improve operational efficiency, increase capacity, improve travel times, and relieve congestion. In addition, the improvements will increase travel by bicycle and pedestrian modes.
- **Accessibility:** The Project will improve the safety for multi-modal users of the corridor to, from and across the 101-freeway via the Palo Comado Interchange for regional and local access, by providing bike lanes, and installing continuous sidewalks along the route. The improvements will also provide transportation options, and help alleviate traffic at the Kanan and Liberty Canyon corridors.
- **Safety:** The Project will improve safety of multi-modal users of the corridor as well, namely motorists, cyclists, and pedestrians, while also increasing the capacity and operational efficiency. The project will improve the line of sight and control the intersection with a new signal.
- **Sustainability and Quality of Life:** In a citywide survey focused on gathering feedback on the “Quality of Life” in Agoura Hills, the community had a unified message of improve “traffic” is their top concern. This project will improve environmental quality, improve public health, and improve the overall quality of life in the city.

Kanan Corridor, Safety, Operations and Capacity Enhancement Project Study Report – Project Development Support

Project Description:

The Kanan Corridor Project’ study area is Kanan Road, between Thousand Oaks Boulevard and Cornell Road. Kanan Road is one of the most highly traveled roadways in all of the Conejo Valley. Carrying upwards of 40,000 vehicles per day in some areas, the Kanan Corridor presents daily safety and operational challenges for motorists from both Los Angeles County and Ventura County, and has a direct impact to the conveyance of traffic to and from the U.S. 101 mainline. This Project will provide the first analysis phase of the Caltrans process. Ramps to and from 101-freeway may need modification to include additional lanes. Signals may need to be interconnected via hardware, rather than the current quasi-synchronization where signal clocks are not truly connected to one another, resulting in eventual drift over time and ultimate inefficiencies in traffic movement. Portions of Kanan Road may need to be re-constructed or rehabilitated to ensure structural stability in the long term, so that regional and local users of the corridor can continue to use this critical route safely.

Performance Measures:

- **Mobility:** The Project’s purpose is to improve operational efficiency, increase capacity and alleviate congestion, both regional and local, for multiple modes of transport, including vehicles, bicyclist and pedestrians.
- **Economic Vitality:** By increasing capacity and improving operational efficiency of the Kanan Corridor, transportation costs are reduced through improving travel time for both residents and businesses within Agoura Hills. Additionally, the Project will also

reconstruct and/or rehabilitate the roadway to ensure structural stability in the long term, extending the useful life of the corridor.

- **Accessibility:** The Project will improve the safety for multi-modal users of the corridor to, from and across the 101-freeway via the Kanan Interchange for regional and local access, by providing continuous bike lanes, improving sidewalk accessibility and bus stop facilities along the route.
- **Safety:** The Project will improve safety of multi-modal users of the corridor as well, namely motorists, cyclists, and pedestrians, while also increasing the capacity and operational efficiency, moving the various users of this corridor to and from the US-101 freeway and the Santa Monica Mountains.
- **Sustainability and Quality of Life:** In a citywide survey focused on gathering feedback on the “Quality of Life” in Agoura Hills, the community had a unified message of improve “traffic” through the Kanan Corridor. This project seeks to find ways to reduce congestion along the corridor, not only for regional and local commuters, but improve access to two school districts that span along the corridor and to adjacent recreational facilities, the Santa Monica Mountains and coastal beaches.

Roadside Drive Widening – Design

Project Description:

The City of Agoura Hills’ General Plan (General Plan) classifies Roadside Drive (between Cornell Road and Lewis Road) as a “Collector” roadway. The road runs parallel to the U.S.101 Freeway, and acts a bypass route in the event of an emergency. In addition, this segment experiences a large volume of vehicle and pedestrian traffic which will increase with the development of the City’s future Agoura Village. The General Plan further states the City shall develop a transportation system that serves all modes of travel and meets the needs of all users, as specified in the Complete Streets Act of 2007. By improving Roadside Drive to ultimate capacity, it will ensure the road is fully operational in order to help elevate some of the traffic demand on the U.S. 101, and thus improving freeway operations. The project would widen the road to include travel, turning, and bike lanes; curb/gutter, sidewalks, and parking. Due to limited funding, the construction of the improvements would be divided into phases. Phase I would include undergrounding transmission lines which will be necessary in order to complete the road widening improvements which will take place as part of Phase II.

