

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Human Development
Bill Jahn, Big Bear Lake

Energy & Environment
Margaret Clark, Rosemead

Transportation
Paul Glaab, Laguna Niguel

MEETING OF THE

EXECUTIVE/ADMINISTRATION COMMITTEE

PLEASE NOTE TIME
Thursday, March 1, 2012
9:00 a.m. – 10:00 a.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Board Room
Los Angeles, CA 90017
(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at (213) 236-1993 or via email salcido@scag.ca.gov

Agendas & Minutes for the Executive/Administration Committee are also available at: www.scag.ca.gov/committees/eac.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1993. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

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Executive / Administration Committee
Members – March 2012

Members

Representing

Chair	1. Hon. Pam O'Connor	Santa Monica	District 41
Vice-Chair	2. Hon. Glen Becerra	Simi Valley	District 46
2nd Vice-Chair	3. Hon. Greg Pettis	Cathedral City	District 2
Imm. Past Pres.	4. Hon. Larry McCallon	Highland	District 7
	5. Hon. Mark Calac		Pechanga Band of Luiseno Indians
	6. Hon. Margaret Clark	Rosemead	District 32
	7. Hon. Paul Glaab	Laguna Niguel	District 12
	8. Hon. Bill Jahn	Big Bear Lake	District 11
	9. Hon. Paula Lantz	Pomona	District 38
	10. Mr. Randall Lewis	Ex-Officio	Lewis Group of Companies
	11. Hon. Michele Martinez	Santa Ana	District 16
	12. Hon. Keith Millhouse	Moorpark	VCTC
	13. Hon. Sharon Quirk-Silva	Fullerton	District 21
	14. Hon. Ronald Roberts	Temecula	District 5
	15. Hon. Cheryl Viegas-Walker	El Centro	District 1

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EXECUTIVE/ADMINISTRATION COMMITTEE

AGENDA

MARCH 1, 2012

The Executive/Administration Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Pam O'Connor, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker provided that the Chair has the discretion to reduce this time limit based upon the number of speakers. The Chair may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

PRESIDENT'S REPORT

Update from Washington, D.C.

EXECUTIVE DIRECTOR'S REPORT

(Hasan Ikhata, Executive Director)

California High Speed Rail Authority (CHSRA) Memorandum of Understanding (MOU) Update

CONSENT CALENDAR

Page No.

Approval Items

- | | | |
|---|-------------------|-----------|
| 1. <u>Minutes of the February 2, 2012 Meeting</u> | Attachment | 1 |
| 2. <u>SCAG Sponsorship of Annual Events: 1) University of California, Los Angeles (UCLA) 2012 Complete Streets for California Conference, March 2, 2012, \$1,250; 2) Association of California Cities, Orange County 2012 Board of Directors Installation Ceremony, April 11, 2012, \$1,000 and 3) California Transportation Commission Reception, February 22, 2012, \$500</u> | Attachment | 7 |
| 3. <u>Contracts \$200,000 or Greater: Contract No. 12-025-C1 - Microsoft Dynamics Customer Relationship Management (CRM) System</u> | Attachment | 9 |
| 4. <u>Amendment \$75,000 or Greater: Contract No. 09-031- C1, SCAG's Activity Based Travel Demand Model</u> | Attachment | 12 |

EXECUTIVE/ADMINISTRATION COMMITTEE

AGENDA

MARCH 1, 2012

CONSENT CALENDAR – continued

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| 5. <u>Amendment Greater Than 30% of the Contract’s Original Value – Caliper</u> | Attachment | 15 |
| 6. <u>SCAG Board Representative Invitation to Participate in Rail Tour Delegation to Japan and China</u> | Attachment | 18 |

Receive and File

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| 7. <u>Contracts/Purchase Orders and/or Amendments Between \$5,000 - \$200,000</u> | Attachment | 20 |
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ACTION ITEMS

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| 8. <u>Arroyo Seco Parkway Corridor Management Plan</u>
<i>(Hasan Ikhrata, Executive Director)</i> | Attachment | 23 |
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Recommended Action: Approve Resolution No. 12-537-1 authorizing the extension of the cooperative agreement with Caltrans.

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| 9. <u>Approval of the Fiscal Year (FY) 2012/13 Comprehensive Budget</u>
<i>(Wayne Moore, Chief Financial Officer)</i> | Attachment | 26 |
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Recommended Actions: 1) Approve the FY 2012/13 Comprehensive Budget, which includes the following components: The Draft Overall Work Program (OWP), the General Fund Budget and Membership Assessment, the Indirect Cost Budget, and the Fringe Benefit Budget; and 2) Authorize the release of the Draft OWP and the Indirect Cost Allocation Plan (ICAP) to Caltrans, initiate the 30-day public comment period, and transmit the General Fund Budget and Membership Assessment to the General Assembly.

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| 10. <u>California Department of Transportation FY 2012/13 Transportation Planning Grants</u>
<i>(Wayne Moore, Chief Financial Officer)</i> | Attachment | 77 |
|---|-------------------|-----------|

Recommended Action: Approve Resolution No. 12-537-2 authorizing SCAG to apply for FY 2012/13 Caltrans Transportation Planning Grants.

- | | | |
|---|-------------------|-----------|
| 11. <u>Congressional Letter – Anaheim-Ontario Maglev Project</u>
<i>(Sharon Neely, Deputy Executive Director, Strategy, Policy and Public Affairs)</i> | Attachment | 82 |
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Recommended Action: Approve letter.

EXECUTIVE/ADMINISTRATION COMMITTEE

AGENDA

MARCH 1, 2012

ACTION ITEMS - continued

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|---|------------|----|
| 12. <u>Contract with South Coast Air Quality Management District (AQMD) to Accept \$300,000 in Grant funds for a Regional Plug-In Electric Vehicle (PEV) Infrastructure Plan</u>
<i>(Wayne Moore, Chief Financial Officer)</i> | Attachment | 88 |
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INFORMATION ITEMS

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| 13. <u>SB 659 (Padilla-Hernandez) and SB 654 (Steinberg) Regarding Redevelopment Authority (RDA) Abolishment Legislation Update</u>
<i>(Sharon Neely, Deputy Executive Director, Strategy, Policy, and Public Affairs)</i> | Oral Update | |
| 14. <u>Comparison of House (HR 7) and Senate (MAP 21) Transportation Reauthorization Legislation</u>
<i>(Sharon Neely, Deputy Executive Director, Strategy, Policy, and Public Affairs)</i> | Attachment | 90 |

CFO MONTHLY FINANCIAL REPORT *(Wayne Moore, Chief Financial Officer)*

Attachment 101

FUTURE AGENDA ITEMS

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

ANNOUNCEMENTS

CLOSED SESSION

Public Employee Performance Evaluation:
Government Code Section 54957 (b)
Title: Executive Director

ADJOURNMENT

Please Note: The next meeting of the Executive/Administration Committee will be held on Wednesday, April 4, 2012, 12:00 p.m. in conjunction with the SCAG Regional Conference and General Assembly, April 4 – 5, 2012 at the Westin Bonaventure Hotel, 404 South Figueroa Street, Los Angeles, CA 90071.

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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
EXECUTIVE/ADMINISTRATION COMMITTEE (EAC)
February 2, 2012

MINUTES

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE EXECUTIVE/ADMINISTRATION COMMITTEE. A RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG’S OFFICE.

The Executive/Administration Committee (EAC) held its meeting at the SCAG Offices, in Los Angeles, California. The meeting was called to order by Hon. Greg Pettis, 2nd Vice-President, City of Cathedral City. A quorum was present.

Members Present

- | | |
|--|-----------------------|
| Hon. Pam O’Connor, Santa Monica, President | District 41 |
| Hon. Glen Becerra, Simi Valley, 1st Vice -President | District 46 |
| Hon. Margaret Clark, Rosemead | District 32 |
| Hon. Bill Jahn, Big Bear Lake | District 11 |
| Hon. Paula Lantz, Pomona | District 38 |
| Hon. Michele Martinez, Santa Ana | District 16 |
| Hon. Larry McCallon, Highland, Imm. Past President | District 7 |
| Hon. Keith Millhouse, Moorpark | VCTC |
| Hon. Greg Pettis, Cathedral City, 2 nd Vice-President | District 2 |
| Hon. Sharon Quirk-Silva, Fullerton | District 21 |
| Hon. Ron Roberts, Temecula | District 5 |
| Hon. Cheryl Viegas-Walker, El Centro | District 1 |
| Mr. Randall Lewis | Lewis Operating Corp. |

Members Not Present

- | | |
|---|-----------------------------|
| Hon. Mark Calac, Pechanga Band of Luiseno Indians | Tribal Govt. Representative |
| Hon. Paul Glaab, Laguna Niguel | District 12 |

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Greg Pettis, 2nd Vice-President, called the meeting to order at 9:05 a.m.

PUBLIC COMMENT PERIOD

No Public Comments were given.

REVIEW and PRIORITIZE AGENDA ITEMS

Staff requested that two “Urgency Action Items” be added to the agenda regarding the following subject matters:

Item No. 9: Support of SB 659 (Padilla-Hernandez) and SB 64 (Steinberg) regarding Redevelopment Authority (RDA) Abolishment Legislation

Item No. 10: Approve the California High Speed Rail Authority (CHSRA) Memorandum of Understanding (MOU) with CHSRA and Southern California Transportation Agencies

Staff noted that these items were inadvertently not included on the EAC agenda and that there was an immediate need for action. Motion to approve staff’s request was made (Jahn). Motion was seconded (Millhouse) and UNANIMOUSLY APPROVED.

EXECUTIVE DIRECTOR’S REPORT

Hasan Ikhata, Executive Director, announced that two additional meetings with elected officials will be held at SCAG to discuss the issues concerning the 2012-2035 Draft Program Environmental Impact Report (PEIR). The first meeting will be held on Tuesday, February 21, 2012 from 11:30 a.m. -1:30 a.m.; the second meeting will be held as part of a Joint Committee workshop meeting on Wednesday, March 21, 2012 from 12:00 p.m. to 1:30 p.m.

The public comment period for the Draft 2012-2035 Regional Transportation Plan (RTP/SCS) will close on February 14, 2012. The Regional Council will be adopting the final RTP/SCS on April 4, 2012 in connection with the 2012 SCAG Regional Conference and General Assembly. The General Assembly will take place on April 4-5, 2012 at the Westin Bonaventure Hotel in downtown Los Angeles.

Mr. Ikhata also noted that the next New Member Orientation meeting will be held at SCAG on the same day as the PEIR workshop meeting: Tuesday, February 21, 2012 from 10:00 a.m. to 1:00 p.m. Mr. Ikhata encouraged the committee members to try to attend both meetings.

CONSENT CALENDAR

Approval Items

1. Minutes of the January 5, 2012 Meeting
2. SCAG Sponsorship of Annual Event: California State University of San Bernardino (CSUSB) Leonard Transportation Center’s 2012 Transportation

And Logistics Summit (\$1,250)

3. Contracts \$200,000 or Greater: Monthly Managed Information Technology (IT) Services
4. Contracts \$200,000 or Greater: Contract No. 12-020-C1, On –Call Bench Contract for Transportation Modeling and Air Quality Related Services
5. Contract Amendments Greater than \$75,000: Contract No. 12-008-C1, Interactive Web Design for Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Contract No. C11-034-C1, RTP/SCS Outreach
6. California Strategic Growth Council Sustainable Communities Planning Grant Incentive Program Application

Receive and File

7. Contracts/Purchase Orders and/or Amendments between \$5,000 - \$200,000

A motion was made (Jahn) to approve the Consent Calendar. Motion was seconded (Millhouse) and UNANIMOUSLY APPROVED.

ACTION ITEMS

8. Draft FY 2012/13 Comprehensive Budget

This item was for information only; review and comments.

Basil Panas, Accounting Manager, provided a brief overview of the Draft FY 2012/13 Comprehensive Budget.

There were no additional comments made from the committee members.

9. Support of SB 659 (Padilla-Hernandez) and SB 64 (Steinberg) regarding Redevelopment Authority (RDA) Abolishment Legislation

Sharon Neely, Deputy Executive Director, provided an update for the support of SB654 (Steinberg) to allow for RDA retention of assets for affordable housing. In addition, staff requested the authorization of the SCAG President to transmit letters to the Governor and Legislative leadership regarding the action of the Regional Council.

Any additional details or updates, (i.e., new timeline or serving appointments) will be forwarded to the Regional Council members upon receipt.

A motion was made (Jahn) to approve staff's recommendation. Motion was seconded (Clark) and UNANIMOUSLY APPROVED.

10. Approve the California High Speed Rail Authority (CHSRA) Memorandum of

Understanding (MOU) with CHSRA and Southern California Transportation Agencies

Hasan Ikhata, Executive Director, reiterated the agency's support of the California High Speed Rail Authority (CHSRA) and commented on the MOU which would also be discussed at today's Regional Council meeting.

Mr. Ikhata commented that the project list included agreements by all of the Southern California Transportation agencies (agencies) and that the Metro board recently approved the MOU. All agencies have committed to take the MOU to their respective Boards in the month of February. Although there will be some legal amendments, the final MOU will be transmitted to the Regional Council after the Attorney General has approved the MOU.

Mr. Ikhata stressed the importance of being part of negotiations for the \$1 billion investment which will be brought into the Southern California region for phased improvements to improve regional connectivity with the LOSSAN Corridor and the Metrolink system; in conjunction with the development of the proposed State HSR system.

Mr. Ikhata stated that an updated list will be presented at the March 1, 2012 Regional Council meeting.

Hon. Paula Lantz expressed concerns regarding the CHSRA project list and the actual date that the funding would be available; and clarification on the right for SCAG to terminate or withdraw from the MOU.

Ms. Sharon Neely, Deputy Executive Director of Strategy, Policy and Public Affairs, responded to the questions raised and noted that several of the agencies, including Metro, had approved the MOU.

Additional comments made by the EAC members asked for consideration to the CHSRA in order to gain funding for the early projects and phased improvements and upgrades that are needed for the Southern California region. In addition, there is enough leverage, or checks and balances in place to continue the support. For example, the CHSRA projects can be removed from RTP if necessary.

A motion was made (McCallon) to authorize the Executive Director to execute the MOU with CHSRA and Southern California Transportation Agencies. Motion was seconded (Jahn). Motion passed by a majority vote with opposition by Clark and Lantz.

CFO MONTHLY FINANCIAL REPORT

There were no additional comments made from the committee members.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

Hasan Ikhata, Executive Director commented on his attendance at the memorial service for past SCAG president Rosanna Scott, who was SCAG's first woman president, and acknowledged Ms. Scott's many contributions to the agency.

CLOSED SESSION

Public Employee Performance Evaluation
Pursuant to Government Code Section §54957(b)
Title: Executive Director

Joann Africa, Chief Counsel announced the commencement of the closed session. At the conclusion of the Closed Session, Joann Africa, Chief Counsel, reported that staff was given direction regarding how to further proceed with the evaluation, and that there was no final action taken at this time.

ADJOURNMENT

The meeting of the EAC adjourned at 10:01 a.m. The next regular meeting of the Executive/Administration Committee will be held on Thursday, March 1, 2012 at the SCAG Los Angeles Office.

Minutes Approved by:



Joann Africa, Chief Counsel
Staff to the Executive/Administration Committee

EXECUTIVE/ADMINISTRATION COMMITTEE ATTENDANCE REPORT

Member (including Ex-Officio) LastName, FirstName	Representing	X = County Represented						FEB	MAR	APR	MAY	JUNE
		IC	LA	OC	RC	SB	VC					
Becerra, Glen, 1st VP	Simi Valley						X	X				
Calac, Mark	Pechanga Tribal Government					X						
Clark, Margaret	Rosemead		X					X				
Glaab, Paul	Laguna Niguel			X								
Jahn, Bill	Big Bear Lake					X		X				
Lantz, Paula	Pomona		X					X				
Martinez, Michele	Santa Ana			X				X				
McCallon, Larry	Highland					X		X				
Millhouse, Keith	VCTC						X	X				
O'Connor, Pam, CHAIR	Santa Monica		X					X				
Pettis, Gregory, 2nd VP	Cathedral City				X			X				
Quirk-Silva, Sharon	Fullerton			X				X				
Roberts, Ron	Temecula				X			X				
Walker-Viegas, Cheryl	El Centro	X						X				
Lewis, Randall, Ex Officio	Lewis Op. Corp.					X		X				
	Totals	1	3	3	2	4	2					

DATE: March 1, 2012

TO: Executive Administrative Committee (EAC)
Regional Council (RC)

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

SUBJECT: SCAG Sponsorship of Annual Events – 1) University of California, Los Angeles (UCLA) 2012 Complete Streets for California Conference, March 2, 2012, \$1,250; 2) Association of California Cities, Orange County 2012 Board of Directors Installation Ceremony, April 11, 2012, \$1,000; and 3) California Transportation Commission Reception, February 22, 2012, \$500

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Approve.

EXECUTIVE SUMMARY:
The Legislative/Communications & Membership Committee (LCMC) met on February 17, 2012 and recommended approval up to \$2,750 for the sponsorships of the University of California, Los Angeles (UCLA) 2012 Complete Streets for California Conference on March 2, 2012, \$1,250; \$1,000 sponsorship of the Association of California Cities, Orange County 2012 Board of Directors Installation Ceremony on April 11, 2012; and \$500 sponsorship of the California Transportation Commission Reception on February 22, 2012.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

Complete Streets for California Conference

The University of California, Los Angeles (UCLA) Luskin School of Public Affairs will hold its second *Complete Streets for California* Conference on March 2, 2012 (8:00 a.m. – 5:30 p.m.) at the Kyoto Grand Hotel in Downtown Los Angeles. The \$1,250 Student Scholarship Sponsorship will cover the cost of attendance to the conference for 25 students from universities throughout Southern California studying urban planning, public policy, social welfare, and architecture. This scholarship entitles SCAG to two (2) complimentary conference registrations; recognition in post conference communication as a Student Scholarship Sponsor; display of informational materials in conference lobby; and recognition on conference website and in conference materials.

REPORT

Board of Directors Installation Ceremony

The Association of California Cities Orange County 2012 Board of Directors Installation Ceremony will be held on Wednesday, April 11, 2012 (5:30 p.m. – 7:30 p.m.) at the Ocean Institute in Dana Point. The 2012 Installation Ceremony brings together over 300 local elected officials, county and state legislators, private industry leaders, and municipal staff to honor the Association’s new Board of Directors; recognize incoming President Lisa Bartlett, SCAG Regional Council Member; and promote the Association’s mission of being a catalyst for regional collaboration to encourage good public policy within Orange County. The \$1,000 bronze level sponsorship entitles SCAG to two event tickets; a listing on the website and event program; and recognition of SCAG during the event.

California Transportation Commission Reception

Members of the California Transportation Commission will be honored at a Reception on Wednesday, February 22, 2012 (5:30 p.m. – 7:00 p.m.) at the Marriott Burbank Airport Hotel, Academy Ballroom 2. The Reception co-hosts are Los Angeles County Metropolitan Transportation Authority (Metro); Mobility 21; and Fixing Angelenos Stuck in Traffic (FAST). The \$500 sponsorship includes the logo displayed on all event marketing materials, web registration page, and signage at event, as well as listing in a future e-news article and acknowledgment from the podium during the reception. Attendance is free.

FISCAL IMPACT:

Up to \$2,750 (These funds are included in the approved FY 12 budget)

ATTACHMENT:

None

DATE: March 1, 2012

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Wayne Moore, Chief Financial Officer, (213) 236-1804, moore@scag.ca.gov

SUBJECT: Contracts \$200,000 or Greater: Contract No. 12-025-C1 - Microsoft Dynamics Customer Relationship Management (CRM) System

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve Contract No. 12-025-C1, with Brite Global Inc., in an amount not-to-exceed \$450,371 to provide professional services and help desk support of SCAG's CRM system.

EXECUTIVE SUMMARY:

This contract provides professional services for software maintenance, system enhancements; help desk support and maintenance of SCAG's CRM system. The CRM is a critical software application that provides immediate contact information, access and connections to over 100 SCAG users. The current CRM contains over 8,900 contacts and relevant detail on each contact.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 4 Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective d: Integrate Advanced Information and Communication Technologies.

BACKGROUND:

Staff recommends executing the following contract \$200,000 or greater

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Brite Global Inc., (12-025-C1)	The consultant shall provide software maintenance, system enhancements, and help desk support of SCAG's CRM system.	\$450,371 <i>Subject to audit</i>

FISCAL IMPACT:

Funding is available in the FY 2011/12 budget.

ATTACHMENT:

Consultant Contract No. 12-025-C1

CONSULTANT CONTRACT 12-025-C1

Recommended Consultant:

Brite Global Inc.

Background & Scope of Work:

SCAG's customer contact management system based on Microsoft Dynamics Customer Relationship Management (CRM) software is a critical software application that provides immediate contact information, access and connections to users. The current CRM application database covers 110 SCAG users and contains over 8,900 contacts and relevant detail on each contact.

Through this project, SCAG seeks to provide improved features and services to enhance our mission in addition to extending services to our committees and public interest groups. The scope of work includes enhancements to the CRM system that are designed to increase capabilities, such as self-service contact updates and event management, as well as provide integration with other enterprise systems to create a more comprehensive contact management system.

Brite Global shall provide professional services for system enhancements; help desk support and maintenance of the CRM system.

Project's Benefits & Key Deliverables:

The project's benefits and key deliverables include, but are not limited to:

- Develop custom web services that will integrate the new SharePoint website user profile process with the CRM system;
- Integrate CRM with ArcGIS and custom Dot Net (.Net) applications;
- Develop custom plugins and configure CRM features to meet SCAG's requirements;
- Conduct knowledge transfer to SCAG's internal development team throughout the project;
- Perform platform maintenance including patches and minor release upgrades to the CRM application;
- Provide help desk and incident response support of the CRM system; and
- Add custom enhancements which may include a system-wide search tool, mobile device access, mass data import tool, automated notifications and letter generation, email scheduling, enhanced reporting, and event management.

Strategic Plan:

This item supports SCAG's Strategic Plan Goal No. 4 Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies and; Objective d: Integrate Advanced Information and Communication Technologies.

Contract Amount:

Total not-to-exceed	\$450,371
Brite Global (prime consultant, no subconsultant)	\$450,371

Note: The contract award is subject to audit.

Contract Period: March 2012 through March 2015

Work Element:	12-811.SCG001163.04	\$60,000
	13-811.SCG001163.04	\$200,000
	14-811.SCG001163.04	\$190,371

Funding sources: Consolidated Planning Grant – FHWA and FTA

Request for Proposal (RFP): SCAG staff notified 961 firms of the release of RFP 12-025. Staff also advertised the RFP in the American Planning Association’s website and the Urban Transportation Monitor, as well as the Planning Institute and posted it on SCAG’s bid management system. A total of 117 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

Brite Global (no subconsultants)	\$450,371
Webfortis (no subconsultants)	\$444,785

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two offerors.

The PRC consisted of the following individuals:

Alex Yu, Manager Application Development, SCAG
Catherine Chavez, Chief Information Officer, SCAG
Leigh Guannu, Lead Project Manager, SCAG

Basis for Selection: The PRC recommends Brite Global for the contract award because the consultant:

- Provided a thorough proposal which most clearly addressed an accurate understanding of the project scope and technical requirements, and a well-defined technical approach for future enhancements;
- Proposed a lower flat rate for support which is 1.5 times vs. 2.5 times proposed by the other consultant’s rate for unscheduled or emergency support, which would impact overall project costs;
- Provided dedicated project design and development resources for this project that would help to insure project continuity and increased efficiency in delivery of services; and
- Offered a consolidated delivery model that would reduce potential extra costs associated with working with a larger team consisting of different skill sets and locale for the project implementation.

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DATE: March 1, 2012

TO: Executive /Administration Committee (EAC)
Regional Council (RC)

FROM: Wayne Moore, Chief Financial Officer, (213) 236-1804, moore@scag.ca.gov

SUBJECT: Amendment \$75,000 or Greater: Contract No. 09-031-C1, SCAG’s Activity Based Travel Demand Model

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION:

Approve Amendment No. 6 to Contract 09-031-C1 with the University of California, Santa Barbara (UCSB), in an amount not-to-exceed \$224,990.

EXECUTIVE SUMMARY:

Amendment No. 6 to Contract 09-031-C1 will among other things allow UCSB, to input additional data into SCAG’s Activity-Based Travel Demand Model (Model), update the Model; and train staff on its new functionality. In accordance with the SCAG Procurement Manual Section 1.4.5, dated 12/09/09, version 10, this amendment requires the Regional Council’s approval.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan, Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective a: Develop and maintain planning models that support regional planning, Objective b: Research and develop state of the art planning models to address current and emerging planning issues including climate change, land use and transportation interactions, micro-level transportation behaviors and, Objective c: Maintain a leadership role in the modeling and planning data/GIS communities.

BACKGROUND:

Staff recommends amending the following contracts:

<u>Consultant/Contract #</u>	<u>Amendment’s Purpose</u>	<u>Amount</u>
1. University of California, Santa Barbara (09-031-C1)	Amendment No. 6 adds funding to enable the University of California, Santa Barbara to update SCAG’s Model using new data that recently became available, to enhance its functionality and thereby enable staff to better estimate the travel behavior patterns that SCAG can use for analysis for future RTPs.	\$224,990

FISCAL IMPACT:

Funding is available for each contract in the FY 2011/12 budget.

ATTACHMENT:

Consultant Contract No. 09-031-C1

CONTRACT 09-031-C1 AMENDMENT 6

Consultant: University of California, Santa Barbara (UCSB)

Background & Scope of Work: In April 2009, SCAG awarded Contract 09-031-C1 to UCSB to develop an Activity Based Travel Demand Model (Model) for SCAG based on 2008 Regional Transportation Plan (RTP) data. The objective of this project is to develop a Model to help estimate the travel behavior patterns that SCAG can use for analysis for future RTPs.

The purpose of this amendment is to update the SCAG's Model using new data that recently became available, and enhance the Model's functionality. Such enhancement requires additional assistance from the consultant. SCAG modelers and planners also need additional training in the use of the enhanced model features. This amendment supports the RTP Guidelines issued by California Transportation Commission that encouraged MPO's to transition to activity-based travel demand models for future RTP cycles.

Project's Benefits & Key Deliverables: The project's benefits and key deliverables include, but are not limited to:

- SCAG will use the newly developed Model with the most updated input data to test various land use and transportation policies;
- SCAG staff will receive additional training on the updated Model to enhance their technical and analytical skills in order to use the Model for the next Regional Transportation Plan; and
- Model software and model documentation will be delivered.

Strategic Plan: This item supports SCAG's Strategic Plan, Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective a: Develop and maintain planning models that support regional planning, Objective b: Research and develop state of the art planning models to address current and emerging planning issues including climate change, land use and transportation interactions, micro-level transportation behaviors and, Objective c: Maintain a leadership role in the modeling and planning data/GIS communities.

Amendment Amount:	Amendment 6	\$224,990
	Amendment 5 (administrative - no change to contract's value)	\$0
	Amendment 4 (administrative - no change to contract's value)	\$0
	Amendment 3 (administrative - no change to contract's value)	\$0
	Amendment 2 (administrative - no change to contract's value)	\$0
	Amendment 1 (administrative - no change to contract's value)	\$0
	Original contract value	<u>\$1,041,792</u>
	Total contract value is not-to-exceed	\$1,266,782

This amendment exceeds \$75,000. Therefore, in accordance with the SCAG Procurement Manual Section 1.4.5, version 10, it requires the Regional Council's approval.

Contract Period: April 21, 2009 through December 31, 2012

Work Element:

12-070.SCG0565.01 \$84,753

11-070.SCG0565.01 \$140,236

Funding sources: Consolidated Planning Grant – FHWA and FTA

**Basis for the
Amendment:**

The consultant team, led by Professor Konstadinos Goulias of UCSB, is providing excellent services in developing the Model. Through this process they have gained unequaled knowledge and expertise of SCAG's Model, making them uniquely qualified to perform the additional enhancements.

This amendment supports the overall goal for the RTP. SCAG's Model is required to be updated by using the most current data to perform transportation policy analysis for the RTP. The amendment would also substantially enhance the analytical quality of the Model. Without the amendment, the Model will not be robust and/or ready for the next RTP.

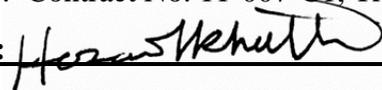
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DATE: March 1, 2012

TO: Executive /Administration Committee (EAC)
Regional Council (RC)

FROM: Wayne Moore, Chief Financial Officer, (213) 236-1804, moore@scag.ca.gov

SUBJECT: Amendment Greater than 30%: Contract No. 11-007-C1, TransCAD Modeling Support

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Approve Amendment No. 6 to Contract No. 11-007-C1 with Caliper Corporation, in an amount not-to-exceed \$72,150, to continue to provide software modeling support.

EXECUTIVE SUMMARY:
Amendment No. 6 to Contract No. 11-007-C1 among other things will allow Caliper Corporation to provide additional TransCAD software support to assist staff with the complex travel demand modeling necessary to finalize the 2012 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), as well as the upcoming 2013 Federal Transportation Improvement Program (FTIP) and South Coast Air Quality Management Plan (AQMP). In accordance with the SCAG Procurement Manual Section 1.4.5, dated 12/09/09, version 10, this amendment requires the Regional Council's approval because it exceeds 30% of the contract's original value.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective d: Integrate Advanced Information and Communication Technologies.

BACKGROUND:
Staff recommends amending the following contract:

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amount</u>
Caliper Corporation (11-007-C1)	Amendment No. 6 adds funding to enable Caliper Corporation to assist staff with finalizing the 2012 RTP/SCS and for the upcoming 2013 FTIP and South Coast AQMP, as well as to support staff with optimizing new modeling components and streamline the overall modeling process to reduce model runtime.	\$72,150

FISCAL IMPACT:
Funding is available in the FY 2011/12 budget.

ATTACHMENT:
Consultant Contract No. 11-007-C1

CONTRACT 11-007-C1 AMENDMENT 6

Consultant: Caliper Corporation

Background & Scope of Work: In December 2010, SCAG awarded Contract 11-007-C1 to Caliper Corporation to provide TransCAD software support services. TransCAD is modeling software developed by Caliper Corporation and used by SCAG as the software platform for the Regional Travel Demand Model. The modeling services provided by Caliper include: 1) providing TransCAD technical support to modeling staff; 2) developing customized software capabilities to meet SCAG's planning and modeling needs and requirements; 3) supporting the Subregional Modeling Tool Application; and 4) providing TransCAD software documentation and training to SCAG staff.

The TransCAD software support services contract with Caliper Corporation has provided critical support in preparing the 2012 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Recent RTP/SCS requirements have dramatically increased the complexity and number of possible RTP/SCS planning scenarios and resulting model runs. Staff requires additional TransCAD software support to assist staff with the complex travel demand modeling necessary to finalize the 2012 RTP/SCS and for the upcoming 2013 Federal Transportation Improvement Program (FTIP) and South Coast Air Quality Management Plan (AQMP). Staff also requires additional software support to optimize new modeling components and streamline the overall modeling process to reduce model runtime.

Strategic Plan: This item supports SCAG's Strategic Plan Goal 4: – Develop, Maintain, and Promote the Utilization of State of the Art Models, Information Systems, and Communication Technologies; Objective d: Integrate Advanced Information and Communication Technologies.

Project's Benefits & Key Deliverables: SCAG's Model is continually updated and improved to keep pace with emerging planning needs and federal/state requirements. The TransCAD Support project will implement various improvements and customization to the existing TransCAD Model needed to support development of the 2012 RTP/SCS. The TransCAD Software Support project will also support SCAG's efforts to develop an activity-based model and a landuse model.

Amendment Amount:	Amendment 6	\$72,150
	Amendment 5 (administrative - no change to contract's value)	\$0
	Amendment 4	\$56,100
	Amendment 3 (administrative - no change to contract's value)	\$0
	Amendment 2 (administrative - no change to contract's value)	\$0
	Amendment 1 (administrative - no change to contract's value)	\$0
	Original contract value	<u>\$192,800</u>
	Total contract value is not-to-exceed	\$321,050

This amendment exceeds the 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual Section 1.4.5, version 10, it requires the Regional Council's approval.

Contract Period: December 6, 2010 through June 30, 2012

Work Element: 12-070. SCG00130.09
Funding source: SP&R, FHWA, and TDA

Basis for the Amendment: Caliper is currently providing excellent technical services under the existing contract and has gained tremendous experience and familiarity with the required tasks. Caliper, the developer of TransCAD software, has unequaled knowledge and expertise of the TransCAD software and is well qualified to work on this project. Caliper was one of the prime consultants responsible for developing SCAG's 2012 RTP/SCS Regional Transportation Model. They have an excellent understanding of SCAG's Model and will require no additional time getting up to speed.

As previously reported to the Executive Administration Committee and the Regional Council, SCAG's Regional Travel Demand Model is incredibly complex and it is technically challenging to keep pace with emerging planning needs, policy questions, and federal/state requirements. This proposed supplemental funding of the TransCad Support project will allow for continued implementation of critical customization and refinements to the TransCAD-based Regional Travel Demand Model. As every component of the Model has been recently overhauled, this continued technical support from Caliper is critical to finalizing the 2012 RTP/SCS and preparing the 2013 FTIP and South Coast AQMP within this fiscal year.

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DATE: March 1, 2012

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Hasan Ikhtrata, Executive Director, ikhtrata@scag.ca.gov, (213) 236-1800

SUBJECT: SCAG Board Representative Invitation to Participate in Rail Tour Delegation to Japan and China

RECOMMENDED ACTION:

Approve offer for SCAG President Pam O'Connor, Santa Monica, District 41, and Councilmember Bruce Barrows, Cerritos, District 23, to participate as members of a Southern California delegation traveling to Japan and China from March 24-30, 2012, to visit a number of rail sites, and authorize an expenditure of up to \$5,000 per person from the General Fund to pay for related expenses.

EXECUTIVE SUMMARY:

A delegation of Southern California officials will be visiting a variety of rail sites in Japan and China from March 24 – 30, 2012. The purpose of the trip is three-fold: 1) View implementations of currently available rail technology; 2) view examples of transit-oriented development; and 3) examine private investment opportunities.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

A delegation of Southern California officials will be visiting a variety of rail sites in Japan and China from March 24 – 30, 2012. The delegation is slated to visit a number of rail sites that implement the following types of rail technology: high-speed rail, medium-speed rail, low-medium, and high-speed maglev.

The delegation tentatively includes representatives from the following:

- SCAG
 - President Pam O'Connor, Santa Monica, District 41
 - Councilmember Bruce Barrows, Cerritos, District 23

- Orangeline Development Authority
 - President Frank Quintero, Glendale
 - Board Member Tony Lima, Artesia
 - Mike Kodama, Executive Director

- City of Cerritos
 - Mayor Carol Chen
 - Art Gallucci, City Manager
 - Rosalinda Law, Economic Development Commissioner

REPORT

- Port of Los Angeles
 - Norman Arikawa, International Trade Development Manager

- Business Entities
 - Wing Lung Bank (Branch Office in China)
 - Twin Eagle BBQ
 - EcoWorld LED and Solar Panel

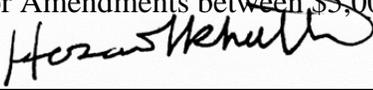
FISCAL IMPACT:

The proposed expenditure of up to \$5,000 per person will be allocated from SCAG's FY 2011/2012 General Fund.

ATTACHMENT:

None.

DATE: March 1, 2012
TO: Executive/Administration Committee (EAC)
Regional Council (RC)
FROM: Wayne Moore, Chief Financial Officer, (213) 236-1804, moore@scag.ca.gov
SUBJECT: Contracts/Purchase Orders and/or Amendments between \$5,000 - \$200,000

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

STRATEGIC PLAN:

This item supports SCAG'S Strategic Plan Goal 3: Enhance the Agency's Long Term Financial Stability and Fiscal Management.

BACKGROUND:

SCAG executed the following Contracts between \$25,000 and \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
Alta Planning + Design (12-001-B03)	As part of the Compass Blueprint program, the consultant shall assist the City of Agoura Hills with completing a pedestrian and bicycle evaluation for the Kanan Road and Thousand Oaks Boulevard intersection and adjacent areas.	\$74,464

SCAG executed the following Purchase Orders (PO's) between \$5,000 and \$200,000

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
Southern CA Leadership Council	SCAG Membership	\$20,000
United States Treasury	Employee Medicare/Social Security Taxes	\$12,840
Regional Economic Models, Inc.	REMI Soft Ware License Renewal	\$10,000
CompuCom Systems, Inc.	Vmware Subscription & Support	\$9,311
Coalition for America's Gateway	SCAG Sponsorship	\$6,500
Daily Journal Corporation	Publication of Workshop Notices	\$5,735

SCAG executed the Amendment between \$5,000 and \$200,000

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
None		

FISCAL IMPACT:

Funding is available in the FY 2011/12 budget.

ATTACHMENT: Amendment Summary

CONSULTANT CONTRACT 12-001-B03

Recommended Consultant: Alta Planning + Design

Background & Scope of Work: The consultant shall provide consultant services for a Compass Blueprint Demonstration Project for the City of Agoura Hills. Specifically, the consultant shall complete a pedestrian and bicycle evaluation for the Kanan Road and Thousand Oaks Boulevard intersection and adjacent areas. The project involves conducting technical studies and conceptual design to arrive at a viable solution to improve pedestrian access at the intersection and at neighborhoods that surround the intersection.

The objective for the project is to encourage pedestrian and bicycle use in the area of the intersection by achieving the following:

- Developing preliminary recommendations for technical and physical improvements;
- Designing a concept landscape plan;
- Designing a concept amenity plan; and
- Creating a preliminary pedestrian pathway plan for the adjacent neighborhoods connecting to the intersection and/or the retail shopping centers bordering the intersection

Project's Benefits & Key Deliverables: The project's benefits and key deliverables include, but are not limited to:

- Improved pedestrian and bicycle safety, mobility and access in the project area;
- Planning models for other jurisdictions with busy suburban arterials; and
- Memos, graphics and final report documenting analysis, design and implementation recommendations.

Strategic Plan: This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

Contract Amount:	Total not-to-exceed	\$74,464
	Alta Planning + Design (prime consultant)	\$58,973
	Willdan (subconsultant)	\$15,491

Contract Period: February 2012 through June 30, 2013

Work Element: 12-065.0137.01 \$74,464

Funding sources: Consolidated Planning Grant – FHWA and TDA

Request-for-Proposal (RFP): SCAG staff notified 1,542 firms of the release of RFP 12-001-B03. Staff also advertised the RFP in the American Planning Association's magazine, the Urban Transportation Monitor, and posted it on SCAG's bid management system. A total of 129 firms downloaded the RFP. SCAG received the following eight (8) proposals in response to the solicitation:

Alta Planning + Design (1 subconsultants)	\$74,464
Ryan Snyder Associates (2 subconsultants)	\$57,729
Kimley-Horn and Associates (no subconsultants)	\$58,564
Stantec Consulting Services, Inc. (no subconsultants)	\$68,114
The Planning Center / DC&E (1 subconsultant)	\$68,682
Fehr & Peers (2 subconsultants)	\$75,402
KTU+A (1 subconsultant)	\$87,353
Mainstreet Architects + Planners, Inc. (2 subconsultants)	\$99,942

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed four (4) highest ranked offerors.

The PRC consisted of the following individuals:

Allison Cook, Principal Planner, City of Agoura Hills
 Mike Kamino, Planning and Community Development Dir., City of Agoura Hills
 Charles Lau, Regional Planner, Caltrans District 7
 Peter Brandenburg, Senior Regional Planner, SCAG

Basis for Selection: The PRC recommended Alta Planning + Design for the contract award because the consultant:

- Demonstrated the best understanding of the project, specifically the complexities of integrating non-motorized transportation modes into a busy arterial street grid and suburban land use pattern. Although four (4) other firms proposed lower prices than Alta, the lower priced firms did not demonstrate an adequate understanding of the project site or as sophisticated an understanding of the interactions among motorized and active modes of transportation in this type of suburban arterial street grid and land use pattern;
- Demonstrated a clear specialization in, and the most experience with, non-motorized transportation planning. Alta is among the nation's leading firms for non-motorized transportation planning, with experience on many similar projects in Southern California. One other firm specializes in non-motorized planning but their project understanding and proposed approach was not as comprehensive as Alta's;
- Demonstrated the best knowledge and understanding of the project area. Alta's proposal included extensive analysis of the project site and familiarity with the intersection to be studied, the City of Agoura Hills and surrounding areas. During their interview, they presented preliminary analysis and design and policy recommendations that exceeded the other firms; and
- Was the only respondent to propose an approach that will lead directly to a Safe Routes to School application for implementation funding.

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DATE: March 1, 2012

TO: Executive Administration Committee (EAC)
Regional Council (RC)

FROM: Hasan Ikhata, Executive Director, 213-236-1944, Ikhata@scag.ca.gov

SUBJECT: Arroyo Seco Parkway Corridor Management Plan

RECOMMENDED ACTION:
Approve Resolution No.12-537-1 authorizing the extension of the cooperative agreement between Caltrans and SCAG regarding the Arroyo Seco Parkway Corridor Management Plan.