Performance Measures:

- **Mobility:** The Project’s purpose is to improve operational efficiency, increase capacity and alleviate congestion for multiple modes of transport, including vehicles, bicyclist and pedestrians. This section of road also is used as a bypass in the event of an emergency along the U.S.101 Freeway.
- **Economic Vitality:** By increasing capacity and improving operational efficiency of Roadside Drive, transportation costs are reduced through improving travel time for both

residents and businesses within Agoura Hills. Additionally, the Project will support goods movement to the local businesses.

- **Accessibility:** The Project will improve the safety for multi-modal users of the corridor for regional and local access, by providing continuous bike lanes, removing sidewalk gap closures, and improving accessibility stop facilities along the road. The Project would also provide transportation options for those dependent upon public transportation.
- **Safety:** The Project will improve safety of multi-modal users of the corridor as well, namely motorists, cyclists, and pedestrians, while also increasing the capacity and operational efficiency, moving the various users of this corridor to and from the US-101 freeway.
- **Sustainability and Quality of Life:** In a citywide survey focused on gathering feedback on the “Quality of Life” in Agoura Hills, improving traffic conditions was the top request. This project seeks to improve the quality of the environment, public health and safety, and the overall quality of life in the City of Agoura Hills.

Agoura Hills Regional Transit Center - Project Study Report Equivalent (PSRE)

Project Description:

The project is located at the Los Angeles County Public Works yard approximately .3 miles from the U.S. 101/Kanan Interchange, in the City of Agoura Hills. The City has identified a lightly used Los Angeles County Public Works yard as an ideal location to add a transit facility, Park-N-Ride lot, and electronic vehicle charging stations. Currently, the City of Thousand Oaks Transit Center acts as the westernmost hub for transit, but is located in Ventura County. The proposed Agoura Hills Transit Center would provide a vital link to various transportation services located in the counties of Los Angeles and Ventura.

Performance Measures:

- **Mobility:** The Project would establish a westernmost, central location for regional and local users, establishing a westernmost, central location for Los Angeles County and Ventura County. The transit center would unify various transportation services, such as Metro Line 161, LADOT Commuter Express Routes and Ventura County Transportation Commission, as well as local public transit options. With the creation of a central transit hub, both regional and local users are encouraged to use public transit system, thereby increasing travel by transit and relieving congestion on roads and highways.
- **Economic Vitality:** The proposed location is in the center of the City’s future Agoura Village. The vision for Agoura Village is to create a mixed use area, consisting of retail, office and multi-family residential living units, while creating a pedestrian friendly atmosphere. The Agoura Village is being set as a destination and not just a pass through area for highway users. With the creation of a centrally located transit hub within the City’s Village destination, the project supports job creation, retention and reduces household transportation costs.

- **Accessibility:** The project improves transportation options for all users, both local and regional. The transit hub will act as vital link to various transportation services located in the counties of Los Angeles and Ventura, also providing Park-n-Ride parking stalls.
- **Safety:** The Project will improve safety of multi-modal users by providing a central transit hub, easily accessible from the U.S. 101/Kanan Road Interchange and delivering a safe area to park and ride to and from as a pedestrian, cyclist or motorist.
- **Sustainability and Quality of Life:** The City of Agoura Hills is known as the “Gateway to the Santa Monica Mountains,” with the transit center located along the main corridor into the mountains and beaches, including a stop at the facility provides transit options to the public, thereby reducing traffic impacts and improving quality of life for all users. The project also proposes to also integrate electric vehicle (EV) charge stations, to not only encourage transit use, but to provide a charging area for those traveling along the US 101 Freeway, improving environmental quality.

City of Calabasas – Measure M Project Total: \$15,861,349

Rondell Park and Ride

Project Description:

The project, when constructed, will provide parking for commuters of the Las Virgenes Corridor and surrounding communities allowing commuters to leave their vehicles and carpool or transfer to either Metro Line 161 or LADOT Commuter Express heading to their final destinations. The facility will have more than 130 stalls for ride-share parking. There will be no land acquisition required for this project.

Performance Measures:

- **Mobility:** By providing parking for ridesharing and transit users, there would be fewer cars on the freeways which would reduce traffic congestion and improve travel time.
- **Economic Vitality:** Reduce overall transportation costs by carpooling or using transit to commute to work.
- **Accessibility:** Improve transportation options by providing and encouraging ride sharing and/or transit use.
- **Safety:** Improve safety by using transit to commute to work.
- **Sustainability & Quality of Life:** Improve environmental quality and public health with lowered number of vehicles on the roadway.