EXECUTIVE SUMMARY:
SCAG and Caltrans entered into a cooperative agreement regarding the development of the Arroyo Seco Parkway Corridor Management Plan. The cooperative agreement expires on June 30, 2012, and Caltrans has requested that the agreement be extended.

STRATEGIC PLAN:
This item supports SCAG’s Strategic Plan, Goal 1, Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
The Arroyo Seco Parkway, or State Route 110, is a designated National Scenic Byway. The National Scenic Byways Program requires the development of a Corridor Management Plan. SCAG and Caltrans entered into a cooperative agreement to develop the Arroyo Seco Parkway Corridor Management Plan, with SCAG providing the consultant procurement and contract management services and Caltrans providing the study funding. The study is underway, and both the cooperative agreement and the consultant contract have a termination date of June 30, 2012. In anticipation that the study may need to continue past June 30, 2012, Caltrans has requested that the cooperative agreement be extended.

FISCAL IMPACT:
Extending the cooperative agreement will not alter the funding levels or sources for this study. Funding for this study is included in the FY 11/12 OWP and consists of federal National Scenic Byway and SAFETEA-LU funds and state funds.

ATTACHMENT:
Draft Resolution No.12-537-1



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Policy Committee Chairs

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

Energy & Environment
Margaret Clark, Rosemead

Transportation
Paul Glaab, Laguna Niguel

RESOLUTION NO. 12-537-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE COOPERATIVE AGREEMENT EXTENSION FOR THE ARROYO SECO PARKWAY NATIONAL SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

WHEREAS, the Southern California Association of Governments (“SCAG”) which is the Metropolitan Planning Organization (MPO), pursuant to 23 U.S.C. 134 et seq. and 49 U.S.C. 5303 et seq. for the six counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura; and

WHEREAS, the State of California Department of Transportation (Caltrans) will provide a total of \$761,488 (\$160,000 in State Funds and \$601,488 in Federal Funds) in funding towards the Arroyo Seco Parkway National Scenic Byway Corridor Management Plan (“Study”), as part of the Cooperative Agreement #07-4855 between SCAG and Caltrans entered into on October 27, 2009.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments to authorize SCAG to accept and manage funds to complete the Study, and to implement the funds through SCAG’s Overall Work Program (OWP).

BE IT FURTHER RESOLVED by the SCAG Regional Council as follows:

1. That the Regional Council hereby authorizes SCAG to extend the Cooperative Agreement 07-4855 completion date from June 30, 2012 to June 30, 2014.
2. That SCAG Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to the receipt of State and Federal funds to allow SCAG to support the Study.

APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March 2012.

[Signatures on Following Page]

Pam O'Connor
President, SCAG
Mayor Pro Tem, City of Santa Monica

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

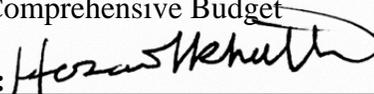
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DATE: March 1, 2012

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Wayne Moore, Chief Financial Officer, moore@scag.ca.gov, (213) 236-1804

SUBJECT: Approval of the FY 2012/13 Comprehensive Budget

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTIONS:

- 1) Approve the FY 2012/13 Comprehensive Budget, which includes the following components: The Draft Overall Work Program (OWP), the General Fund Budget and Membership Assessment, the Indirect Cost Budget and the Fringe Benefit Budget; and
- 2) Authorize the release of the Draft OWP and the Indirect Cost Allocation Plan (ICAP) to Caltrans, initiate the 30-day public comment period, and transmit the General Fund Budget and Membership Assessment to the General Assembly.

To view the entire OWP document, please visit the web at: <http://www.scag.ca.gov/owp/index.htm>

EXECUTIVE SUMMARY:

SCAG is required by federal and state law to develop the OWP and the Indirect Cost Budget. These budgets must be submitted to Caltrans for review and approval before the FY 2012/13 work program can be implemented. In order to assemble all of the budget components into one document and satisfy the requirements of Caltrans and SCAG's Bylaws regarding the adoption of an annual budget, SCAG staff has developed a comprehensive budget document for FY 2012/13 that contains the Draft Overall Work Program, the General Fund Budget and Membership Assessment, the Indirect Cost Budget and the Fringe Benefit Budget. After external review and the public comment period are completed, the final OWP Budget will be submitted for approval in May 2012. After approval by the RC, the General Fund Budget and the Membership Assessment will be forwarded to the General Assembly (GA) for approval.

The Comprehensive Budget is balanced and fully funded at \$46,720,795 (see page 11). The Draft Comprehensive Budget, as presented, is (\$3.4 million) or 7% less than the current FY 2012 budget. The proposed work program continues strategic initiatives begun in FY 2010/11 and builds upon successful programs completed in FY 2011/12. The major strategic initiatives for FY 2012/13 are:

1. *Coordinate and monitor implementation of the adopted 2012 Regional Transportation Plan (RTP) and Sustainable Communities Strategies (SCS);*
2. *Perform economic analysis impact of the 2012 RTP;*
3. *Implement the approved Southern California Economic Recovery and Job Creation Strategy;*
4. *Pursue energy and water policy formulation for SCAG Board review;*
5. *Enhance the Geographic Information System (GIS) Program to better serve the SCAG Region;*
6. *Expand video conferencing sites in the region;*
7. *Assist cities with Housing Element process and active transportation planning; and*
8. *Compass Blueprint Program*

REPORT

FY 2011/12 Accomplishments:

- *Completed the release of the Draft 2012 Regional Transportation Plan (RTP) and Sustainable Communities Strategy(SCS)*
- *Completed the Express Travel Choices Phase I Study*
- *Completed the Comprehensive Regional Goods Movement Plan and Implementation Strategy*
- *Continued work on the Southern California National Freight Gateway Collaboration*
- *Initiated implementation of the approved Southern California Economic Recovery and Job Creation Strategy*
- *Initiated the Regional Housing Needs Assessment process*
- *Through the enhancements of video-conferencing, conducted extensive RTP/SCS workshops and outreach sessions within the SCAG Region*
- *Initiated an additional 30 Compass Demonstration Projects*
- *Launched interactive RTP on SCAG website*
- *Implemented RC iPad Pilot Program*

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 3: Enhance the Agency's Long-term Financial Stability and Financial Management.

FISCAL IMPACT:

Approval of this document impacts all funding projects and program for FY 2012/13.

ATTACHMENT: FY 2012/13 Comprehensive Budget



Fiscal Year 2012-2013

Comprehensive Budget

March 2012

Southern California Association of Governments

COMPREHENSIVE BUDGET

Fiscal Year 2012/13

Southern California Association of Governments
FY 2012/13 Comprehensive Budget

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SECTION I - OVERVIEW

INTRODUCTION

This document contains the Southern California Association of Governments' (SCAG) Comprehensive Budget for Fiscal Year 2012/13.

The total budget for the Association consists of:

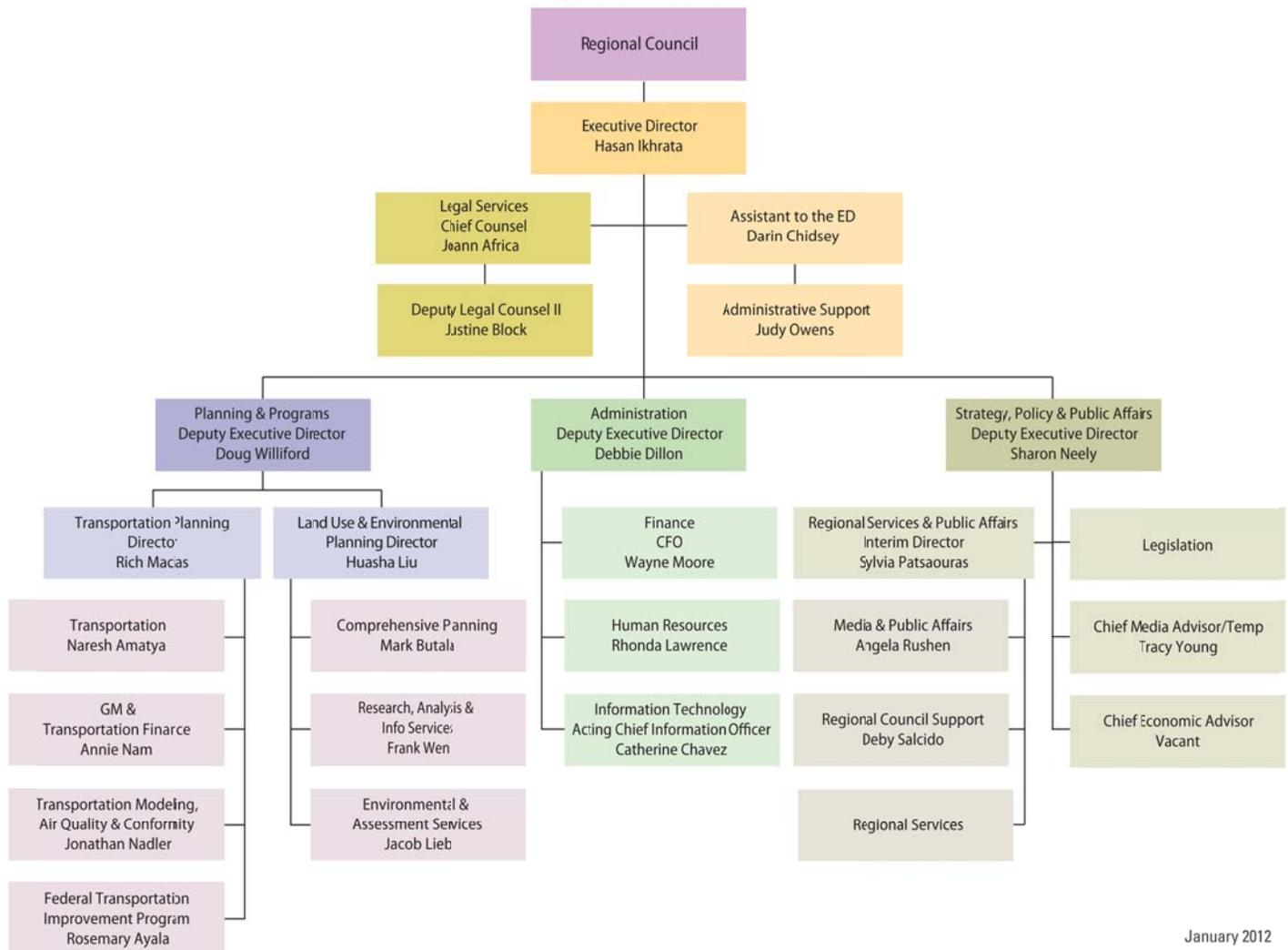
- **The Overall Work Program (OWP)**
A federal, state and locally funded budget consisting of projects related to regional planning in the areas of transportation, housing and the environment.
- **The General Fund (GF)**
A budget that utilizes Association members' dues for activities not eligible for federal and State funding
- **The Indirect Cost Budget (IC)**
The budget for the administrative and operations support of the Association
- **The Fringe Benefit Budget (FB)**
The budget for the fringe benefits and leave time of Association employees

This document is divided into three sections:

- An overview of the Association and its total budget
- A sub-section on each of the budget components
- A set of appendices that expand or provide more detailed information on budget content

SCAG ORGANIZATIONAL CHART

SCAG Organizational Chart



January 2012

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The SCAG Organization

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) for the six-county Southern California region and is the nation's largest MPO. Through SCAG, city and county governments throughout Southern California come together to develop solutions to common problems in transportation, housing, air quality, waste management and other issues. SCAG also acts as an information clearinghouse and service provider supplying cities and counties with a wide array of demographic, forecasting, mapping and other regional statistics and data.

Decision-making occurs through SCAG's Regional Council, a governing body composed of 84 city and county elected officials, transportation commissions, a tribal government representative, a representative of the business community as appointed by the President of SCAG and a representative from the Transportation Corridor Agencies. All issues considered by the Regional Council must first come through one or more of four policy committees (Transportation, Community, Economic and Human Development, Legislative/Communications & Membership, Energy and Environment) or the Executive/Administration Committee, which governs SCAG operations.

The agency also operates via a number of critical partnerships at the local, state and federal levels. In addition to its federal and state funding partners (Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, California Transportation Commission, California Department of Transportation, etc.) SCAG's planning efforts are closely coordinated with regional transit operators, Tribal Governments and fifteen sub-regional Councils of Governments (COGs) that represent SCAG's cities and counties.

There are a total of 191 cities, two Tribal Governments, six Counties and six commissions in the SCAG region. The region encompasses a population exceeding 18 million persons in an area of more than 38,000 square miles.

SCAG increasingly relies on input from its constituent members, community leaders, and the Southern California citizenry. It also employs a staff of professional planners, modelers and policy analysts who examine the region's challenges and works collaboratively with all stakeholders to develop potential solutions to improve the quality of life in the region.

The framework for developing the 2012/13 Comprehensive Budget is SCAG's multi-year Strategic Plan that focuses on SCAG's vision and priorities and improves the organization and its operations. The FY 2012/13 Comprehensive Budget supports Strategic Plan Goal #3 – Enhance the Agency's Long Term Financial Stability and Fiscal Management. All projects and programs funded in the budget support at least one of the five Strategic Plan Goals.

SCAG STRATEGIC PLAN

Strategic Plan Components

Vision Statement

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

Mission Statement

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

Core Values

Collaboration

We foster collaboration through open communication, cooperation and a commitment to teamwork

Service

Our commitment to service and leadership is second to none

Trust

The hallmark of our organization is trust and is accomplished through a professional staff, transparency in decision making and objectivity and accuracy in our day-to-day work

Revolutionary

We are revolutionary in our thinking to achieve a cutting edge work program that is emulated by others

Sustainability

We work with our partners and local governments to achieve a quality of life that provides resources for today's generation while preserving an improved quality of life for future generations

Empowering

The empowering of staff occurs to reward initiative, confidence and creativity while promoting inclusionary decision-making

Rewarding

We promote a work environment that allows for professional and personal growth, recognizes astounding achievement, and makes a positive difference in the lives of the staff and the community

Strategic Plan Goals

GOAL #1

Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies

Objectives

- Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans
- Develop external communications and media strategy to promote partnerships, build consensus and foster inclusiveness in the decision making process
- Provide practical solutions for moving new ideas forward

GOAL #2

Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities

Objectives

- Identify new infrastructure funding opportunities with state, federal and private partners
- Identify and support legislative initiatives
- Maximize use of existing funding by working with state and federal regulators to streamline project delivery requirements

GOAL #3

Enhance the Agency's Long Term Financial Stability and Fiscal Management

Objectives

- Maximize available resources and funds to the fullest extent possible
- Maintain adequate working capital to support Planning and Operations in accordance with SCAG's Investment Policy guidelines
- Monitor and continuously improve agency-wide and user defined budget variance and financial performance reporting system
- Optimize Procurement Process

Strategic Plan Goalscont'd

GOAL #4

Develop, Maintain and Promote the Utilization of State of the Art Models, Information systems and Communication Technologies

Objectives

- Develop and maintain planning models that support regional planning
- Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner
- Maintain a leadership role in the modeling and planning data/GIS communities
- Integrate advanced information and communication technologies

GOAL #5

Optimize Organizational Efficiency and Cultivate an Engaged Workforce

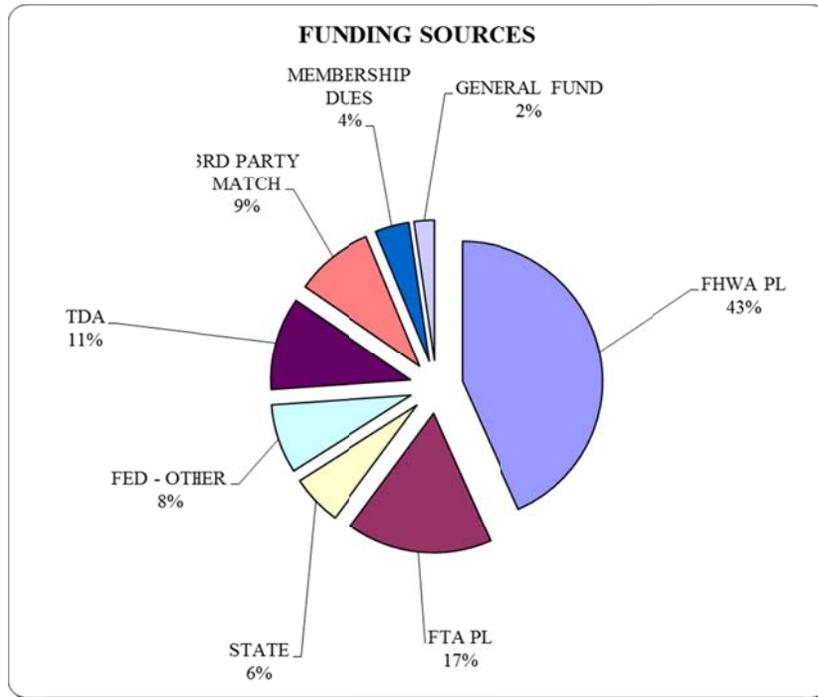
Objectives

- Identify and advocate methods to increase the free flow of information between staff, RC and Policy Committee Members
- Identify and advocate informal methods to share information that improve team building, camaraderie and relationships
- Routinely review and refine the roles and responsibilities at all levels of the organization
- Invest in employee development process
- Periodically review and enhance Project Management Practices

THE FY 2012/13 COMPREHENSIVE BUDGET

How the Budget is Funded

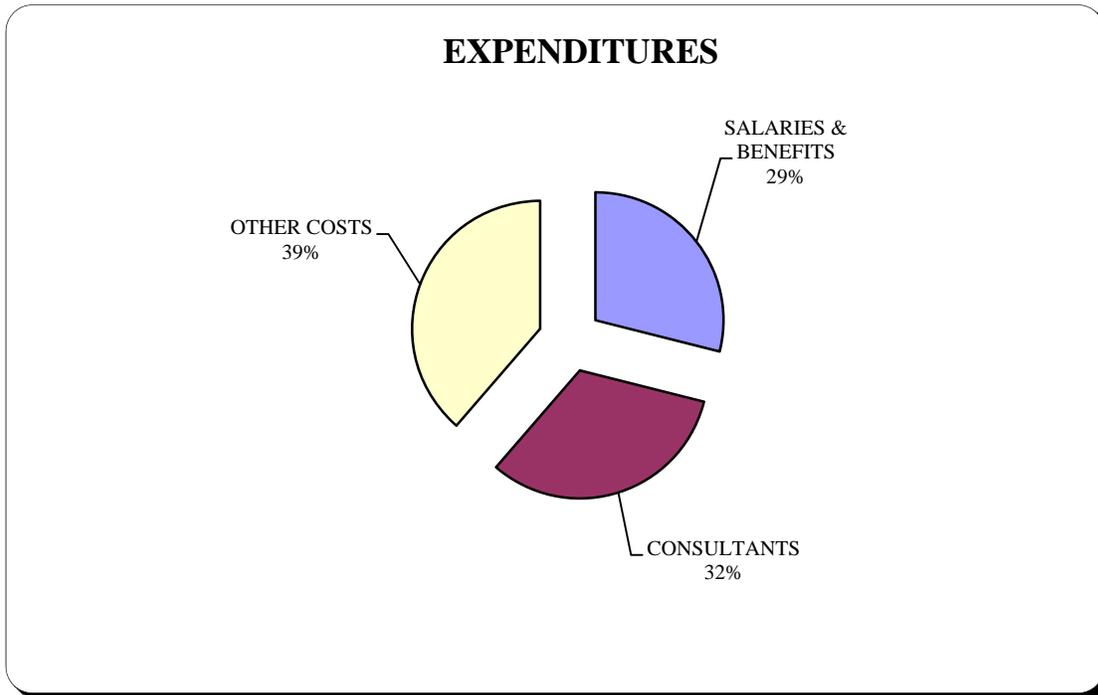
The Association receives most of its funding from the Federal Consolidated Planning Grant. The following chart illustrates the source and relative value funding sources.



FUNDING SOURCE	AMOUNT
FHWA PL	\$ 20,255,576
FTA PL	7,809,306
STATE	2,732,458
FED - OTHER	3,728,283
TDA	5,013,355
3RD PARTY MATCH	4,275,723
MEMBERSHIP DUES	1,820,868
GENERAL FUND	1,085,226
TOTAL REVENUES	\$ 46,720,795

How the Budget is Allocated

The Association allocates its budget in three major categories. The following chart illustrates the relative values of each category.



EXPENDITURES	AMOUNT
SALARIES & BENEFITS	\$ 13,524,230
SCAG CONSULTANTS	15,160,309
OTHER COSTS*	18,036,256
TOTAL EXPENDITURES	\$ 46,720,795

*Other includes direct and indirect non-labor costs (see page 11)

Comprehensive Line Item Budget: FY 10 thru FY 13 Proposed

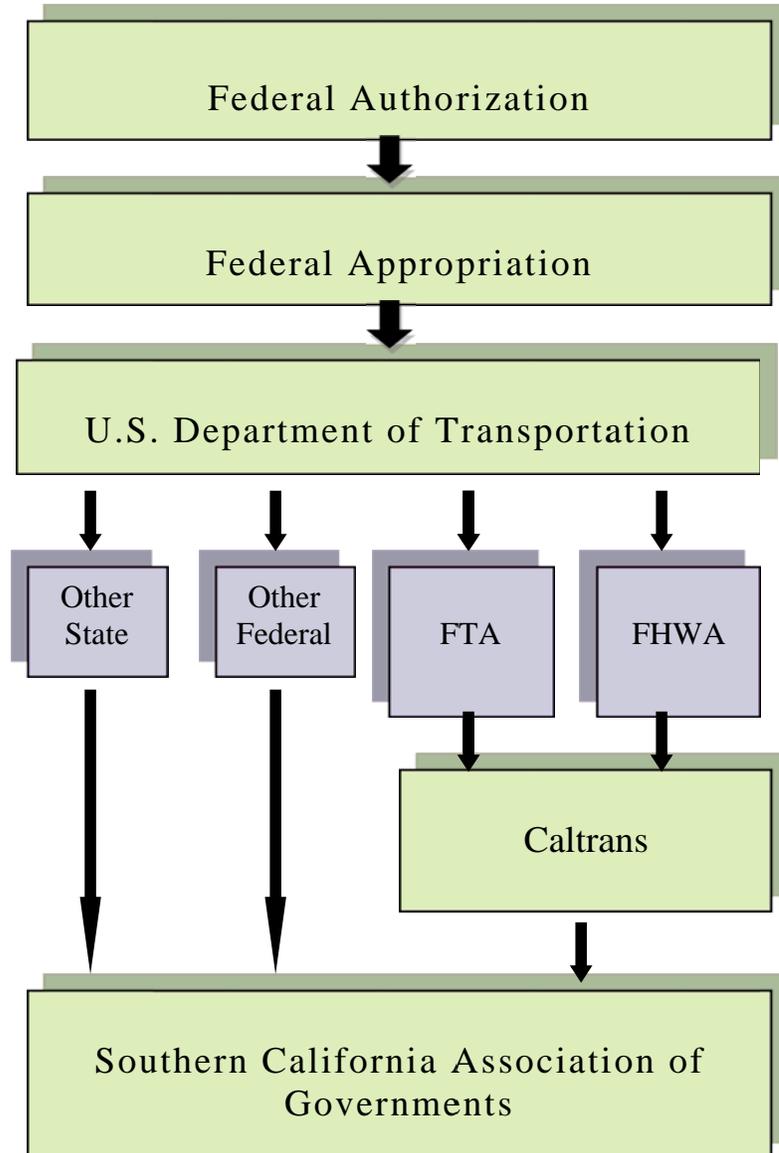
GL Account	Line Item	FY10 Actuals	FY11 Actuals	FY12 Adopted	FY13 Proposed
9001	Staff	10,599,949	11,714,752	\$ 11,765,428	\$ 13,524,230
54300	SCAG consultant	11,782,927	8,699,148	11,001,252	15,160,309
54330	Subregional cons	796,541	369,517	81,000	-
54340	Legal	151,566	50,206	325,000	375,000
54350	Professional Services	1,470,633	957,746	898,700	1,331,338
54400	Subregional staff	162,102	75,676	300,000	-
55210	Software support	528,739	439,248	442,188	509,591
55220	Hardware support	347,261	577,544	197,530	229,030
55240	Repair - maint	87,673	27,745	19,684	19,684
55270	CSC software purchases	69,335	-	-	-
5528X	3rd party contribution	2,977,564	2,979,714	2,755,975	3,244,773
55400	Office rent 818-offi	1,465,710	1,457,489	1,521,000	1,536,000
55410	Office rent satellite	135,299	141,809	155,000	222,000
55420	Equipment leases	117,292	106,399	115,000	115,000
55430	Equip repair-maintenance	4,200	53,487	44,244	45,244
55440	Insurance	286,849	1,006,430	249,103	175,299
55441	Payroll / bank fees	34,926	21,575	13,932	22,500
55460	Materials & Equipment < \$5,000	77,645	45,930	168,500	180,000
55510	Office supplies	89,107	87,864	110,000	141,200
55520	Graphic Supplies	2,126	4,547	38,000	50,000
55530	Telephone	182,367	139,899	135,500	165,500
55540	Postage	25,562	32	30,000	20,000
55550	Delivery services	-	5,795	11,800	8,900
55600	SCAG memberships	143,932	131,551	77,000	153,000
55610	Professional memberships	5,068	4,005	2,910	7,610
55620	Resource Materials	160,607	140,580	186,850	511,185
55700	Dep - furniture & fixture	41,910	152,852	28,000	45,137
55710	Depreciation - comp	271,630	29,926	144,495	77,723
55720	Amortization - lease	45,893	49,186	16,330	7,402
55730	Capital outlay	-	-	1,049,833	665,382
55800	Recruitment - advertising	23,971	17,331	5,000	7,000
55801	Recruitment - other	-	2,340	5,000	30,000
55810	Public notices	9,127	17,719	5,000	13,000
55820	Staff training	142,776	75,393	160,000	160,000
55830	Conferences/Workshops	7,498	55,411	17,350	42,850
55910	RC/committee meetings	6,865	2,861	8,237	8,237
55914	RC general assembly	165,940	190,861	205,000	330,000
55920	Other meeting expense	100,541	79,730	115,982	122,600
55930	Misc. Other	25,764	64,410	178,000	35,526
55940	Stipend-RC meetings	188,317	153,600	190,000	175,000
55950	Temporary Help	281,480	370,426	122,000	58,500
55970	Interest on bank LOC	-	3,872	-	-
55972	Rapid pay fees	900	1,050	900	975
55980	Contingency	-	-	-	188,860
56100	Printing	10,867	26,552	184,330	116,000
58100	Travel	203,821	174,601	158,460	235,964
58101	Travel - Local	59,966	51,710	29,600	26,286
58110	Mileage	82,396	82,556	53,625	55,404
58150	Staff lodging expense	4,752	2,785	19,400	8,734
58200	Travel-registration	-	1,970	2,000	3,000
58450	Fleet Vehicle	3,750	3,555	8,200	8,200
58800	RC Sponsorships	26,000	48,650	43,500	69,650
60110	Retirement-PERS	1,932,293	2,258,157	2,781,889	3,148,323
60120	Retirement-PARS	79,067	64,626	65,000	65,000
60200	Health ins. - active employees	1,148,338	1,174,395	1,276,800	1,561,023
60201	Health ins. - retirees PAYGO	412,207	478,425	519,000	527,000
60202	Health ins. - retirees GASB 45	355,003	312,775	236,000	332,000
60225	Life insurance	86,489	100,860	97,493	100,159
60240	Medicare tax employers	141,689	158,731	169,877	192,643
60245	Social Security Tax employers	-	15,280	3,806	18,245
60300	Tuition reimbursement	10,996	16,929	16,416	16,416
60310	Transit passes	79,325	118,592	119,512	177,817
60320	Carpool reimbursement	2,900	1,750	2,100	2,100
60330	Transit passes - taxable	20,872	-	-	-
60400	Workers comp ins	72,596	2,889	87,774	-
60405	Unemployment comp ins	51,833	34,472	-	35,000
60410	Misc. employee benefits	23,751	57,376	6,431	56,199
60415	SCAG 457 match	78,590	104,482	102,500	102,500
60450	Benefits admin fees	3,347	3,722	7,402	7,716
60500	Automobile Allowance	-	19,250	22,800	22,800
	Indirect Cost Carryover			(261,162)	117,031
	Total	37,908,439	35,821,105	38,649,476	46,720,795

SECTION II - BUDGET COMPONENTS

THE OVERALL WORK PROGRAM (OWP)

The Flow of Funds

In general, the majority of OWP funding comes to the Association via the Federal appropriations process. Some funding is directly allocated to the Association, and some is “passed through” via the California Department of Transportation (Caltrans).



Summary of Revenue Sources

Consolidated Planning Grant (CPG)

In 1997, FHWA/FTA instituted a transportation planning funds process called the Consolidated Planning Grant (CPG). In California, the four CPG fund sources are described below.

1. Federal Highway Administration (FHWA) Metropolitan Planning Funds (FWWAPL)

Metropolitan Planning Funds, otherwise known as PL funds, are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs.

The state must make all federally authorized PL funds available to the MPOs in accordance with a formula developed by the state, in consultation with the MPOs and approved by the FHWA.

2. Federal Transit Authority Metropolitan Planning Section 5303 (FTA §5303)

All MPOs with an urbanized area receive FTA §5303 funds each year to develop transportation plans and programs. The percentage of the California apportionment of FTA §5303 each MPO receives is determined by a formula agreed to by the MPOs, Caltrans and FTA.

The FTA §5303 formula has two components, a base allocation and a population component which distributes funds according to the MPOs percentage of statewide urbanized area population as of the most recent decennial census.

3. FHWA State Planning and Research – Partnership Planning Element (SP&R)

Caltrans is authorized by FHWA to award grants to MPOs for regional transportation planning studies with a statewide or multi-regional perspective and benefit. Caltrans awards these grants through an annual, competitive selection process.

4. FTA State Planning and Research Section 5304 (FTA §5304)

The FTA authorized Caltrans to award grants to MPOs for projects that demonstrate consistency with the following state planning priorities:

- Ability to strengthen the economy
- Promote equity

- Protect the environment
- Promote public health and safety in the state
- Improve the jobs-housing imbalance
- Improve public participation
- Promote context sensitive planning; and
- Reduce congestion

Caltrans awards projects in categories based upon an annual competitive selection process:

- Statewide Transit Planning Studies
- Transit Professional Development; and
- Transit Technical Planning Assistance

Local Funds

Each of the funding sources described above requires that local cash or in-kind services be provided as match. The Association uses a combination of the following sources for match:

Transportation Development Act (TDA)

State of California Public Utilities Code Section 99233.2 authorizes the Transportation Commissions in Los Angeles, Orange, Riverside and San Bernardino counties to allocate $\frac{3}{4}$ of 1 percent of their local transportation funds to SCAG as the multi-county planning agency for the region. As the largest source of non-federal funding received by SCAG, TDA is used to fund local initiatives and to provide cash match as needed for projects funded with state or federal funds.

Cash Match/Local Funding

Funding from local agencies is provided to SCAG to serve as matching funds to the CPG and other grants that require local match as a condition of receiving grant funds. For example, the CPG requires a match of 11.47%. In addition, local agencies such as Transportation Commissions periodically provide funding for specific projects such as localized modeling work.

In-Kind Match

The CPG and other grants accept in-kind match, as well as cash match, to fulfill the local match requirement that is a condition of receiving grant funds. In-kind match reflect services, such as staff time, provided by a local agency in support of the work funded by a grant.

The OWP Document

The core regional transportation planning document is the OWP and its core product is completion of the Regional Transportation Plan (RTP). The OWP is developed by SCAG on an annual basis and:

- Introduces the agency;
- Provides users with an overview of the region; and
- Focuses on the region's transportation goals and objectives

The OWP serves as the transportation planning structure that SCAG must adhere to for the state fiscal year, which is July 1 through June 30th of the following calendar year. Other uses for the OWP include:

- SCAG's project budget
- A contract and monitoring tool for federal, state, and local entities (to track completion of annual transportation planning projects and expenditures of funds)
- An early reference for members of the public to know the "who/what/when/where/how much" of transportation planning activities in the region

The OWP includes three component pieces:

1. Prospectus

The prospectus section provides the context for understanding the work activities proposed and gives information about the region. It includes, but is not limited to:

- The region's transportation planning approach
- The agency's organizational structure and interagency arrangements
- An overview of governmental and public involvement
- The State Planning Emphasis Areas; and
- The progress made towards implementing the RTP

2. Work Elements

The Work Element identifies specific planning work to be completed during the term of the OWP, as well as a narrative of previous, on-going and future year's work to be completed. It also includes the sources and uses of funds.

3. Budget Revenue & Summary Reports

These summary reports are a listing of all the work elements in the OWP by funding sources and expenditure category.

The OWP, in conjunction with the Overall Work Program Agreement (OWPA) and the regional transportation planning Master Fund Transfer Agreement (MFTA), constitutes the annual funding agreement between the State and SCAG. Although the OWP includes all planning projects to be undertaken by SCAG during the fiscal year, the OWPA and MFTA do not include special federal grants.

The OWP Budget

The OWP Budget can be viewed two ways: The first is a line item budget displaying how the OWP budget is allocated. The second is a chart showing the same budget by project and major budget category.

Following the budget tables are brief descriptions of each project in the OWP.

Cost Category	FY12	Draft FY13	Incr (Decr)
50010 Staff	\$ 6,595,654	\$ 7,459,463	\$ 863,809
54300 SCAG Consultant	10,434,836	14,472,638	\$ 4,037,802
54330 Subregional Consultant	81,000	-	\$ (81,000)
54350 Professional Svc	226,000	550,000	\$ 324,000
55210 Software support	30,000	90,000	\$ 60,000
55220 Hardware support	-	100,000	\$ 100,000
55280 Third Party Contribution	2,755,975	3,244,773	\$ 488,798
55620 Resource Materials/Subscriptions	129,000	450,000	\$ 321,000
55810 Public Notices	-	8,000	\$ 8,000
55830 Conferences/Workshops	-	13,000	\$ 13,000
55920 Other Meeting Expense	14,582	20,000	\$ 5,418
55930 Miscellaneous Other	71,000	-	\$ (71,000)
55950 Temporary Help	50,000	-	\$ (50,000)
56100 Printing	122,830	18,500	\$ (104,330)
58100 Travel	88,810	108,350	\$ 19,540
58110 Mileage	26,600	2,000	\$ (24,600)
Sub-total	\$ 20,626,287	\$ 26,536,724	\$ 5,910,437
50011 Fringe Benefits	\$ 4,412,561	\$ 5,006,592	\$ 594,031
50012 Indirect Costs	\$ 10,277,888	\$ 12,271,385	\$ 1,993,497
Total	\$ 35,316,737	\$ 43,814,701	\$ 8,497,965

The next page shows the same budget by project and major budget category.

Work Elemnt		Total*	SCAG	SCAG Consultant
10	System Planning	\$ 2,104,889	\$ 1,504,889	\$ 600,000
15	Transportation Finance	863,208	663,208	200,000
20	Environmental Planning	1,163,742	1,013,742	150,000
25	Air Quality and Conformity	715,751	715,751	-
30	Federal Transportation Improvement Program	1,960,900	1,960,900	-
45	Geographic Information System (GIS)	3,090,711	2,580,711	510,000
55	Regional Forecasting and Policy Analysis	5,088,345	4,313,345	775,000
60	Corridor Planning	609,788	309,788	300,000
65	Compass Blueprint 2% Strategy	4,107,151	2,497,151	1,610,000
70	Modeling	4,594,439	2,914,439	1,680,000
80	Performance Assessment & Monitoring	1,303,907	823,907	480,000
90	Public Information & Communication	1,193,994	1,193,994	-
95	Regional Outreach and Public Participation	1,990,501	1,740,501	250,000
100	Intelligent Transportation System (ITS)	78,802	78,802	-
120	OWP Development & Administration	3,487,284	3,447,284	40,000
130	Goods Movement	1,672,864	1,172,864	500,000
140	Transit	580,466	580,466	-
145	Transit Planning Grant Studies & Programs	2,164,784	130,369	2,034,415
220	Strategic Growth Council (SGC) Proposition 84 Grant Award	599,134	130,911	468,223
225	Special Grant Projects	1,243,533	493,533	750,000
230	Airport Ground Access	480,674	480,674	-
250	Arroyo Seco Corridor Management Plan	100,678	25,678	75,000
260	JARC/New Freedom Program Administration	105,185	105,185	-
265	So. Calif. Value Pricing Pilot Program	4,000,000	-	4,000,000
266	TDA Funded Projects	415,873	365,873	50,000
267	Clean Cities Program	98,098	98,098	-
	Total Direct Costs	\$ 43,814,701	\$ 29,342,063	\$ 14,472,638

*Includes indirect costs, fringe benefits, non-labor and in-kind match.

OWP Program Summaries

The following section presents a brief description of each OWP Program objective and the Strategic Plan Goal it supports.

010

SYSTEM PLANNING

Manager: Naresh Amatya

Program Objective:

Transportation System Planning involves long-term planning for system preservation, system maintenance, optimization of system utilization, and strategic system expansion of all modes of transportation for people and goods in the six-county region, including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The Regional Transportation Plan (RTP) is the primary vehicle SCAG uses to achieve our transportation system planning goals and objectives. As the MPO for this region, one of SCAG's major responsibilities is to develop, administer, amend, and update the RTP. The primary objective of this work element is to ensure SCAG is fulfilling its roles and responsibilities in this area as the designated MPO and RTPA for this region. The focus of FY 2012/13 will be coordinate and monitor implementation of the adopted 2012 RTP/SCS.

Strategic Plan:

Supports Goal #1 – Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies

015

TRANSPORTATION FINANCE

Manager: Annie Nam

Program Objective:

This work program is critical to addressing some of SCAG's core activities-specifically, satisfying federal planning requirements on financial constraint; ensuring a reasonably available revenue forecast throughout the RTP planning horizon, and addressing system level operation and maintenance cost analyses as well as capital cost evaluation of transportation investments in the RTP. In FY 2012/13, this work program will begin development of the 2016 RTP financial plan and continue to develop supporting business case/plans, facilitate work on efforts to evaluate alternative funding mechanisms for transportation and work with stakeholders on SAFETEA-LU re-authorization effort

related to technical input and analyses associated with transportation finance component.

Strategic Plan:

Supports Goal #2 – Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

020 ENVIRONMENTAL PLANNING

Manager: Jacob Lieb

Program Objective:

Review environmental plans and programs as required by applicable federal and state environmental laws. Staff work will also include internal coordination to integrate the most recent environmental policies into future planning programs such as environmental justice and intergovernmental review. Provide staff support to the Energy and Environment Policy Committee.

Strategic Plan:

Supports Goal #1 – Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

025 AIR QUALITY AND CONFORMITY

Manager: Jonathan Nadler

Program Objective:

Oversee and/or provide support for SCAG air quality planning, analysis, documentation and policy implementation. This includes collaboration with the ARB and air districts in the SCAG region in developing SIPs, including developing emission budgets to meet federal conformity requirements. Staff will facilitate federally required interagency consultation via SCAG’s Transportation Conformity Working Group, including the processing and acting as clearinghouse for the Particulate Matter (PM) hot spot analysis for transportation projects within the region. Staff will continue the process to ensure the timely implementation of TCMs. Staff will continue to track and participate in relevant air quality rulemaking.

Strategic Plan:

Supports Goal #1 – Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

030

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

Manager: Rosemary Ayala

Program Objective:

The Federal Transportation Improvement Program (FTIP) is a multimodal list of capital improvement projects programmed over a six-year period. The currently approved FTIP is the 2011 FTIP and was federally approved and found to conform on December 14, 2010. The program contains approximately \$30 billion worth of projects in FY 2010/2011 - 2015/2016. The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal agencies is required regardless of funding source. The FTIP is developed to incrementally implement the programs and projects in the Regional Transportation Plan. The FTIP is amended on an on-going basis, as necessary, thereby allowing projects consistent with the Regional Transportation Plan to move forward toward implementation.

Strategic Plan:

Supports Goal #2 – Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

045

GEOGRAPHIC INFORMATION SYSTEM (GIS)

Manager: Frank Wen

Program Objective:

To facilitate the establishment of SCAG as a Regional Information Center, for all data and information related to Southern California and to provide data support and mapping capabilities to better serve the needs of the agency and our partner agencies. This program will also provide data and information to stakeholders to promote economic development and enhance the effectiveness of decision-makers. Additional goals include leveraging data sharing opportunities among public agencies throughout the region and maximizing data sharing while minimizing agency costs. A top priority will be continuing to provide training, data sharing and other GIS services to our local jurisdictions. Work will continue on the implementation of an Enterprise GIS system that will serve as the guide for meeting Objective #4 of the SCAG Strategic Plan. The program will play an integral part in the development of the Federal Transportation Improvement Program, amendments to the 2012 RTP/Sustainable Communities Strategy, Local Profiles and other planning activities.

Strategic Plan:

Supports Goal #4 – Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communications Technologies.