Mulholland Hwy Gap Closure/Shoulder Improvements

Project Description:

The gap closure project is to construct and extend the sidewalk and bike lanes around the Calabasas High School. The shoulder improvements will include shoulder paving and widening; creation of safe passage zones at the intersections; and, installation of new drainage system. There will be no land acquisition required for this project.

Performance Measures:

- **Mobility:** Increase travel by bicycle and pedestrian modes by extending existing sidewalk and bike lanes. Improve travel times with shoulder improvements and minimize disruption to traffic with implementation of erosion control measures such as retaining wall and improvement to the drainage system.
- **Economic Vitality:** Improvements would reduce chances of the roadway being closed due to mud slides and/or other erosion issues during rainstorm or earthquake. Mulholland Hwy is a designated emergency route if conditions require the closure of the US-101.
- **Accessibility:** Provide safe access and an alternate route for all modes of travel, including transit, to US-101.
- **Safety:** Reduce incidents with creation of safe passage and by improving sight distance with cutbacks and minor modification to the bends in the road; Shoulder widening reduce frictions between vehicular traffic and bicyclists.
- **Sustainability & Quality of Life:** Improve public health with safety improvements. Promote quality of life with widened shoulders benefiting cyclists who heavily use this roadway for recreational purposes.

Old Town Parkway Improvements

Project Description:

The project will replace sidewalk made of worn “trex material” sidewalk with stamped or textured concrete; upgrade street light fixtures that provide better illumination to vehicles and pedestrians; and replace broken tree grates. There will be no land acquisition required for this project.

Performance Measures:

- **Mobility:** Increase pedestrian mode travel with reconstruction of sidewalk to eliminate tripping hazards and improvement of lighting to the sidewalk.
- **Economic Vitality:** Increase retail activities in the City’s downtown area with parkway improvements to generate increased foot traffic; support job creation and retention with added retail businesses in the downtown area.
- **Accessibility:** Improve pedestrian access to transit services in the downtown area.

- Safety: Improve personal safety and reduce tripping hazards by reconstructing buckled sidewalks caused by tree roots.
- Sustainability & Quality of Life: Improve public health and quality of life with pedestrian enhancement amenities such as improved lighting, landscaping and public art that serves as attractions for residents and visitors in the downtown area.

Citywide Green Streets

Project Description:

The project will be designed to use plants, soil and pervious/permeable materials to slow, filter, and cleanse stormwater runoff from streets. Five corridors in the City have been identified as part of the Green Street Project. Most appropriate stormwater management approaches will be incorporated and used for the five corridors which could include street trees, permeable pavements, bio retention, and/or swales. There will be no land acquisition required for this project.

Performance Measures:

- Mobility: Increase travel by bicycle and pedestrian modes with striped bike lanes, landscaped medians, bulb-outs and trails.
- Economic Vitality: Increase pedestrian activities with implementation of green street design features on the parkways and roadways would result in increases in economic activities of the areas.
- Accessibility: Encourage more people to use active transportation and reduce dependent on auto for transportation options.
- Safety: Increase safety for non-motorized users with creation of bulb-outs, trails, pedestrian refuge in the median and bike lanes.
- Sustainability & Quality of Life: Improve environmental quality by capturing pollutants, emissions and runoffs that are released into the air and groundwater. Reduce ambient air temperature with landscaping. Improve public health by adding features in the roadway and parkway that promote walking and bicycles uses.

Las Virgenes Shoulder Improvements

Project Description:

The project will widen and pave shoulder; replace non-conformance guard rails and install additional guardrails as needed; and, upgrade new drainage system. There will be no land acquisition required for this project

Performance Measures:

- Mobility: Improve travel times with shoulder improvements and minimize disruption to traffic with implementation of erosion control measures such as retaining wall and improvement to the drainage system.

- **Economic Vitality:** Improvements would reduce chances of the roadway being closed due to mud slides and/or other erosion issues during rainstorm or earthquake disrupting normal commute. It is a designated alternate route to the West LA basin if conditions require the closure of the US-101.
- **Accessibility:** Provide safe access and an alternate route for all modes of travel to US-101.
- **Safety:** Reduce incidents by improving sight distance with cutbacks and minor modification to the bends in the road; Shoulder widening reduce frictions between vehicular traffic and bicyclists.
- **Sustainability & Quality of Life:** Improve public health with safety improvements. Promote quality of life with widened shoulders benefiting cyclists who use this roadway for recreational purposes.