055

REGIONAL FORECASTING & POLICY ANALYSIS

Manager: Frank Wen

Program Objective:

Provide state-of-the-art forecasting methodology, programming, software, and data/statistics such that regional growth estimates and forecasts are technically sound, and set the standard for MPO growth forecasting practice. The key focus of this work element is to develop estimates and forecasts of population, household and employment used for the development of the 2016 Regional Transportation Plan and Sustainable Communities Strategy. This program also addresses the following: show growth forecasts in terms of population, employment, household and how underlying land uses are related to congestion and transportation investment. Additional program objectives include the collection, processing and analysis of data used in support of the planning activities of the agency.

Strategic Plan:

Supports Goal #4 – Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communications Technologies.

060

CORRIDOR PLANNING

Manager: Naresh Amatya

Program Objective:

Provide input to the RTP on the design concept and scope of major transportation investments, as identified upon the completion of corridor planning studies conducted under this work element and in partnership with other agencies. Ensure that corridor planning studies are completed in accordance with federal transportation planning requirements as identified in 23 CFR 450.

Strategic Plan:

Supports Goal #1 – Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

Manager: Mark Butala

Program Objective:

Compass Blueprint is a core effort for implementing the 2012 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Compass Blueprint demonstrates that the region can achieve both mobility and air quality goals through local land use changes along with targeted transportation investments. To date, over 100 Compass Blueprint Demonstration Projects have been successfully completed in local jurisdictions throughout the region.

Compass Blueprint efforts will target Transit Project Priority (TPP) areas as defined in the RTP/SCS and will ensure that measures are in place to realize the integrated transportation/land use vision of the 2012 RTP/SCS. The work effort will focus on developing and applying new regionally and locally applicable planning tools and providing member jurisdictions with technical assistance consistent with the RTP/SCS and other policies. Specific tasks will include: Partnerships for Demonstration Projects and local technical assistance; continued development and refinement of RTP/SCS policies; “Toolbox Tuesdays” training in advanced planning tools for local government planners; and Compass Blueprint Recognition Awards for outstanding local projects consistent with Compass Blueprint principles.

Strategic Plan:

Supports Goal #1 – Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies

Manager: Jonathan Nadler

Program Objective:

Provide modeling services in support of developing and implementing the RTP, FTIP, and other major transportation planning initiatives. Maintain and improve SCAG’s modeling tools to more effectively forecast travel demand and estimate resulting air quality. Maintain a leadership role in the regional modeling community by coordinating the Region’s modeling activities and by providing technical advice/assistance and data to SCAG’s modeling partners. Promote model consistency through an active subregional modeling program. Continue ongoing modeling collaboration with county transportation commissions, Caltrans, Metrolink, air quality agencies, and state and federal

transportation agencies.

Strategic Plan:

Supports Goal #4 – Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communications Technologies.

080

PERFORMANCE ASSESSMENT & MONITORING

Manager: Jacob Lieb

Program Objective:

Provide performance assessment and monitoring of the SCAG region including growth and development, transportation system performance, environmental quality, and the socioeconomic well-being of the residents (e.g., income and housing affordability). The results of the monitoring and assessment provide the basis for policy-making particularly in relation to regional transportation planning. This program also works with the California Department of Transportation in the coordination and data collection mandated under the Highway Performance Monitoring System (HPMS).

Strategic Plan:

Supports Goal #1 – Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies

090

PUBLIC INFORMATION & COMMUNICATIONS

Manager: Angela Rushen

Program Objective:

Develop and execute a comprehensive internal and external communications program that informs key audiences about SCAG programs, plans, initiatives and services via public relations, media relations, video production, website content management and print/graphic design.

Strategic Plan:

Supports Goal #4 – Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communications Technologies.

Manager: Sylvia Patsouras

Program Objective:

Engage regional stakeholders in the SCAG planning and programming process through the support and enhancement of outreach efforts to local governments, Tribal Governments, and members of the various stakeholder entities, including community, environmental, business, and academic groups, as well as other interested parties. The SCAG Regional Offices are critical components in these efforts, with SCAG staff assigned to an office in each county in the SCAG region. SCAG has identified additional videoconferencing sites in remote parts of the SCAG region to facilitate participation in SCAG activities by a wider range of stakeholders, including member cities, partner agencies, and business and community groups.

Strategic Plan:

Supports Goal #4 – Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communications Technologies.

Manager: Naresh Amatya

Program Objective:

Coordinate and monitor implementation of the ITS Element of the 2012 RTP/SCS. Staff will also be monitoring progress of the adopted Regional ITS Architecture and documenting potential needs for future amendments to the Regional Architecture. Another objective is to provide training and educational opportunities to our stakeholders on ITS related topics in partnership with FHWA/Caltrans as opportunities become available.

Strategic Plan:

Supports Goal #4 – Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communications Technologies.

Manager: Bernice Villanueva

Program Objective:

Develop, administer, and monitor the Overall Work Program (OWP). The OWP is a required function of the Metropolitan Planning Organization (MPO) and provides a detailed description of the planning activities that will be completed by the MPO and its partners in the fiscal year.

Strategic Plan:

Supports Goal #3 – Enhance the Agency’s Long Term Financial Stability and Fiscal Management.

Manager: Annie Nam

Program Objective:

To integrate the movement of freight into regional transportation planning processes. In FY 2012/13, SCAG’s main focus will be on continuing efforts to refine and support the implementation of a comprehensive regional goods movement plan and strategy. This strategy intends to enhance performance of goods movement proposals set forth in the 2012 RTP through the application of new technologies, development of regional rail strategies, identification of environmental mitigation strategies, considerations between land use and freight movement, and establishment of potential mechanisms for improved regional mobility.

Strategic Plan:

Supports Goal #1 – Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies

Manager: Naresh Amatya

Program Objective:

Work with the stakeholders through the Regional Transit Task Force to coordinate implementation of the transit and rail recommendations provided in the Final 2012 RTP/SCS, which is expected to be adopted by the Regional Council in April 2012. Also, staff will continue to support and engage regional transit operators in further refining the transit strategies in preparation of the next RTP Update consistent with the SCAG MOU with the transit operators.

Strategic Plan:

Supports Goal #1 – Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies

Manager: Jonathan Nadler / Jacob Lieb

Program Objective:

As the MPO for the Region, SCAG is required pursuant to SB 375 to develop a Sustainable Communities Strategy (SCS) for inclusion in the 2012 RTP and must have in place appropriate modeling capabilities and data to support analyses of SCS scenarios and other transportation, land use and socio economic variables.

The SGS planning grant is centered upon policy analysis and planning demonstrations that reinforce the strategies included in the RTP/SCS, including analyzing the impacts of smart growth and creating usable demonstrations and templates for implementation. The awards are given by the Strategic Growth Council and the funds will be administered by Caltrans (modeling) and California Department of Conservation (planning). SCAG will be completing the projects during fiscal year 2012/13.

Strategic Plan:

Supports Goal #4 – Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communications Technologies.

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AIRPORT GROUND ACCESS

Manager: Naresh Amatya

Program Objective:

Identify new in-house aviation forecasting tools for developing new regional aviation demand forecasts for the 2016 Regional Transportation Plan, and to conduct outreach activities to implement adopted aviation policies and action steps in the 2012 Regional Transportation Plan.

Strategic Plan:

Supports Goal #1 – Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies

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HIGH-SPEED RAIL PROGRAM

Manager: Naresh Amatya

Program Objective:

Coordinate implementation of the Memorandum of Understanding (MOU) between the California High-Speed Rail Authority and SCAG, local transportation commissions, Metrolink and SANDAG for the programming of \$1 billion in high-speed rail (HSR) funds to the region's existing passenger rail services.

Another objective is to continue participating in the statewide HSR efforts to ensure the region's interests are protected. Staff will also provide support and analysis for the region's HSR planning efforts, including participation in the LOSSAN and Southern California Inland Corridor Group JPAs, and community meetings.

Strategic Plan:

Supports Goal #1 – Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

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ARROYO SECO CORRIDOR MANAGEMENT PLAN

Manager: Philip Law / Caltrans, District 7

Program Objective

Finalize a Corridor Management Plan (CMP) for the Arroyo Seco Parkway National Scenic Byway (State Route 110) from Downtown Los Angeles to Pasadena.

Strategic Plan:

Supports Goal #1 – Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

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JARC/NEW FREEDOM PROGRAM ADMINISTRATION

Manager: Naresh Amatya

Program Objective:

As the designated recipient of Job Access Reverse Commute (JARC) and New Freedom program funds, SCAG will be responsible for managing grant distribution and oversight for sub-recipients.

Strategic Plan:

Supports Goal #2 – Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

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EXPRESS TRAVEL CHOICES PHASE II

Manager: Annie Nam

Program Objective:

Develop an implementation plan for value pricing, including build-out of the existing and planned managed network of Express/HOT lanes across Southern California and integration with one or more pilot projects for cordon/area pricing within specific major activity centers.

Strategic Plan:

Supports Goal #1 – Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

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CLEAN CITIES PROGRAM

Manager: Sylvia Patsouras

Program Objective:

SCAG administers the U.S. Department of Energy (DOE) Clean Cities Program for the SCAG Clean Cities Coalition, including performing outreach and marketing in support of expanding alternative fuels in the SCAG region through stimulus grant awards of ARRA funds from DOE and funds from the California Energy Commission (CEC).

Strategic Plan:

Supports Goal #4 – Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communications Technologies.

THE GENERAL FUND BUDGET (GF)

What is the General Fund Budget?

The General Fund (GF) has been established to provide support to the Regional Council and its Subcommittees for the costs of stipends; travel; to fund costs not eligible for grant reimbursement (i.e., interest); to provide a source of working capital; to financial program expenditures, which must be paid prior to sending requisitions to certain federal and state grantors; and to authorize establishment of and borrowing from a line of credit. The General Fund is not an available resource to fund project costs otherwise chargeable to grants and/or contracts.

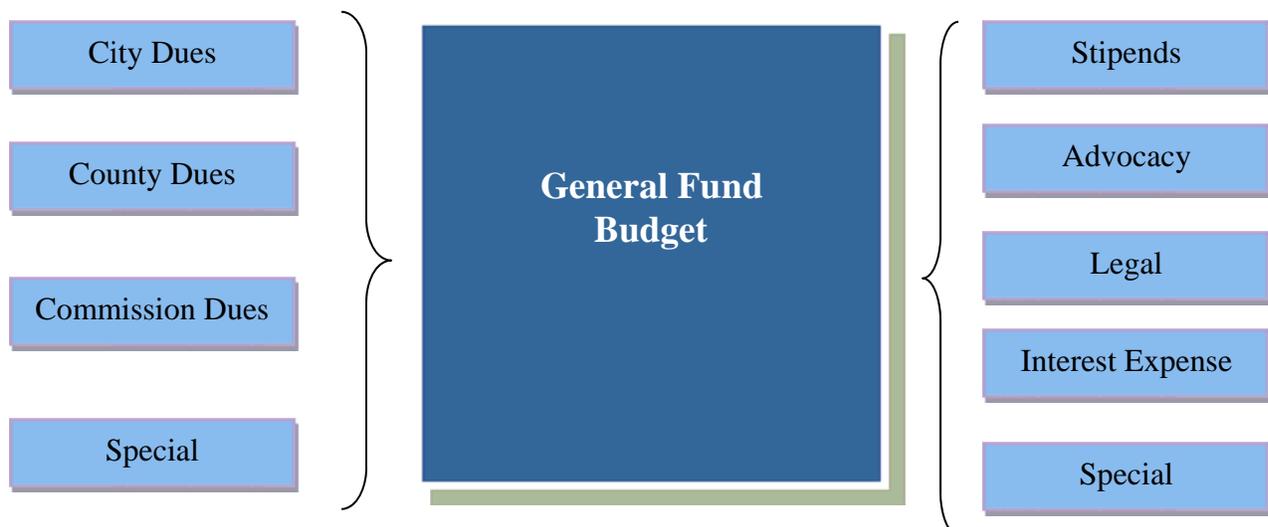
The Regional Council (RC) is responsible to conduct the affairs of the Association pursuant to Article V (A) 4 of the By-Laws. Among other duties, the RC reviews and may revise, amend, increase or decrease the proposed annual GF budget as prepared by the Executive Director. The RC submits the approved GF budget to members of the General Assembly (GA) at least thirty (30) days before the annual meeting for review. After adoption of the budget and the annual assessment schedule by the GA, the RC controls all Association expenditures in accordance with the budget.

Membership Dues Assessments

The By-Laws require the Executive Director to annually submit the GF budget to the RC. Upon its adoption, the GA fixes membership assessment for all members of the Association in amounts sufficient to provide the funds required by the GF budget.

Budget staff prepares a proposed GF budget and submits it to the Chief Financial Officer (CFO) for review. The GF budget is submitted to the CFO in sufficient time to allow the items to be placed on the agendas for approval by the RC and the GA.

Member dues are calculated in accordance with the guidelines of the By-Laws.



General Fund Line Item Budget

		FY11 ACTUAL	FY12 ADOPTED BUDGET	FY13 PROPOSED BUDGET	FY12 ADOPTED TO FY13 PROPOSED INCR (DECR)
REVENUE:	Membership Dues:				
	Counties	261,423	290,978	290,942	(36)
	Cities	1,209,583	1,354,527	1,409,926	55,399
	Commissions	95,000	85,000	85,000	-
	Transportation Corridor Agency		10,000	10,000	-
	Air Districts		25,000	25,000	-
	Sub-total	\$ 1,566,006	\$ 1,765,505	\$ 1,820,868	\$ 55,363
	Interest	51,647	60,000	60,000	-
	Other	48,267			
	RHNA Assessments		120,000	-	(120,000)
General Assembly Sponsorships	179,650	205,000	330,000	125,000	
Leasehold Improvements Reimbursement		1,050,000	695,226	(354,774)	
Transfer from Reserves		132,234	-	(132,234)	
Sub-total	\$ 279,564	\$ 1,567,234	\$ 1,085,226	\$ (482,008)	
Total Revenues		\$ 1,845,570	\$ 3,332,739	\$ 2,906,094	\$ (426,645)
EXPENDITURES:					
Task .01 Regional Council	Regional Council:				
	Stipends	153,600	190,000	175,000	(15,000)
	Committee Meetings	2,862	8,237	8,237	-
	Other Meeting Expense	48,332	44,400	44,400	-
	Travel - Outside	40,446	15,000	25,000	10,000
	Travel - Local	19,983	21,600	16,600	(5,000)
	Mileage - Local	11,526	18,000	13,000	(5,000)
	Travel > per diem	1,253	2,400	2,400	-
	Miscellaneous Other	6,170	-	-	-
	Staff Time	26,907	59,397	31,656	(27,741)
	Printing	12,110	-	-	-
	Conferences	15,517	-	-	-
	Stakeholder Summit	20,261	-	-	-
	Training	5,000	-	-	-
	Task sub-total	\$ 363,967	\$ 359,034	\$ 316,293	\$ (42,741)
Task .02 Legislative	External Legislative:				
	Federal Lobbyist	-	240,000	240,000	-
	Staff Time	80,030	16,412	17,414	1,002
	State Lobbyist	66,000	96,000	96,000	-
Task sub-total	\$ 146,030	\$ 352,412	\$ 353,414	\$ 1,002	
Task .03 RHNA	RHNA:				
	Legal Fees		75,000	100,000	25,000
	Professional Services			15,000	15,000
	Subregional Delegation		300,000	-	(300,000)
	SCAG Consultant		25,000	-	(25,000)
Staff Time	68,516	146,373	94,907	(51,466)	
Task sub-total	\$ 68,516	\$ 546,373	\$ 209,907	\$ (336,466)	
Task .04 Other	Other:				
	SCAG Memberships	76,335	59,000	93,000	34,000
	Capital Outlay		50,000	50,000	-
	Staff Time	54,078			
	Fees paid to Caltrans	1,050	900	975	75
	Other Meeting Expense	15,244	7,000	7,000	-
	Miscellaneous Other	29,018	22,000	22,000	-
	Contingency			188,860	188,860
	Professional Services	2,628			
	Resource Material/Subscription			3,330	3,330
	Travel	4,509	500		(500)
	Travel - Local			500	500
	Mileage - Local	1,868		2,000	2,000
	Trvl-Lodge >Per Diem			1,000	1,000
	Bank Fees	5,417	4,332	7,500	3,168
Interest on LOC	3,872				
Sponsorships	48,650	43,500	69,650	26,150	
Task sub-total	\$ 242,669	\$ 187,232	\$ 445,815	\$ 258,583	
Task .05 - Clean Cities Coalition Coordination	Clean Cities Coalition Coordination				
	Staff Time	\$ 17,576			
	SCAG Consultant	\$ 10,000			
Task sub-total	\$ 27,576	\$ -	\$ -	\$ -	
Task .06 GA	General Assembly				
	General Assembly	190,862	205,000	330,000	125,000
	Printing			6,000	
	Staff Time		8,697	9,352	655
Task sub-total	\$ 190,862	\$ 213,697	\$ 345,352	\$ 131,655	
Task .07 LHI	Leasehold Improvements				
	Leasehold Improvements		999,833	615,382	(384,451)
	Staff Time		50,167	79,844	29,677
Task sub-total	\$ -	\$ 1,050,000	\$ 695,226	\$ (354,774)	
	Total for all tasks	\$ 1,039,620	\$ 2,708,748	\$ 2,366,007	\$ (342,741)
	Allocated Fringe Benefits	156,885	188,023	156,499	(31,524)
	Allocated Indirect Costs	387,913	435,969	383,588	(52,381)
	Total	\$ 1,584,418	\$ 3,332,740	\$ 2,906,094	\$ (426,646)

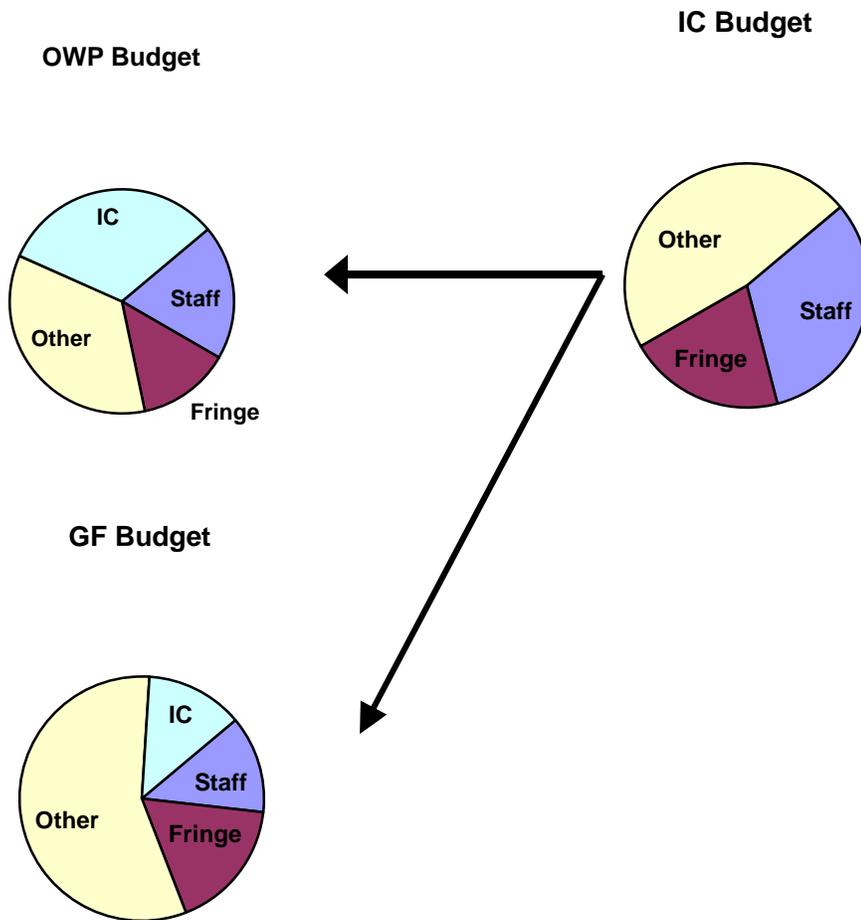
THE INDIRECT COST BUDGET (IC)

What is the Indirect Cost Budget?

The Indirect Cost Budget is established to provide funding for staff salaries, fringes and other non-labor costs that are not attributable to an individual direct program project, except on a pro-rata basis. The funding document is the basis for generating the Indirect Cost Allocation Plan (ICAP) which is forwarded to Caltrans for approval.

How is the Indirect Cost Budget Funded?

An IC rate, approved by Caltrans, is applied to all productive staff salaries and fringe costs. For example, for every \$1,000 of direct salaries and fringe, the IC budget receives \$984.38 (98.43%). A review of the comprehensive line item budget chart on page 9 shows the impact of this concept. Notice that the OWP and General Fund budgets have each allocated funds for indirect costs which represents each budget component's share of funding the Indirect Cost program.



The Indirect Cost Budget

GI Account	Cost Category	FY12	FY13	Incr (Decr)
9001	Staff	\$ 3,476,877	\$ 4,208,686	\$ 731,809
54300	SCAG consultant	230,416	351,671	121,255
54340	Legal	250,000	275,000	25,000
54350	Professional Services	647,700	766,338	118,638
55210	Software support	412,188	419,591	7,403
55220	Hardware support	197,530	129,030	(68,500)
55240	Repair- maintenance	19,684	19,684	-
55400	Office rent 818-offi	1,521,000	1,536,000	15,000
55410	Office rent satellite	155,000	222,000	67,000
55420	Equipment leases	115,000	115,000	-
55430	Equip repair-maintenance	44,244	45,244	1,000
55440	Insurance	249,103	175,299	(73,804)
55441	Payroll / bank fees	9,600	15,000	5,400
55460	Materials & Equipment <\$5K	168,500	180,000	11,500
55510	Office supplies	110,000	141,200	31,200
55520	Graphic Supplies	38,000	50,000	12,000
55530	Telephone	135,500	165,500	30,000
55540	Postage	30,000	20,000	(10,000)
55550	Delivery Services	11,800	8,900	(2,900)
55600	SCAG memberships	18,000	60,000	42,000
55610	Professional memberships	2,910	7,610	4,700
55620	Resource Materials	57,850	57,855	5
55700	Dep - furniture & fixture	28,000	45,137	17,137
55710	Depreciation - comp	144,495	77,723	(66,772)
55720	Amortization - lease	16,330	7,402	(8,928)
55800	Recruitment notice	5,000	7,000	2,000
55801	Recruitment - other	5,000	30,000	25,000
55810	Public notices	5,000	5,000	-
55820	Staff training	160,000	160,000	-
55830	Conferences/workshops	17,350	29,850	12,500
55920	Other meeting expense	50,000	51,200	1,200
55930	Misc. Other	85,000	13,526	(71,474)
55950	Temporary Help	72,000	58,500	(13,500)
56100	Printing	61,500	91,500	30,000
58100	Travel	54,150	102,614	48,464
58101	Travel - local	8,000	9,186	1,186
58110	Mileage	9,025	38,404	29,379
58150	Staff lodging expense	17,000	5,334	(11,666)
58200	Travel-registration	2,000	3,000	1,000
58500	Fleet Vehicle	8,200	8,200	-
	Sub-total	\$ 8,648,952	\$ 9,713,184	\$ 1,064,232
50011	Fringe Benefits	2,326,067	2,824,757	498,690
	Unrecovered overhead	(261,162)	117,031	378,193
	Total	\$ 10,713,857	\$ 12,654,972	\$ 1,941,115

IC Functional Activities

The Indirect Cost budget is spread across several functional areas within the agency. The following chart describes the functional areas.

Group	Area	Functional Activity
Administration	Finance	Finance is responsible for all financial activities of the agency, including accounting, budget & grants, investment policy, contracts, procurement, internal audits, and directing outside audits
	Human Resources	Human Resources is responsible for staff recruitment, employee relations, training, employee benefits, maintaining personnel records, and administration of personnel rules and systems.
	Information Technology	Information Technology supports IT operations, computers for office staff, modeling and GIS capabilities, phone systems, video conferencing and networks as well as Facilities/property management for all of SCAG offices.
Agency-wide Management		The Agency-wide Management section is responsible for the management of Association staff, the Association's budget, and day-to-day operations of the Association's departments. The Executive Director is the official representative of the Association and its policies.
Legal Services		Legal Services is responsible for all internal and external legal affairs of the Association.
Policy, Strategy & Public Affairs	Legislation	This unit is responsible for interfacing with the legislative processes at the federal and state level.
	Regional Services & Public Affairs	The primary responsibility of this unit is to maintain and expand governmental, community and private sector participation in the regional planning work of SCAG. This is done by working with cities and counties, local government officials, community and business interest groups.

THE FRINGE BENEFIT BUDGET (FB)

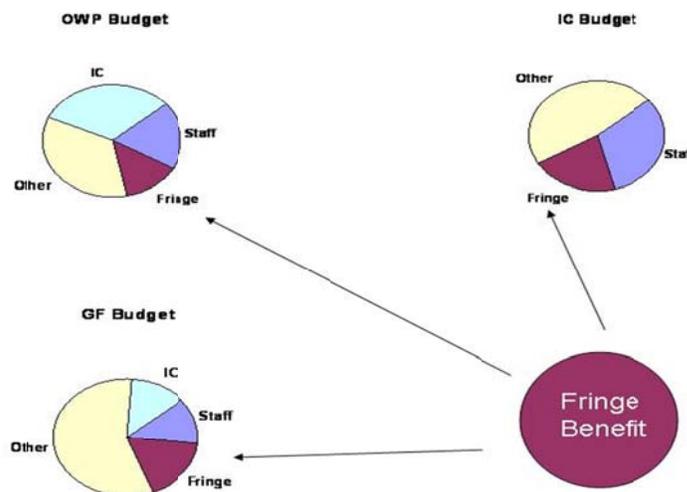
What is the Fringe Benefit Budget?

Fringe benefits (FB) are employee-associated costs such as leave expenses (vacation, holidays, personal floating holidays, sick leave, etc.), health plan expenses, retirement plan expenses, workers' compensation insurance, unemployment insurance, bus/rail/carpool expenses, tuition reimbursement expenses, and deferred compensation expenses. These costs are expressed as a rate for full-time regular staff. The rate is the pooled costs of the fringe benefits divided by the total salaries for full-time regular staff.

To participate in SCAG's fringe benefits program, staff must hold benefits eligible positions as regular, at-will or limited-term positions. Some of these programs provide staff and their families with financial protection if they become ill or disabled. Others are designed to aid them in preparing for retirement or in meeting educational costs they incur for themselves. Others are designed to allow staff and their family's time to recreate and spend time together. Some part-time staff, interns, temporary employees and temporary agency workers are not eligible for SCAG's fringe benefits programs.

The employee-associated costs are related to SCAG's full-time staff to generate a fringe benefits burden rate. The fringe benefits burden is applied to all staff charges in OWP, General Fund and Indirect projects.

A rate is applied to all OWP, GF and IC salaries, e.g., for every \$1,000 of salaries, the FB receives \$671.17 (67.11%).



The Fringe Benefit Budget

GL Account	Line Item	FY12	FY13	INCR (DECR)
60002	Sick leave	255,666	293,886	38,219
60004	PFH	179,732	206,601	26,868
60003	Holiday	400,594	460,478	59,885
60001	Vacation	575,858	661,943	86,085
60110	PERS	2,781,889	3,148,323	366,434
60120	PARS	65,000	65,000	-
60200	Health insurance - actives	1,276,800	1,561,023	284,223
60201	Health insurance - retirees PAYGO	519,000	527,000	8,000
60202	Health insurance - retirees GASB 45	236,000	332,000	96,000
60225	Life insurance	97,493	100,159	2,666
60240	Medicare tax - employers	169,877	192,643	22,766
60245	Social Security Tax employers	3,806	18,245	14,439
60300	Tuition reimbursement	16,416	16,416	-
60310	Bus passes	119,512	177,817	58,305
60320	Carpool reimbursement	2,100	2,100	-
60330	Taxable Bus Passes	-	-	-
60400	Workers Compensation	87,774	-	(87,774)
60405	Unemployment Comp Ins	-	35,000	35,000
60410	Miscellaneous Employee Benefits	29,231	78,999	49,768
60415	SCAG 457 match	102,500	102,500	-
60450	Benefits admin fees	7,402	7,716	314
		6,926,651	7,987,849	1,061,198

SECTION III - APPENDIX

DESCRIPTION OF SCAG BUDGET LINE ITEMS

Account/Line Item	Description
54300 SCAG Consultant	Outside experts retained to provide special expertise
54330 Sub-regional Consultant	Outside experts retained to provide special expertise to sub-regional agencies
54340 Legal	Outside legal experts retained to provide special expertise
54350 Professional Svc	Professional Services
54400 Sub-regional Staff	Sub-regional employees working on SCAG's sub-regional program
55210 Software Support	Fees paid for telephone support and updates of SCAG's high end desktop and network software
55220 Hardware Support	Fees paid for maintenance and repair contracts on SCAG's computer servers
55240 Repair Maintenance	Processes that do not enhance function or extend the useful life of an asset are expensed as repairs
55270 CSC Software Purchases	Purchase of small software packages
5528X 3rd Party Contribution	Like-kind contribution from other agencies that are match for SCAG's grants
55400 Office Rent 818-Offices	Rent paid for SCAG's main office
55410 Office Rent Satellite	Rent paid for SCAG's satellite offices
55420 Equipment Leases	Fees paid for copier, telephone, postage, etc. equipment
55430 Equipment Repairs And Maintenance	Fees paid to outside vendors to repair SCAG owned equipment
55440 Insurance	SCAG's liability insurance

Account/Line Item	Description
55441 Payroll / Bank Fees	Fees paid for payroll processing & bank services
55460 Small Office Purchases	Used to buy capital equipment with unit costs under \$5,000. (do not need to depreciate)
55510 Office Supplies	Routine office supplies and paper for copy machines
55520 Graphic Supplies	Materials used in the production of documents for agency communications, presentations, etc.
55530 Telephone	SCAG's monthly telephone fees paid for both voice and data lines
55540 Postage	Postage and delivery fees
55550 Delivery Services	Cost of outside courier delivery and other non-USPS services
55600 SCAG Memberships	Pays for SCAG to belong to various organizations
55610 Prof. Memberships	Fees paid on behalf of SCAG employees to belong to certain professional organizations
55620 Resource Material/Subscriber	Fees for book purchases., subscriptions and data acquisition
55700 Depreciation Furniture & Fixtures	The general fund buys assets that have a cost greater than \$5,000.00 using account 55730, Capital Outlay. The cost is recovered when depreciation is charged to a grant using this account
55710 Depreciation – Computer	See above
55720 Amortization-lease	To account for amortization of lease hold improvements.
55730 Capital Outlay	Fixed asset purchases greater than \$5,000. The cost is recovered when depreciation is charged to a grant
55800 Recruitment Advertising	Advertising in certain journals and publications regarding job opportunities at SCAG
55801 Recruitment – Other	Moving expenses and cost of sponsoring foreign employees (visas).
55810 Public Notices	Legal advertising that SCAG must undertake to support certain programs or grants

Account/Line Item	Description
55820 Staff Training	Used to provide access to outside training opportunities or to bring experts for in-house training
55830 Conferences/Workshops	Cost of educational and informational events attended by SCAG staff and elected officials
55910 RC/Committee Meetings	Pays for the food and other expenses associated with hosting RC and committee meetings
55912 RC Retreat	The RC holds an annual off-site retreat. This budget pays for the actual meeting expenses such as meals and conference facilities
55914 RC General Assembly	The by-laws require an annual meeting of the membership. This budget pays for the actual meeting expenses such as meals and conference facilities.
55920 Other Meeting Expense	Pays for other, non-food expenses related to meeting support
55930 Miscellaneous Other	Pays for other, minor expenses not categorized elsewhere
55940 Stipend-RC Mtg.	Stipends paid to RC Members for attending meetings
55950 Temporary Help	SCAG occasionally uses employment agencies to provide short term staffing
55970 Interest on bank LOC	Interest incurred on line of credit drawdowns.
55972 Rapid Pay Fees	Fees charged by the State Controller's to accelerate payment
55980 Contingency	Non-reimbursable project costs
56100 Printing	Pays for outside printing costs of SCAG publications and brochures
58100 Travel	Pays for staff and RC travel on behalf of SCAG projects
58101 Travel – Local	Travel inside the SCAG region
58110 Mileage	Cost of automobile travel at the IRS rate per mile
58150 Staff Lodging Expense	General funds used to pay for staff lodging expenses, under certain conditions, greater than state or federal guidelines.

Account/Line Item	Description
58200 Travel-Registration Fees	Pays conference and seminar registration fees
58450 Fleet Vehicle	Maintenance and repair of SCAG vehicles
58800 RC Sponsorships	General funds allocated to events supported by RC actions.
60110 Retirement-PERS	Pays for employee share of contributions to PERS
60120 Retirement-PARS	SCAG contribution to the supplemental defined benefit retirement plan
60200 Health Insurance	SCAG contribution for employee health insurance
60201 Health Ins.-Retirees PAYGO	Retiree health insurance premiums paid to CalPERS
60202 Health Ins.-Retirees GASB 45	Retiree health insurance premiums paid to the California Employers' Retiree Benefit Trust, as computed by an actuary
60225 Life Insurance	SCAG cost of life insurance for each benefit-eligible employee
60240 Medicare Tax Employer Share	SCAG pays a percentage of 1.45% (of payroll) contribution to Medicare for all employees hired after 1986.
60245 Social Security Tax Employers	Employer's share of social security on wages paid
60300 Tuition Reimbursement	All employees can participate in a tuition reimbursement program for work related classes.
60310 Transit Passes	All employees who utilize public transportation to commute are eligible to be reimbursed up to a specified maximum.
60320 Carpool Reimbursement	Eligible employees who are members of a carpool receive a specified monthly allowance.
60330 Transit Passes-Taxable	Amount of the transit subsidy in excess of the tax-free amount
60400 Workers Comp Insurance	This is mandated insurance for employees that provides a benefit if the employee receives a work-related injury.
60405 Unemployment Comp Insurance	Payments for unemployment insurance claims filed by former employees.

Account/Line Item	Description
60410 Miscellaneous Employee Benefits	The cost of SCAG's Employee Assistance Program
60415 SCAG Match-Deferred Comp.	SCAG managers and directors can receive up to \$3,500 of matching funds for 457 Plan deferred compensation contributions.
60450 Benefits – Administrative Fees	These fees pay for third parties who administer SCAG's cafeteria plan.
60500 Automobile Allowance	Allowances payable to executives in accordance with employment contracts.

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
PROPOSED 'MEMBERSHIP ASSESSMENT SCHEDULE
FOR THE FISCAL YEAR 2012 - 13**

as of February 8, 2012

	UNINC POP COUNTIES/TOTAL <u>POP CITIES</u>	ASSESSMENTS <u>2012-13</u>
<u>COUNTIES (6)</u>		
IMPERIAL	37,708	6,555
LOS ANGELES	1,061,068	120,971
ORANGE	121,488	34,850
RIVERSIDE	457,320	62,047
SAN BERNARDINO	294,229	48,844
VENTURA	94,775	17,675
SUB-TOTAL	2,066,588	290,942
<u>CITIES & TRIBES (185)</u>		
ADELANTO	28,540	2,810
AGOURA HILLS	23,387	2,143
ALHAMBRA	90,561	7,832
ALISO VIEJO	46,123	4,240
ANAHEIM	353,643	29,407
APPLE VALLEY	70,297	6,193
ARCADIA	56,719	5,090
ARTESIA	17,608	1,681
AVALON	3,559	383
AZUSA	49,207	4,494
BALDWIN PARK	81,604	7,117
BANNING	28,751	2,825
BARSTOW	24,281	2,217
BEAUMONT	34,217	3,272
BELLFLOWER	77,513	6,774
BELL GARDENS	47,002	4,315
BEVERLY HILLS	36,224	3,436
BIG BEAR LAKE	6,278	607
BLYTHE	22,625	2,083
BRADBURY	963	175
BRAWLEY	27,743	2,750
BREA	40,377	3,778
BUENA PARK	84,141	7,310
BURBANK	108,469	9,542
CALABASAS	23,788	2,172
CALEXICO	40,075	3,749
CALIMESA	7,555	711

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
PROPOSED 'MEMBERSHIP ASSESSMENT SCHEDULE
FOR THE FISCAL YEAR 2012 - 13**

as of February 8, 2012

COUNTIES (6)	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2012-13
CALIPATRIA	8,233	771
CAMARILLO	66,690	5,910
CANYON LAKE	11,225	1,159
CARSON	98,329	8,473
CATHEDRAL CITY	52,841	4,777
CERRITOS	55,074	4,956
CHINO	84,742	7,370
CHINO HILLS	78,971	6,893
CLAREMONT	37,780	3,555
COACHELLA	42,591	3,957
COLTON	51,918	4,702
COMMERCE	13,581	1,353
COMPTON	99,769	8,577
CORONA	150,416	12,940
COVINA	49,720	4,524
CUDAHY	26,029	2,616
CULVER CITY	40,870	3,808
CYPRESS	49,981	4,553
DANA POINT	37,326	3,525
DESERT HOT SPRINGS	26,811	2,676
DIAMOND BAR	61,019	5,448
DOWNEY	113,715	9,960
DUARTE	23,124	2,128
EASTVALE	41,225	3,838
EL CENTRO	45,365	4,181
EL MONTE	126,464	11,003
EL SEGUNDO	17,076	1,636
FILLMORE	15,787	1,532
FONTANA	190,356	16,174
FULLERTON	138,610	11,986
GARDEN GROVE	175,618	14,982
GARDENA	61,947	5,522
GLENDALE	207,902	17,590
GLENDORA	52,830	4,777
GRAND TERRACE	12,717	1,278
HAWAIIAN GARDENS	15,922	1,546
HAWTHORNE	90,145	7,802
HEMET	75,820	6,640
HERMOSA BEACH	19,608	1,845

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
PROPOSED 'MEMBERSHIP ASSESSMENT SCHEDULE
FOR THE FISCAL YEAR 2012 - 13**

as of February 8, 2012

COUNTIES (6)	UNINC POP COUNTIES/TOTAL	ASSESSMENTS
	<u>POP CITIES</u>	<u>2012-13</u>
HESPERIA	88,479	7,668
HIDDEN HILLS	2,040	264
HIGHLAND	52,503	4,747
HOLTVILLE	6,641	636
HUNTINGTON BEACH	203,484	17,232
HUNTINGTON PARK	64,929	5,761
IMPERIAL	13,374	1,338
INDIAN WELLS	5,144	517
INDIO	83,675	7,281
INDUSTRY	804	160
INGLEWOOD	119,212	10,407
IRVINE	217,686	18,394
IRWINDALE	1,727	234
LA CANADA FLINTRIDGE	21,608	1,994
LA HABRA	63,184	5,626
LA HABRA HEIGHTS	6,193	607
LA MIRADA	50,477	4,583
LA PALMA	16,304	1,576
LA PUENTE	43,360	4,017
LA QUINTA	44,421	4,106
LA VERNE	34,051	3,257
LAGUNA BEACH	25,354	2,557
LAGUNA HILLS	33,811	3,242
LAGUNA NIGUEL	67,666	5,984
LAGUNA WOODS	18,747	1,770
LAKE ELSINORE	50,983	4,628
LAKE FOREST	78,720	6,878
LAKEWOOD	83,674	7,281
LANCASTER	145,875	12,567
LAWNDALE	33,641	3,227
LOMA LINDA	22,760	2,098
LOMITA	21,153	1,964
LONG BEACH	494,709	40,837
LOS ALAMITOS	12,270	1,248
LOS ANGELES	4,094,764	333,042
LYNWOOD	73,295	6,446
MALIBU	13,765	1,368
MANHATTAN BEACH	36,843	3,480
MAYWOOD	30,034	2,929

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
PROPOSED 'MEMBERSHIP ASSESSMENT SCHEDULE
FOR THE FISCAL YEAR 2012 - 13**

as of February 8, 2012

COUNTIES (6)	UNINC POP COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2012-13
MENIFEE	67,705	5,984
MISSION VIEJO	100,725	8,916
MONROVIA	39,984	3,734
MONTCLAIR	37,535	3,540
MONTEBELLO	65,781	5,835
MONTEREY PARK	65,027	5,775
MOORPARK	37,576	3,540
MORENO VALLEY	188,537	16,025
MORONGO-MISSION INDIANS	1,109	189
MURRIETA	101,487	8,976
NEEDLES	5,809	577
NEWPORT BEACH	86,738	7,534
NORCO	27,370	2,720
NORWALK	110,178	9,676
OJAI	8,226	771
ONTARIO	174,536	14,892
OXNARD	200,004	16,949
PALM DESERT	52,067	4,717
PALM SPRINGS	48,040	4,389
PALMDALE	152,622	13,119
PALOS VERDES ESTATES	14,208	1,397
PARAMOUNT	58,109	5,209
PASADENA	151,576	13,029
PERRIS	55,133	4,971
PICO RIVERA	67,288	5,954
POMONA	163,683	14,013
PORT HUENEME	22,445	2,068
RANCHO CUCAMONGA	178,904	15,250
RANCHO MIRAGE	17,180	1,636
RANCHO PALOS VERDES	43,525	4,032
PECHANGA BAND OF LUISENO INDIANS	800	160
REDLANDS	71,926	6,327
REDONDO BEACH	68,105	6,014
RIALTO	100,260	8,872
RIVERSIDE	304,051	25,383
ROLLING HILLS	1,983	264
ROLLING HILLS ESTATES	8,191	771
ROSEMEAD	57,756	5,179
SAN BERNARDINO	205,493	17,396