City of Hidden Hills – Measure M Project Total: \$1,215,652

Long Valley US 101 Project

Project Description:

To improve traffic congestion and pedestrian access on the Long Valley Road on-ramp, the City of Hidden Hills proposes to install sidewalk and remove traffic that currently contributes to the congestion. This would be accomplished by constructing a right turnout lane on the Long Valley Rd. on-ramp at the stop-controlled NB U.S. 101 on-ramp (also the intersection with Long Valley Road in Hidden Hills), modifications to the City’s security gate house, the purchase of land to construct a parking lot and staging area for vehicles waiting to enter Hidden Hills, and the construction of sidewalk on the Long Valley Rd. on-ramp and Valley Circle Blvd.

Performance Measures:

- **Mobility:** The project will relieve congestion by more quickly removing vehicles from an extremely congested roadway and interchange. Traffic studies have determined that traffic delays through this intersection will be decreased due to the proposed improvements.
- **Economic Viability:** Reducing traffic delays through this intersection will increase the movement of goods. Increasing the capacity of this intersection will reduce travel time and, as such, the costs of goods. In addition, improvement to the unimproved roadway shoulders (sidewalk) will protect and extend the useful life of the existing curb and pavement.
- **Accessibility:** There is currently no pedestrian access to Hidden Hills from Valley Circle Boulevard. The proposed sidewalk will connect Hidden Hills to nearby shopping centers and bus stops that are currently inaccessible to pedestrians without circumventing guardrail, utilities, brush, and an unimproved dirt shoulder, or by unprotected crossings of the street.

- **Safety:** By reducing the number of vehicles queuing in the roadway, potential conflicts between vehicles can be reduced by decreasing rapid stops and lane changes. In addition, the improved sidewalk will allow pedestrians access to bus stops and shopping centers without having to climb over obstacles on the unimproved shoulder, or by unprotected street crossings.
- **Sustainability & Quality of Life:** Reduction in congestion and traffic delays (stop and go traffic) will help improve air quality by reducing vehicle emissions. The sidewalk will improve public health by providing an opportunity for walking to nearby destinations and transit facilities. Improvements to health and quality of life can be expected by the installation of a safe sidewalk and by reducing commuter delays.

City of Malibu – Measure M Project Total: \$8,683,219

Westward Beach Parking and Walkway Improvements

Project Description:

The project includes modification to the parking along Westward Beach Road starting at Birdview Avenue and running approximately 1,100 feet west. The project will examine the feasibility of installing angled parking on the beach side of Westward Beach Road, improving parking on the land side of Westward Beach Road, adding a pedestrian walkway and creating a sand barrier on the beach side of Westward Beach Road.

Performance Measures:

- **Mobility:** The installation of additional parking will help relieve congestion on the highway related to parking and parking maneuvers, and parking related collisions. The installation of a walkway and bike facility will promote bicycle and pedestrian travel.
- **Safety:** Through the installation of a walkway, bike facility, and walkway barrier, this project will help reduce incidents and improve safety for pedestrians, bicyclists and motorists.

Malibu Canyon Road Improvements

Project Description:

The project includes widening Malibu Canyon Road between the City limits and Malibu Knolls Drive. The road improvements will improve turn movements and traffic flow for all modes of travel through this key regional access point.

Performance Measures:

- **Mobility:** The widening of Malibu Canyon Road will improve traffic flow, help to reduce incident related delay thereby helping to relieve congestion and improve travel times. The widened shoulder will also improve bicycle and pedestrian access.

- Safety: The widening of Malibu Canyon Road and shoulder will help reduce incidents and promote safety for pedestrians, bicyclists, and motorists.

Signal System Improvements on Pacific Coast Highway

Project Description:

The project includes the installation of overhead warning signs in the vicinity of the Big Rock Drive intersection and 20356 Pacific Coast Highway to improve safety and traffic flow.

Performance Measures:

- Mobility: The installation of overhead warning signs will promote safety and help reduce incident related delay for all modes of travel.
- Safety: Installation of overhead warning signs will warn motorists of pedestrians or signals and therefore help to reduce incidents and improve safety for all modes of travel.

Median Improvements Along Pacific Coast Highway

Project Description:

The project scope includes both the installation of new raised medians and improvements to existing raised medians along Pacific Coast Highway. Sections of the highway corridor to be evaluated for median improvements include:

- From Latigo Canyon Road to Kanan Dume Road
- The intersection of Paradise Cove Road and Pacific Coast Highway
- Busch Drive to Trancas Canyon Road

Performance Measures:

- Mobility: The installation of overhead warning signs will promote safety and help reduce incident related delay for all modes of travel.
- Safety: Installation of overhead warning signs will warn motorists of pedestrians or signals and therefore help to reduce incidents and improve safety for all modes of travel.

Parking Lots

Project Description:

The project includes land acquisition, design and construction work to create a new surface parking lot in the Civic Center area or beach areas to reduce congestion and improve safety on Pacific Coast Highway.

Performance Measures:

- Mobility: The addition of off-street parking will help relieve congestion on PCH related to parking and parking maneuvers, and parking related collisions which may improve travel

times for motorists. Additionally, a connection to transit service will promote travel by transit, bicycle, and pedestrian modes.

- **Accessibility:** A parking lot connected to transit service will promote transit use and improve transportation options.
- **Safety:** The addition of off-street parking will help reduce incidents related to parking and improve personal safety on PCH for motorists, pedestrians and bi

City of Westlake Village – Measure M Project Total: \$5,730,925

The Lindero Linear Park Project

Project Description:

The project consists of a curvilinear pedestrian walkway extending along Lindero Canyon Blvd from Agoura Road to Foxfield Drive, creating a safe corridor for pedestrians by eliminating the need to walk in the street, which has a 45mph speed limit and had a history of pedestrian/vehicular accidents. The project includes bios wales and infiltration elements, site lighting, seat walls, landscape improvements, and irrigation improvements. The area connects to walkways and bike trails that serve the Community Center, Library, new dog park, St Jude’s school and church, and Pentachaeta trail head.

Performance Measures:

- **Mobility:** The project includes the installation of a sidewalk along a corridor where one does not currently exist, which will improve pedestrian modes and remove pedestrians from the bicycle lane.
- **Economic Vitality:** The project will allow pedestrian movement between residential areas and businesses and restaurants near the lake.
- **Accessibility:** The project will install ADA accessible walking paths where none currently exist, improving service to the disabled and elderly community.
- **Safety:** The project is expected to eliminate vehicular/pedestrian accidents along the corridor.
- **Sustainability & Quality of Life:** The project includes LID and Greenstreet elements which will reduce storm water pollution in the area. It will connect hiking trails, parks, playground facilities, City Hall, City Library, which will improve public health by promoting outdoor activities such as walking and biking.

Lindero Sidewalk Extension

Project Description:

The project consists of sidewalk extension along Lindero Canyon Blvd, north of the Freeway, where currently no sidewalk exists. The project would include installation of retaining walls, site lighting, landscape improvements, and irrigation improvements. The area would promote walkability in the business area with crossings to shops, local parks, and ultimately connections to City Hall, Library, and other City facilities south of the freeway.

Performance Measures:

- **Mobility:** The project includes the installation of a sidewalk along a corridor where one does not currently exist, which will improve pedestrian modes and remove pedestrians from the bicycle lane.
- **Economic Vitality:** The project will allow pedestrian movement between residential areas and businesses and restaurants near the lake.
- **Accessibility:** The project will install ADA accessible walking paths where none currently exist, improving service to the disabled and elderly community.
- **Safety:** The project is expected to eliminate vehicular/pedestrian accidents along the corridor.
- **Sustainability & Quality of Life:** The project includes LID and Greenstreet elements which will reduce storm water pollution in the area. It will connect hiking trails, parks, playground facilities, City Hall, City Library, which will improve public health by promoting outdoor activities such as walking and biking.

Los Angeles County – Measure M Project Total: \$12,388,060

Malibu Canyon Road Improvements

Project Description:

A majority of the improvements will be at the intersection of Malibu Canyon Road at Piuma Road. The improvements being considered include the addition of a right-turn lane, modification of the traffic signal, and improved communications to the traffic signal. The County is considering installing fiberoptic communication lines at this traffic signal to connect to our Traffic Management Center in order to monitor this signal. The County of Los Angeles is also considering installing a right-turn lane at the intersection of Las Virgenes Road at Las Virgenes Canyon Road.

Performance Measures:

- **Mobility:** Thru-lane vehicles will be able to travel along the corridor without slowing down for right-turning vehicles.