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
PROPOSED 'MEMBERSHIP ASSESSMENT SCHEDULE
FOR THE FISCAL YEAR 2012 - 13**

as of February 8, 2012

	UNINC POP COUNTIES/TOTAL	ASSESSMENTS
	<u>POP CITIES</u>	<u>2012-13</u>
<u>COUNTIES (6)</u>		
SAN BUENAVENTURA	109,946	9,662
SAN CLEMENTE	68,763	6,073
SAN DIMAS	37,011	3,495
SAN FERNANDO	25,366	2,557
SAN GABRIEL	42,984	3,987
SAN JACINTO	36,933	3,495
SAN JUAN CAPISTRANO	37,233	3,510
SAN MARINO	13,673	1,353
SANTA ANA	357,754	29,735
SANTA CLARITA	177,641	15,146
SANTA FE SPRINGS	17,997	1,710
SANTA MONICA	92,703	8,011
SANTA PAULA	30,048	2,929
SEAL BEACH	26,010	2,601
SIERRA MADRE	11,146	1,159
SIGNAL HILL	11,465	1,174
SIMI VALLEY	126,902	11,033
SOUTH EL MONTE	22,627	2,083
SOUTH GATE	102,816	9,080
SOUTH PASADENA	25,881	2,601
STANTON	39,799	3,719
TEMECULA	105,029	9,259
TEMPLE CITY	35,892	3,406
THOUSAND OAKS	130,209	11,301
TORRANCE	149,717	12,880
TUSTIN	75,773	6,640
TWENTYNINE PALMS	30,832	3,004
UPLAND	76,106	6,670
VERNON	96	115
VICTORVILLE	112,097	9,825
VILLA PARK	6,307	607
WALNUT	32,659	3,153
WEST COVINA	112,953	9,900
WEST HOLLYWOOD	38,036	3,585
WESTLAKE VILLAGE	8,905	815
WESTMINSTER	94,294	8,145
WESTMORELAND	2,444	294
WILDOMAR	31,321	3,033
WHITTIER	87,250	7,564

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
 PROPOSED 'MEMBERSHIP ASSESSMENT SCHEDULE
 FOR THE FISCAL YEAR 2012 - 13**

as of February 8, 2012

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2012-13
<u>COUNTIES (6)</u>		
YORBA LINDA	69,273	6,118
YUCCA VALLEY	21,292	1,979
YUCAIPA	52,063	4,717
SUB-TOTAL	16,325,675	1,409,926
GRAND TOTAL-ASSESSMENTS	18,392,263	1,700,868
<u>COMMISSIONS</u>		
SANBAG	2,052,397	25,000
RCTC	2,217,778	25,000
VCTC	828,383	10,000
Transportation Corridor Agency		10,000
OCTA	3,029,859	25,000
Air Districts		25,000
SUB-TOTAL		120,000
TOTAL MEMBERSHIP AND ASSESSMENTS		1,820,868

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DATE: March 1, 2012

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Wayne Moore, Chief Financial Officer, (213) 236-1804, moore@scag.ca.gov

SUBJECT: California Department of Transportation (Caltrans) Fiscal Year (FY) 2012/2013
Transportation Planning Grants

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend that the Regional Council approve Resolution No. 12-537-2.

EXECUTIVE SUMMARY:

On an annual basis, Caltrans solicits grant funding applications statewide from Metropolitan Planning Organizations (MPO) and other local governments and non-profit entities engaged in regional planning activities. For many of the grant opportunities, SCAG as the MPO for this region must be the applicant, with cities, counties, public agencies, non-profits, universities, Council of Governments (COG) and Native American Tribal Governments as sub-recipients. The attached list reflects the applications recommended for submittal to Caltrans for the FY 2012/2013 application cycle.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision making by Providing Leadership and consensus Building on Key Plans and Policies. Objective a): Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

Each year, Caltrans solicits applications for the following categories of transportation planning grants:

- Community-Based Transportation Planning: To fund coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system, which includes mobility, access, and safety. (Fund Source: State Highway Account; \$3,000,000 available statewide; grant cap \$300,000)
- Environmental Justice: To promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities. (Fund Source: State Highway Account; \$3,000,000 available statewide; grant cap \$250,000)
- Partnership Planning: To fund transportation planning studies of multi-regional and statewide significance in partnership with Caltrans. (Fund Source: Federal Highway Administration - State Planning and Research, Part 1; \$1,200,000 available statewide; grant cap \$300,000)
- Statewide or Urban Transit Planning Studies: To fund studies on transit issues having statewide or multi-regional significance to assist in reducing congestion. (Fund Source: Federal Transit Administration – Section 5304; \$1,500,000 available statewide; grant cap \$300,000)
- Rural or Small Urban Transit Planning Studies: To fund public transportation planning studies in rural or small urban areas of California, transit service area with population of 100,000 or less. (Fund Source: Federal Transit Administration – Section 5304; \$1,000,000 available statewide; grant cap \$100,000)

REPORT

- Transit Planning Student Internships: To fund student internship opportunities in transit planning at public transit agencies. (Fund Source: Federal Transit Administration – Section 5304; \$300,000 available statewide; grant cap \$50,000)

SCAG staff received applications submitted by eligible sub-recipients in four of these categories and reviewed them for completeness and compliance with Caltrans requirements.

Attached is Exhibit A, the list of the project applications recommended for submittal to Caltrans. The listing includes the project name, grant category and amount, required match, and the Sub-Recipient information. Caltrans anticipates awarding projects by February 2013, upon approval of State Budget.

FISCAL IMPACT:

The combined grant program will authorize SCAG to receive \$612,885 of funding that will be passed through to the identified Sub-Recipients. All Sub-Recipients are providing a total cash match of \$54,596 and an In-Kind Match of \$17,146.

ATTACHMENTS:

- 1) Proposed Resolution No. 12-537-2
- 2) Exhibit A: FY 2012/2013 Caltrans Transportation Planning Grant Applications List



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Paul Glaab, Laguna Niguel

RESOLUTION NO. 12-537-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AGREEMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION

WHEREAS, the Southern California Association of Governments (“SCAG”) which is the Metropolitan Planning Organization (MPO), pursuant to 23 U.S.C. 134 et seq. and 49 U.S.C. 5303 et seq. for the six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial; and

WHEREAS, the Regional Council of for Southern California Association of Governments is eligible to receive Federal and/or State funding for certain transportation planning related activities, through the California Department of Transportation; and

WHEREAS, a Fund Transfer Agreement is required to be executed with the California Department of Transportation before such funds can be claimed through the Transportation Planning Grant Programs; and

WHEREAS, the Regional Council of Southern California Association of Governments wishes to delegate authorization to execute these agreements and any amendments thereto.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments to authorize the Executive Director or his designee to execute all Fund Transfer Agreements and any amendments thereto with the California Department of Transportation, and to implement the funds through SCAG’s Overall Work Program (OWP).

APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2012.

[Signatures on Following Page]

Pam O'Connor
President, SCAG
Mayor Pro Tem, City of Santa Monica

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

**Caltrans Transportation Planning Grants
Sub-Recipient Proposal List
FY 12/13 Cycle**

Sub-Recipient	District No.	Project Title	Project Description	Grant Category	SCAG PM	SCAG Div. Manager	Cash Match	In-Kind Match	Grant Funds	Total Project Cost	Sub-Recipient Contact Information - PM
City of Calexico	11	Calexico Transit Needs Assessment Study	The City of Calexico is requesting funding to review and evaluate the current public transit system within the City of Calexico and identify the mobility needs. The study will also help the City develop guidelines, standards and/or ordinances in order to regulate and/or provide sustainable solutions in improving transit offering within Calexico.	Rural or Small Urban Transit Planning Studies	TBD	Naresh Amatya	\$ -	\$ 10,896	\$ 84,104	\$ 95,000	Nick Servin, Public Works Director/City Engineer nservin@calexico.ca.gov (760) 768-2100
Long Beach Transit	7	Long Beach Transit Internship Program	Long Beach Transit (LBT) is seeking \$44,173 from the California Department of Transportation (Caltrans) Transit Planning Grant Program (TPGP) to fund its Transit Planning Internship Program ("Internship Program"). LBT's Internship Program is intended to promote transit planning knowledge and provide hands-on experience to graduate students majoring in urban planning or a related field. Caltrans funding would enable LBT to hire selected interns to work part-time in LBT's Service Planning Department, which offers an excellent learning environment for students to develop workplace readiness skills, gain transit planning experience, and obtain career opportunities.	Transit Planning Student Internships	TBD	Naresh Amatya	\$ 5,723	\$ -	\$ 44,173	\$ 49,896	Karissa Selvester kselvester@lbtransit.com (562) 599-8534
Long Beach Transit	7	Long Beach Transit Regional Transit Center Feasibility Analysis	Long Beach Transit (LBT) is seeking \$139,877 from the California Department of Transportation (Caltrans) Transit Planning Grant Program (TPGP) to fund its Regional Transit Center Feasibility Analysis ("analysis" or "proposed project"). This analysis would provide LBT with more detailed information to assist in determining how a second transportation hub within its service area might help meet the growing transit demand of the region and what location would be preferable for maximum system efficiency.	Statewide or Urban Transit Planning Studies	TBD	Naresh Amatya	\$ 18,123	\$ -	\$ 139,877	\$ 158,000	Karissa Selvester kselvester@lbtransit.com (562) 599-8534
Omnitrans	8	Omnitrans Transit Planning and Development Services Internship	Under the direction of the Director of Planning and Development Services, the Intern will assist the Omnitrans Planning Project Manager with transit infrastructure improvement projects and transit and land use coordination projects. The Intern's day to day tasks will include such tasks as conducting and presenting research, conducting field work, and compiling fact sheets, graphics, and reports.	Transit Planning Student Internships	TBD	Naresh Amatya	\$ 12,000	\$ -	\$ 48,000	\$ 60,000	Maurice Mansion maurice.mansion@omnitrans.org (909) 379-7169
South Bay Cities Council of Governments (SBCCOG)	7	Community-Based Transportation Charrettes: Planning Sustainable South Bay Cities	Using innovative transportation planning charrettes (TPC), this project will help residents throughout the South Bay and specifically residents of five (5) diverse neighborhoods (one in each participating city) learn about the mobility challenges of the future, identify their current travel profile (destinations, modes, distance, frequency) and define their future needs for mobility and access.	Community-Based Transportation Planning	TBD	Naresh Amatya	\$ 18,750	\$ 6,250	\$ 224,989	\$ 249,989	Jacki Bacharach jacki@southbaycities.org (310) 377-8987
GRAND TOTAL							\$54,596	\$17,146	\$541,143	\$612,885	

Caltrans Transportation Planning Grants
 Sub-Recipient Proposal List
 FY 10 / 11

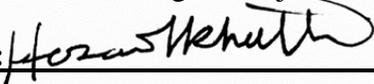
Award	Cycle/Fiscal Year(s)	TIP ID/Res. No.	Award Date	Start Date	Date MOU Comp	Date Resolution Comp	End Date/Cont Comp	Project Manager	FTA	Cash Match	In-Kind	Project Total Funds
ACTIVE GRANTS - Non CPG & FTA TEAM Grants												
Section 5304 - Caltrans Transportation Planning												
	FY13		7/27/12	TBD	TBD	3/3/12	6/30/15					\$ -
	FY13		7/27/12	TBD	TBD	3/3/12	6/30/15					\$ -
	FY13		7/27/12	TBD	TBD	3/3/12	6/30/15					\$ -
	FY13		7/27/12	TBD	TBD	3/3/12	6/30/15					\$ -
	FY13		7/27/12	TBD	TBD	3/3/12	6/30/15					\$ -
									\$ -	\$ -	\$ -	\$ -

DATE: March 1, 2012

TO: Regional Council (RC)
Executive/Administration Committee (EAC)

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

SUBJECT: Congressional Letter – Anaheim-Ontario Maglev Project

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve letter.

EXECUTIVE SUMMARY:

The High Speed Rail (HSR) Subcommittee of the Transportation Committee (TC) has recommended inclusion of planning and environmental review funds in the amount of \$45 million for the Anaheim-to-Ontario Initial Operating Segment (IOS) of the California/Nevada Super Speed Train project in the fiscally-constrained portion of the 2012-2035 Regional Transportation Plan (RTP/SCS). Consistent with that action, this item was brought to the Legislative Communications and Membership Committee (LCMC) at the request of TC Chair, Paul Glabb, to request that the LCMC recommend RC to authorize the sending of a support letter requesting that these planning funds for the California/Nevada Super Speed Train project be directed to California to be used for the planning and environmental review of the Anaheim-to-Ontario Initial Operating Segment (IOS).

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 2: Obtain Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

At the October 19, 2011 meeting of the HSR Subcommittee of the TC, the members acted to recommend inclusion of planning and environmental review funds in the amount of \$45 million for the Anaheim-to-Ontario IOS of the California/Nevada Super Speed Train project in the fiscally-constrained portion of the 2012-2035 RTP/SCS. This planning and environmental work is identified by RTP ID 7120011, and the full capital project is included in the strategic portion of the RTP as RTP ID S2120023. While there is no legal mandate that planning funds for individual projects be specifically listed in the RTP's project list, this addition by the Subcommittee demonstrates its support for this project.

SCAG TC Chair, Paul Glabb has requested, consistent with the actions of the High Speed Rail Subcommittee, that SCAG send a letter of support to House leadership requesting that the \$45 million in funds be directed to the Anaheim/Ontario IOS segment. A draft copy of the letter from Mr. Glabb outlining the need and rationale for request of funds is attached to this memorandum.

As noted in the attached letter, the \$45 million set aside for the starter segment of the corridor in Nevada has not been utilized and the Nevada Department of Transportation may give priority to development of a train between Victorville and Las Vegas, leaving the funds unspent for an indeterminate period. Further, SCAG has an inquiry from the California-Nevada Super Speed Train Commission whether funding may be reallocated to the western end of the previously designated corridor: Anaheim to Ontario International Airport. However, it is important to note that these funds have been retained for Nevada as part of the negotiated, bipartisan Senate authorization bill currently on the Senate floor, S. 1813 (Boxer/Inhofe), 'Moving Ahead for Progress in the 21st Century' or MAP-21.

The LCMC, at its February 22, 2012 meeting, in consideration of these facts, approved by unanimous vote a recommendation to the Regional Council to authorize sending of a support letter signed by the President of SCAG to Congressional leadership requesting an appropriation to fund the Anaheim/Ontario IOS in addition to the Nevada portion of the California/Nevada Super Speed Train project. The LCMC reasoned that such a request to fund both segments respects the negotiated inclusion of the Nevada portion as part of MAP-21, as well as highlighting the need and willingness to begin immediately upon funding the planning and environmental review work necessary to proceed with the Anaheim/Ontario IOS.

Both the House and Senate have delayed taking floor votes on their respective authorization bills until after the state work/recess period encompassing the week of the President's Day holiday. It is expected that extensive floor debate will continue throughout March and, possibly, another Continuing Resolution (CR) will be required upon the expiration of the current CR on March 31, to continue federal transportation funding at SAFETEA-LU levels prior to the authorization bills passing to conference committee. Thus, should the RC approve this action there will be opportunity to send a support letter and seek approval of these funds in the conferencing process, should the bills pass from their respective chambers.

ATTACHMENTS:

1. Letter dated February 10, 2012 to Hon. John Mica
2. Proposed Draft Letter



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Chief Executive Officer

February 10, 2012

The Honorable John Mica
Chairman, Committee on Transportation and Infrastructure
United States House of Representatives
2187 Rayburn House Office Building
Washington, DC 20515

Subject: Anaheim-Ontario Maglev Project (Section 102 of the
SAFETEA-LU Technical Corrections Act of 2008)

Dear Chairman Mica:

On behalf of the Orange County Transportation Authority's (OCTA) Board of Directors (Board), I am pleased to provide this letter in support for the continued development of a Southern California high-speed maglev train system and the allocation of previously guaranteed funding, in cooperation with the California-Nevada Super Speed Train Commission, to OCTA for ongoing preliminary work and engineering for this system, to operate between the cities of Anaheim and Ontario, (the Anaheim-Ontario Airport Project).

As you may know, this heavily congested highway corridor, located between Anaheim and the Ontario Airport, is in desperate need of a transportation alternative to relieve the already overburdened SR-91, SR-57 and I-15 highways. OCTA supports this initiative and has adopted its call for greater federal investment from its 2012 Federal Legislative Platform which passed our Board unanimously.

The Anaheim-Ontario Airport Project will enhance the movement of people and goods in the region by providing a 14.5 minute trip to and from the Ontario International Airport: locally referred to as a system that will provide an "Airport Without Runways." This will assure the continued use and future growth of an airport which is currently struggling in the down economy, but which the region is committed to expanding due to the eventual overcrowding and capacity limitations of the Los Angeles International Airport and Orange County's John Wayne Airport.

The Anaheim-Ontario Airport Project is part of the Las Vegas-Anaheim Maglev Corridor (C-N Corridor) identified in Section 102 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Technical Corrections Act of 2008.

The Honorable John Mica
February 10, 2012
Page 2

As the House Transportation and Infrastructure Committee moves the American Energy and Infrastructure Jobs Act of 2012 through the legislative process, OCTA supports efforts to amend existing language within Section 102 of the SAFETEA-LU Technical Corrections Act of 2008, which will provide Southern California with current unused funding to facilitate the completion of project level environmental studies, in parallel with preliminary design, engineering, and safety certification to ensure this project is "shovel ready" in the near term.

Your assistance in this regard is very much appreciated. The further development of a high-speed, emissions-free 21st Century technology will be of tremendous assistance to the movement of people and goods throughout the Southern California region. Additionally, the Anaheim-Ontario Airport is included in the new Regional Transportation Plan of the Southern California Association of Governments (SCAG), Southern California's Metropolitan Planning Organization.

Sincerely,



Paul G. Glaab
Chairman

c: The Honorable Gary Miller
The Honorable Bill Shuster
The Honorable Don Young
Members, Orange County Congressional Delegation
Will Kempton, Chief Executive Officer

PGG:ll

February 23, 2012

Rep. John Mica (R: FL 7th), Chairman: House Transportation & Infrastructure Committee
Rep. Bill Shuster (R: PA 9th), Chairman: House Transportation & Infrastructure Committee –
Subcommittee on Railroads, Pipelines & Hazardous Materials
Rep. Gary Miller (R: CA 42nd), House Transportation & Infrastructure Committee
Rep. Don Young (R: AK), House Transportation & Infrastructure Committee
Rep. Corinne Brown (D: FL 3rd), House Transportation & Infrastructure Committee

Re: Anaheim-Ontario Maglev Project (SAFETEA-LU “Maglev Deployment Program”: Section 1307 of SAFETEA-LU & Section 102 of the SAFETEA-LU Technical Corrections Act of 2008)

Dear Representatives Mica, Shuster, Miller, Young & Brown:

We are pleased to provide this letter as an expression of support for the further development and eventual deployment of a high-speed maglev train system operating between the city of Anaheim (at its to-be-constructed regional transportation center: ARTIC) and Ontario International Airport, a heavily congested highway corridor in desperate need of a transportation alternative to relieve the heavy congestion on the SR-91, SR-57 and I-15 highways. This high-speed train will facilitate the movement of people and goods in the region as well as to enable a 14.5 minute trip to and from the Ontario International Airport: locally referred to as a system that will provide an “Airport Without Runways” to enable the continued and future growth of an airport which the region is committed to expanding usage of due to the overcrowding and capacity limitations of Los Angeles International Airport and John Wayne Airport.

A feasibility study for this project was completed in 2003 by the California-Nevada Super Speed Train Commission and submitted to the Federal Railroad Administration under the Maglev Deployment Program passed by Congress as part of the TEA-21 legislation (49 CFR 268). This analysis showed that ridership and fares will enable the generation of \$86.6 million in annual net operating profit over and above operation and maintenance costs, at modest fares of \$9.00 each way. The ridership will be a combination of airport travelers, business, commuters, personal (Disneyland is located within 3.5 miles of the ARTIC center and the Ontario Mills shopping center is located within 4 miles of Ontario International Airport) and air freight. The previous feasibility study did not take into account air freight, and was also performed at a time when the El Toro airport was thought to be a possible Orange County relief airport, but the plans for El Toro have been permanently canceled.