- **Economic Vitality:** Signal communication improvements will allow County to remotely address traffic issues, thereby minimizing commuter delay and travel time.
- **Accessibility:** Improve accessibility to nearby destinations such as the Malibu Hindu Temple.
- **Safety:** Reduce accidents and increase visibility of traffic at intersections.
- **Sustainability & Quality of Life:** Project includes ecological considerations and follow the Institute for Sustainable Infrastructure’s Envision principles by utilizing the area’s natural resources and environment.

Malibu Canyon Road over Malibu Creek Bridge Replacement

Project Description:

Malibu Canyon Road is classified as a minor collector road with two traffic lanes, one lane in each direction, with a bridge clear travel width of 26 feet and a total length of 212 feet at a 24-degree skew angle. The existing three-span bridge has a concrete deck on concrete girder. The existing bridge needs replacement due to the deck condition and the proposed bridge will need to meet current American Association of State Highway and Transportation Organization (AASHTO) standards. The proposed bridge will have a 57-foot clear traveled width with a 12-foot lane and an 8-foot shoulder in northbound direction and a 12-foot lane and a 14-foot shoulder in the southbound direction. A 6-foot clear pedestrian walkway will be located along the east side of the bridge, separated from the roadway by a concrete barrier. The project consists of two construction stages:

Stage 1 construction will consist of removing the existing sidewalk on the east side of the bridge, 1 foot of the existing bridge deck on west side of the bridge, and the guardrails on both sides of the bridge; and constructing the widening portion on each side of the bridge. Two-way traffic will be maintained on the existing portion of the bridge.

Stage 2 construction will consist of removing the remaining portion of the existing bridge and constructing the middle portion and closure pour of the bridge. Two-way traffic will be maintained on both widened portion from Stage 1.

Performance Measures:

- **Mobility:** Widening the pedestrian walkway will increase mobility for the elderly and persons with disabilities.
- **Economic Vitality:** Bridge replacement will bring the latest standards in constructability and reliability in bridge and seismic design, which mitigates the risk of failure in a low-probability, high consequence event such as an earthquake or fire and it will be a link between Woodland Hills and Malibu to facilitate efficient movement of goods.
- **Accessibility:** Increased buffer and physical barrier between pedestrians and vehicles will increase pedestrian accessibility and perceived level of comfort. The roadway is a vital link

between Woodland Hills and Malibu, which prevents significant rerouting of traffic for residents and commuters. Widening will improve access for first responders and fire suppression vehicles

- **Safety:** Wider bridge will improve pavement and bridge conditions and a wider pedestrian walkway with a physical barrier and additional roadway shoulders will provide greater separation between motorized vehicles and pedestrians.
- **Sustainability & Quality of Life:** Bridge replacement will bring the latest standards in constructability and reliability in bridge and seismic design, which mitigates the risk of failure in a low-probability, high-consequence event such as an earthquake or fire. Project includes ecological considerations and reduce environmental impact by following the Institute for Sustainable Infrastructure’s Envision principles for the area’s natural resources and environment.

Topanga Beach Shuttle Service Expansion and Bus Stop Improvements

Project Description:

The Topanga Beach Shuttle connects the Metro Orange Line (Warner Center Station) in Woodland Hills to the Metro Expo Line in Downtown Santa Monica. The County of Los Angeles Department of Public Works is considering improvements and additional bus stops to the transit service by evaluating the frequency, accessibility, and mobility along the Topanga Beach Shuttle Service route. These updates are aimed to improve convenience and reliability of the system as well as increase transit travel. In addition to improving transit service, the County would like to increase transit travel usage and increase mode choice for commuters resulting in environmental, public health, and road/parking savings.

Performance Measures:

- **Mobility:** Provide mode choice which removes vehicles from the roadway; encourage transit use by increasing frequency and bus stops; and increase mobility for the transit-dependent.
- **Economic Vitality:** Allow transit movement between businesses and restaurants in Malibu, Santa Monica, Topanga Canyon (unincorporated County), and Woodland Hills and reduce vehicle maintenance and parking costs by taking transit.
- **Accessibility:** Improve service for residents and commuters to shopping centers, beaches and between Metro’s Orange and Expo Lines.
- **Safety:** Encourage more “eyes-on-the-street” by transit use and optimize current and future bus stop locations.
- **Sustainability & Quality of Life:** Reduce GHG emissions by encouraging transit use and improve quality of life by facilitating First-Last Mile connections with beaches, shopping malls, stores, and transit stations.

PUBLIC WORKSHOPS AND MEETINGS

The Las Virgenes-Malibu Council of Governments Highway Working Group held a public meeting on November 14, 2017 to discuss the Multi-year Subregional Program (MSP) for the COG cities and Los Angeles County. COG staff advised each city and the County to schedule a public workshop or meeting to present their respective projects for inclusion in the COG's 5-year Project List. Cities and the County were also advised to reach out to stakeholder who may be interested in the project list and to publicize the meetings. The COG Technical Advisory Committee and Governing Board also held public meetings that provided additional opportunities for public participation and stakeholder engagement. All aimed at adhering to the requirements and intent of Metro Board and Policy Advisory Council direction regarding public participation.

From January through March 2018, the COG held 6 public meetings (3 Governing Board meetings, 2 Technical Advisory Committee meetings and 1 Highway Working Group meeting) to discuss the COG's 5-year Project List. The meeting details were posted on the COG website and various locations in the COG cities. In addition, COG staff on reached out to numerous community groups, regional stakeholders and individual members of the Metro Policy Advisory Council who represented consumer groups to invite them to provide public input on the Project List. COG staff also reached out to local newspapers to publicize the Project List and public meetings.

COG public meetings: 6

City and County public meetings: 7

Total COG/City/County public meetings: 13

Agoura Hills

The City of Agoura Hills held their public workshop on January 16, 2018, 5:00pm-7:00pm, in the Community Room at Agoura Hills City Hall.

The City took out a half-page ad in the Acorn Newspaper (which is delivered to all residents). In addition, a notice was posted on the City's website.

City staff included Ramiro Adeva (Director of Public Works), Kelly Fisher and Charmaine Yambao (Project Managers), and Amber Victoria (Admin. Secretary). Staff provided overviews of current and potential projects, answered questions, and provided hand-outs/renderings/Metro promotional materials and business cards. Approximately 20 members of the public attended the workshop.

Calabasas

The City of Calabasas held two public workshops: January 23, 2018 at Founders Hall in the Civic Center and February 7, 2018 at Juan Bautista De Anza Park. In addition, the projects were presented to the Traffic and Transportation Commission meeting on February 13, 2018, which was a live telecast on CTV (Calabasas TV, Channel 3) with replays throughout the month.

The city posted public notices on their website and distributed/posted flyers.

Hidden Hills

The City of Hidden Hills held their public workshop on March 15, 2018, 5:30 p.m., in the Council Chambers. The meeting notice was posted on the City's website, at City Hall, and at the Hidden Hills Community Association on March 9. The meeting was attended by Dirk Lovett, City Engineer and Kerry Kallman, City Manager. No members of the public attended the meeting.

Malibu

The City of Malibu and the County of Los Angeles hosted an Informational Workshop on March 14, 2018 at Malibu City Hall. The City issued a Press Release and distributed flyers around City Hall, the Senior Center, Bluffs Park and at City meetings. Flyers were also posted at the County's Topanga Beach Shuttle Bus Stops and within the Topanga Beach Shuttle. Event details were also posted prominently on the homepage of the City's website in the news and announcements section and on the City and County Calendars. In addition, the event was promoted on the both the City's and County's Twitter Account and the City's Facebook Page.

City staff included Elizabeth Shavelson and Nicole Benyamin and County of Los Angeles staff included Hank Hsing and Josie Gutierrez. The meeting was attended by 4 local reporters and one resident.

The city sent out a Press Release, posted the information on its social media sites, and received news coverage of the meeting.

Westlake Village

The City of Westlake Village City Council held a Public Study Session on February 28, 2018 in the City Council Chambers. Approximately 25 community member were in attendance. as 13 staff members. Only one member of the public voiced their opinion, supporting the value of the project, other members of the public were just interested in being informed about the project, its background, and its location. The Project Designers were also in attendance and presented a short power point presentation highlighting the project elements. The Study Session was approximately 90 minutes long and was posted on the City's Website and notice was included in the City Newsletter.

Memorandum

DATE: April 17, 2018
TO: Governing Board
FROM: Terry Dipple, Executive Director
SUBJECT: Proposed Amendment A to SCAG's Bylaws

OVERVIEW

The purpose of this memorandum is to provide the Governing Board with information regarding proposed Amendment A to SCAG's Bylaws.

RECOMMENDATION

Discuss the proposed Amendment A to SCAG's Bylaws and determine if the Governing Board wants to support, opposed or not take a position on the matter.

BACKGROUND

At the March 1, 2018 Regional Council meeting, the Regional Council approved proposed Amendment A to the Southern California Association of Governments (SCAG) Bylaws. Proposed Amendment A would provide Past Presidents of SCAG full voting membership in the Regional Council if elected to city council or county supervisor positions, and non-voting participation in the Regional Council in an ex officio capacity if no longer serving as an elected city council or county supervisor. The authors of the proposed Amendment A, Honorable Margaret Finlay and Honorable Pam O'Connor, presented the item to the Regional Council separate from the distributed packet.

Recently, Orange County COG and South Bay Cities COG have voted to oppose proposed Amendment A to the SCAG Bylaws and are asking other COGs to join in the opposition. Their issues and concerns are stated, as follows:

1. Number of Past Presidents Eligible for Regional Council Membership:

It appears that the proposed amendment does not impose any numerical limit on how many Past Presidents may serve at one time. During discussion of the proposed amendment, Honorable Pam O'Connor noted that there is a backlog of Past Presidents who would be interested in assuming these Regional Council membership positions. We have been told that the number initially is at least 13 Past Presidents.

The proposed amendment generates concerning questions on the balance of geographic representation on the Regional Council, which is currently carefully maintained through the SCAG bylaws provisions on city districts and county appointments. Would certain city districts or counties have multiple representation and voting opportunities on the Regional Council, as a result of this proposed amendment? If there is tremendous interest and success in Past Presidents serving

on the SCAG Regional Council, could the new membership of Past Presidents affect voting and quorum considerations?

2. Unbiased Representation:

There are two options for the Past President position, the “at large” and “ex officio” position. Each Regional Council representative has a defined area of interests that they represent. Whose interests would the Past Presidents represent? The ‘ex-officio’ Presidents have no official constituency and who is the constituency of the ‘at large’ members? What checks would be in place to ensure that ex officio members are not representing their personal interests?

3. Clarify if SCAG Past Presidents Can Serve on the Regional Council While Concurrently Serving in Higher Office Elected Capacity:

Under the proposed bylaws amendment, could a Past President that has achieved higher office, such as a state legislator, also serve on the SCAG Regional Council as an ‘ex officio’ member?

4. Conflict of Interest Provisions:

Transparency is an important consideration with the Past President membership. Should this amendment pass, SCAG’s Conflict of Interest provisions needs to address any potential situations should there be any Past Presidents that are consultants and specialize in policy areas specific to the development of the Regional Transportation Plan/Sustainable Communities Strategy and the Regional Housing Needs Assessment.

5. Clarify If SCAG Past Presidents Are Eligible to Serve on SCAG Policy Committees, Ad Hoc Committees and Working Groups:

Proposed amendment A states that Past Presidents “would not be eligible to serve as SCAG Officers or chairs or vice-chairs of any SCAG committee.” However, it is unclear if the Past Presidents would be permitted to serve as a member of a Policy Committee, Ad Hoc Committee or Working Group. Could a Past President, particularly an ex officio Past President, serve on the Regional Housing Needs Assessment (RHNA) Subcommittee?

6. Clarify the Term Length of the Past President Position:

The Past President would be allowed to serve on the Regional Council (“at large” and “ex- officio”) for up to five (5) years. Is this term a consecutive term or a combined term for a lifetime maximum? Is this cumulative if the Past President serves in both “at large” and “ex officio” capacities?

7. Fiscal Impacts and Compensation

There is a fiscal component to this proposed amendment but those fiscal impacts have not been identified. The Draft SCAG Policy Manual reviewed by the Executive/Administration Committee (EAC) on April 5, 2018, does not clarify stipends for the proposed Past President position. It is assumed, based on the Draft Policy Manual, that a Past President still in office would receive stipends for meetings (up to nine per year) and reimbursement for travel expenses, including a daily stipend for meals. However, the Past President ex officio would not receive a stipend, but

would receive reimbursement for the annual General Assembly. A proposed amendment to the draft SCAG Policy Manual that was approved by the EAC at its April 5, 2018 meeting would allow ex-officio Past Presidents to receive reimbursement for travel to SCAG related events where the Past President's experience would provide an additional benefit to the discussion (i.e. Sacramento Legislative trip). The amendment did not specify if travel for ex-officio Past Presidents would be limited to regional events, state events, national events, or international events. If this amendment is approved, this needs to be clarified in the final version of the SCAG Policy Manual. The amendment also does not specify if the Past President ex officio would need prior EAC authorization before the travel expenses are procured.