We are in support of the initiation of a project level EIS/EIR to be completed in parallel with the necessary preliminary design, engineering and safety certification so as to make this a project that is “shovel ready” in the near term. **There is federal funding potentially available for this project under the Maglev Deployment Program as the Anaheim-Ontario project is part of the same Las Vegas-Anaheim maglev corridor (“C-N Corridor”) identified in SAFETEA-LU Section 1307(d)(1), as amended by Section 102 of the SAFETEA-LU Technical Corrections Act of 2008 (23 U.S. C. 322 note; 119 stat.1217; 122 stat.1577).** The \$45 million set aside for the starter segment of the corridor in Nevada has not been utilized, and given the inability of that state to obtain release of this \$45 million and the priority the Nevada Department of Transportation is giving to the development of a train between Victorville and Las Vegas, we have received an inquiry from the California-Nevada Super Speed Train Commission

(specifically named as a Cooperating Agency in SAFETEA-LU Section 102) as to whether **this funding may be reallocated to the western end of the previously designated C-N Corridor, specifically: Anaheim to Ontario International Airport.**

In the upcoming extension of SAFETEA-LU and/or in the forthcoming reauthorization of the Transportation Bill by the House Transportation & Infrastructure and Senate Environment & Public Works Committees, we respectfully request your assistance and support in modifying the existing language of Section 1307(d)(1) of SAFETEA-LU (Section 102 of the SAFETEA-LU Technical Corrections Act of 2008) to direct that the maglev funding currently identified for the Las Vegas-Anaheim corridor be directed to the Orange County Transportation Authority and California-Nevada Super Speed Train Commission for the maglev project between Anaheim and Ontario International Airport. (Attached is a copy of the relevant Section 1307(d)(1) of the SAFETEA-LU Technical Corrections Act of 2008).

Your assistance in this regard is very much appreciated. The development of a high-speed, contact and emissions-free 21st Century technology, with lower operation and maintenance costs and longer lifecycle as compared to conventional friction-based trains, will be of tremendous assistance to the movement of people and goods throughout the Southern California region. Such a project will generate a new transportation industry in Southern California, thousands of construction jobs and long term economic, lifestyle, and environmental benefits.

Very Truly Yours,

Pam O'Connor
President
Southern California Association of Governments

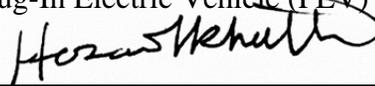
DATE: March 1, 2012

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Wayne Moore, Chief Financial Officer, (213) 236-1804, moore@scag.ca.gov

SUBJECT: Contract with South Coast Air Quality Management District (AQMD) to Accept \$300,000 in Grant Funds for a Regional Plug-In Electric Vehicle (PEV) Infrastructure Plan

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Authorize the Executive Director to enter into a contract with AQMD to accept funds toward the development of a Regional PEV Plan.

EXECUTIVE SUMMARY:

SCAG partnered with AQMD on a successful grant application. Through this grant, the U.S. Department of Energy (DOE) awarded California \$1 million to develop six regional Plug-In Electric Vehicle (PEV) Readiness Plans. SCAG was awarded \$300,000 to develop the PEV Plan for Southern California, in collaboration with Clean Cities Coalitions in the region.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision making by Providing Leadership and Consensus Building on Key Plans and Policies. Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

SCAG is currently engaged in a collaborative process to prepare Southern California for the forecasted influx of PEVs, which will reduce air pollution, address AB 32 and SB 375, and attract green businesses to Southern California. SCAG recognizes that a regional planning perspective is necessary to adequately address PEV Readiness. In order to better understand the on-going and planned efforts in the region, SCAG has coordinated stakeholder meetings with utilities, subregional councils of government, academia, jurisdictions and other key regional partners. SCAG has also included PEV related actions and strategies in the Draft 2012-2035 RTP/SCS that would support and expand this effort.

In September 2011, SCAG, in conjunction with a statewide team lead by the AQMD, was awarded \$1 million to develop Regional PEV Readiness Plans. This grant, awarded by the U.S. DOE, will allow SCAG to pursue a Regional PEV Readiness Plan for Southern California. The SCAQMD submitted the statewide application in partnership with SCAG, the Bay Area Air Quality Management District, the Plug-In Electric Vehicle Collaborative, and Clean Cities Coalitions in California. This grant awarded \$1 million to PEV Readiness efforts statewide, with \$300,000 for SCAG. SCAG intends to sub-contract with Clean Cities Coalitions in the region to conduct targeted outreach and data collection that will advance the planning process. Key outcomes of this planning effort will be an analysis of regional PEV demand and supply, a map that identifies potential locations for future charging infrastructure, a best practices guide for local governments, and educational workshops.

REPORT

FISCAL IMPACT:

The grant program will provide SCAG with an additional \$300,000 for the Regional PEV Readiness Plan (225.SCG01641.03), which is currently programmed in the FY2011/12 Overall Work Program (OWP). The grant funds will be included within Amendment #3 for the OWP.

ATTACHMENT:

None

DATE: March 1, 2012

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

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

SUBJECT: Comparison of House (HR 7) and Senate (MAP 21) Transportation Reauthorization
Legislation

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDATION:
For Information Only; No Action Required.

EXECUTIVE SUMMARY:
Comparison of principal policy provisions of the two surface transportation authorization bills, HR 7 and S 1813, including provisions related to MPOs, Freight, Project Acceleration, and others.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:
As previously reported to the RC, both of the surface transportation authorization bills have been introduced and are moving quickly through their respective chambers. S. 1813, the 'Moving Ahead for Progress in the 21st Century' Act or MAP-21 was marked up in the Senate Environment and Public Works Committee in December, and the other committees of jurisdiction, the Senate Banking, Housing and Urban Development Committee with jurisdiction over the transit and public transportation titles, and the Senate Finance Committee with jurisdiction over the revenue title, have since passed their respective provisions in February. Because the bill has largely enjoyed bipartisan support on most, but not all, of its provisions, it is presumed likely that the Senate bill will pass.

In the House, H.R. 7, the American Energy and Infrastructure Jobs Act, passed the House Transportation and Infrastructure Committee on Thursday, February 2. Additionally, the House Natural Resources Committee passed the energy related provisions and the House Ways and Means Committee passed the revenue title also in February. The bill is currently on the House floor where 290 amendments are filed and extensive floor debate is anticipated. Because the House bill has not enjoyed the bipartisan support through its development as the Senate bill has, it is much less certain whether the bill will pass the House. Should both bills pass, they will report to conference committee where members of both chambers will work to reconcile differences in the legislation and, if successful, return to each chamber a unified bill for final up or down vote.

REPORT

Attached to this report are two matrices comparing the major policy provisions and funding apportionments of H.R. 7 and S. 1813. The policy comparison encompasses policy areas the RC has taken prior position upon as well as other relevant issues including Freight policy and funding, Metropolitan Planning Organization provisions, Project Acceleration/Environmental Review, Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, Innovative Finance, and others.

SCAG President Pam O'Connor and other members of the RC and staff have recently travelled to Washington, D.C., to meet with national transportation stakeholders and lawmakers and will provide an update to the Regional Council. Staff will include an update on recent activities occurring with each bill in the Legislative Monthly Update at the meeting.

ATTACHMENTS:

- 1) House and Senate Transportation Reauthorization Bills Comparison of Major Policy Provisions – February 13, 2012
- 2) House and Senate Transportation Reauthorization Bills Comparison of Funding – February 23, 2012

House and Senate Transportation Reauthorization Bills
 Comparison of Major Policy Provisions
 (as of February 13, 2012)

	American Energy and Infrastructure Jobs Act <i>H.R. 7</i> House T&I Committee	Moving Ahead for Progress in the 21st Century <i>S. 1813</i> Senate EPW Committee	Comments
General			
Duration	5 Years	2 Years	
Funding	\$269+ billion	\$109 billion	
Return to states (CA currently 92%)	94% (Estimated CA apportionments FY 2012 - \$3,543,739,939; FY 2013 - \$3,779,103,566; FY 2014 - 3,802,986,816; FY 2015 - \$3,808,138,106; FY 2016 - \$3,838,109,243	95% (Estimated CA apportionments FY 2012 - \$3,765,401,521; FY 2013 - 3,829,179,495.	
Funding level	Status quo	Status quo plus CPI	
Highways			
Highway Program	Section 1106 (Page 47) Strikes Interstate Maintenance Program and replaces with new National Highway System (NHS) Program with IMP as subset of NHS.	Section 1106 (Page 50) Consolidates National Highway System, Interstate Maintenance & Highway Bridge Program into National Highway Performance Program (NHPP)	
Bridges	Section 1115 (Page 85) Requires states to spend at least 10% of NHS apportionment annually on NHS bridges is USDOT at least 10% of state's bridge deck area is structurally deficient.	Section 1111 (Page 86) Requires states to spend a certain amount of funding on repair of bridges and interstate pavement if they fall below minimum standards established by USDOT.	
Surface Transportation Program (STP)	Section 1107 (Page 53) Revises STP by repealing requirement that 10% of state's annual STP apportionment must be spent on transportation enhancements. Includes funding for ADHS (Appalachian) construction, off-system bridge/tunnel replacement, & construction of new bridges & tunnels.	Section 1108 (Page 74) Replaces STP with Transportation Mobility Program (TMP) giving states and regions flexible dollars to invest in highways, transit projects, freight rail projects, bike/ped projects, travel demand management, etc. Reduces % for sub allocation from 62.5% in California to 50% but increases overall program funding.	
Highway Safety Improvement Program (HSIP)	Section 1301 (Page 129) Extends HSIP and eliminates references to high risk rural roads. Requires states to make submit action plans for priority high-risk rail crossings. Requires USDOT to require protective measures in all work zones when traffic is present and where workers have	Section 1112 (Page 101) Sets aside 8% of HSIP funds for data collection on crashes and creating database for safety issues on all public roads. States must develop strategic highway safety plan within one year using process approved by USDOT; states are	

House and Senate Transportation Reauthorization Bills
 Comparison of Major Policy Provisions
 (as of February 13, 2012)

	no means of escape, including temporary longitudinal barriers and apparel modifications.	required to also develop performance targets on fatalities and serious injuries.	
Equity Bonus			
Return to State provision	Section 1109 (Page 62) Minimum return on state percentage shares of Highway Account tax payments is <u>94%</u> (up from 92% under SAFETEA-LU)	(Page 43) Minimum return on state percentage shares of Highway Account tax payments is <u>95%</u> (up from 92% under SAFETEA-LU)	
CMAQ			
Congestion Mitigation and Air Quality Program	Section 1108 (Page 57). Eliminates from existing CMAQ provisions traffic monitoring and truck stop electrification; eliminates diesel retrofit language; eliminates emergency communications provision. Confers instead broad authority to USDOT Secretary to approve projects under CMAQ. Allows states to obligate CMAQ funding for new capacity for single occupant vehicles if project is likely to contribute to congestion mitigation or air quality.	Section 1113 (Page 128) CMAQ funds provided to states and Tier I MPOs (urban); in states w/ non-attainment areas, 50% of funds are sub allocated to Tier I MPOs based on area's status with National ambient air quality standards. Funds cannot be used to construct new travel lanes except for HOV/HOT lanes. Current provision requires that 30% of funds to local agencies be spent on retrofit of construction equipment. Reserves an amount equal to that provided in Transportation Set-Aside in FY'09 to be spent on transportation enhancements, safe routes to school, environmental mitigation, etc.	
Innovative Finance			
Transportation Infrastructure Finance & Innovation (TIFIA)	Section 1201 (Page 91) Reauthorizes TIFIA at \$1B annually from FY 2013-16. Allows retroactive reimbursement of project costs. Allows TIFIA credit instruments to finance 100% of development phase activities. Increases maximum TIFIA share of project costs from 33% to 49%. Directs USDOT to economize time and cost of TIFIA approval process.	Section 3002 (Page 558) Expands TIFIA program to \$1B and modifies program from competitive application process to a rolling application process. Modifies application for TIFIA loans to make easier for public transportation agencies with dedicated revenue sources. Allows applicants to enter into master credit agreements to provide funding for a suite of projects at once.	
Infrastructure Banks	Section 1202 (Page 111) Increases the percentage of certain federal highway funds that could be used toward a state infrastructure bank from 10 percent to 15 percent.	N/A.	

House and Senate Transportation Reauthorization Bills
 Comparison of Major Policy Provisions
 (as of February 13, 2012)

Planning	Title IV (Pages 382 - 457)		
Metropolitan Planning Organizations	Does not tier MPOs nor provide for the specific dissolution of any MPOs. Grandfathers small/rural MPOs into bill. Section 5203 (Page 406) <u>provides that if a State and MPO cannot agree on programming of a project of statewide significance on the interstate system into a metropolitan TIP, the Governor may override an MPOs programming authority by modifying a TIP to add the project without approval of the MPO.</u>	Section 1201 (Page 245) Groups MPOs into 2 tiers; Tier I MPOs serve a metropolitan planning area with population of 1 million and above; Tier II MPOs serve an urbanized area with population of more than 200,000 up to 1 million. MPOs serving small urbanized areas with population fewer than 200,000 but more than 50,000 may request designation as a Tier II MPO with the USDOT Secretary. MPO's not so designated are dissolved & their responsibilities shall transfer to state.	
MPO Planning Funding	Page 37. Reduces set aside for Metropolitan planning from 1.25% under current law to 1.15% of funds appropriated for the National Highway System program and surface transportation program; but increases overall estimated STP funding from which percentage is derived.	No longer a percent set aside of core programs, now based on a share of 2009 apportionments.	
Freight	Page 146 of HR 7 (Title D)	Page 176 of S. 1813	
Freight Policy	Title 1401 (Page 146) Requires USDOT to consult with public and private stakeholders and produce a 5-year National Freight Policy within 1 year of enactment. Section 1402 (page 149) Encourages but does not require states to create State Freight Advisory Committees. Section 1403 (page 150) Encourages but does not mandate states to develop freight plans for state's immediate and long-term freight investment needs; prescribes minimum contents for such plans. Indicates states may prepare separately or include in State Long Range Transportation Plan. Section 1404 (page 151-161) addresses truck weight fees (under analysis with state DOT). Amendment #24 passed and specifies that increases to 88,000 lbs. for car carriers and 97,000 lbs./6-axles for heavy-duty trucks	Title 1115 (Page 176) contains separate freight title that calls for the USDOT, in consultation with appropriate public and private stakeholders, to develop a national strategic freight plan within 3 years of enactment, to be updated every 5 years thereafter. The plan must include the following: <ul style="list-style-type: none"> • an assessment of the condition and performance of the national freight network, • identification of significant bottlenecks on 20-year forecasts of freight volumes for a 20 year period, • identification of major freight corridors, an assessment of regulatory/ statutory/ financial barriers that impede freight system performance, 	

House and Senate Transportation Reauthorization Bills
 Comparison of Major Policy Provisions
 (as of February 13, 2012)

	<p>would not be considered until after US DOT conducts a study over a three-year period. Amendment #67 passed authorizing Secretary to conduct pilot for up to 3 states (states are not required to participate but may charge fee if they do), allow 126,000 lbs. vehicles to operate on not more than 3 segments of up to 25 miles each, and that segments may be contiguous.</p> <p>Section 1302 (Page 142) provides that states shall identify and report to the Secretary within 1 year of enactment of the bill, the top 10 highest safety grade crossings in need of safety maintenance and repairs, and requires development of a state action plan to carry out the safety improvements.</p>	<ul style="list-style-type: none"> • best practices for improving performance of freight network, • best practices to mitigate impacts of freight movement on communities, • a process for addressing multistate projects and encouraging multi-jurisdictional collaboration, and • strategies to improve intermodal connectivity. <p>Not later than one year after enactment, the USDOT Secretary shall also designate a Primary Freight Network consisting of not more than 27,000 centerline miles of existing roadways that are most critical to freight movement. Up to 3,000 additional centerline miles critical to future movement of freight on the primary network.</p>	
Freight Funding	<p>No grant or formula program.</p> <p>Eliminates Projects of National & Regional Significance program where California competed quite well in SAFETEA-LU.</p>	<p>\$2.1 billion per year included. Targets investment in freight transportation projects that strengthen economic competitiveness. Provides for planning, preparation, or design costs of freight projects. Identifies financing costs needed for TIFIA program as eligible for grant money. Provides that the following are eligible for funding:</p> <ul style="list-style-type: none"> • surface infrastructure necessary for public and private intermodal facilities; • Freight-focused ITS projects; • Highway project to reduce congestion or improve safety; • Intermodal connectors; • Railway-highway grade seps; • Truck-only lanes & truck parking facilities. <p>Additionally, up to 10% of each state's freight</p>	

House and Senate Transportation Reauthorization Bills
 Comparison of Major Policy Provisions
 (as of February 13, 2012)

		apportionment can be used on public or private freight rail or maritime projects that would make significant improvements to the national freight network or would enhance cross-border commerce within five miles of the Canadian or Mexican border.	
Project Acceleration	Title III (Page 307-371)	Subtitle C (Page 338 – 392)	
Expedited Environmental Process	<ul style="list-style-type: none"> • Section 3017 (Page 366) NEPA delegation. The bill makes permanent the ability of the Secretary to delegate NEPA authority to States, and removes the limitation that only five States may receive this authority. The bill expands this authority from applying only to highway projects to applying to highway, transit, and multimodal projects. • Section 3016 (Page 360) Federal/State Environmental Law Reciprocity. The bill establishes a program to allow for State environmental regulations to be used in place of NEPA or other federal environmental regulations, provided they are substantially equivalent. This applies to highway, transit, and multimodal projects. • Section 3007 (Page 319) Contracting Efficiency. Two phase construction contracts, for preconstruction and construction activities, are permitted. • Section 309 (Page 326) Funding Threshold. The bill exempts projects from NEPA projects that are use less than \$10 million in federal funds, or that have 15 percent or less of overall project costs coming from federal funds. • Section 3003 (Page 313 et seq.) Environmental Review Efficiencies. The bill makes a number of 	<ul style="list-style-type: none"> • Sections 1301 and 1302 (Page 342) Expands eligibility of early acquisition of property prior to completion of NEPA environmental review under circumstances provided in bill; • Section 1303 (Page 348) Two Phase Construction. Provides for two phase construction and permits phase I (preconstruction) to commence and proceed prior to completion of NEPA environmental review process. • Sections 1306 & 1309 (Pages 354 & 363) Categorical Exclusions. Provides for categorical exclusions of certain components of multimodal projects as provided under NEPA; as well as for projects within right of way and directs Secretary to prepare new categorical exclusions as provided. • Section 3013 (Page 371) Accelerated Decisionmaking. Establishes accelerated, specific decision timelines for environmental review <u>with penalty provisions for agencies failing to make decisions by the deadlines in amounts, depending upon project, of between \$10K and \$20K per week, until final decision is reached, not to exceed 1% of funds made available to the agency.</u> 	

House and Senate Transportation Reauthorization Bills
 Comparison of Major Policy Provisions
 (as of February 13, 2012)

	<p>changes to expedite the NEPA process, including requiring concurrent reviews of permits; limitations on judicial review; integrating decisions made in the planning process into the NEPA process; allowing for programmatic, rather than project-by-project, reviews; and mandating certain deadlines for project approval.</p> <ul style="list-style-type: none"> • Section 3018 (Page 368) Categorical Exclusions for Projects in the Right-of-Way. The bill requires the Secretary to categorically exclude from NEPA any highway projects constructed in existing right-of-way. 		
Consolidation/ Elimination			
Programs Eliminated or Consolidated into larger program.	<p>Partial listing of programs to be eliminated include highway bridge program; MAGLEV; national corridor infrastructure improvement; safe routes to schools; truck parking facilities; freight intermodal distribution pilot, and others.</p>	<p>Consolidates existing programs as follows: Interstate Maintenance, National Highway System & Highway Bridge Program into National Highway Performance Program; Equity Bonus, AHDS, Border Infrastructure Program, Railway Highway Crossings, and STP into Transportation Mobility Program; and Transportation Enhancements, Safe Routes to Schools and Recreational Trails into CMAQ.</p>	
Other Provisions			
Revenue Titles of both bills – S. ___ Highway Investment, Jobs Creation Act & H.R. 3864	<ul style="list-style-type: none"> • Eliminates the Mass Transit Account of HTF and establishes the Alternative Transportation Account (ATA), and provides a one-time \$40 billion transfer from the general fund to the ATA. • Permanently takes away the 2.86 cents per gallon of the federal gasoline and diesel fuel taxes currently deposited in the Mass Transit Account of the HTF. • Provides that the net increase in Federal revenues from certain onshore and offshore 	<ul style="list-style-type: none"> • Extend motor fuel taxes and all non-fuel excise taxes at current rates thru 09/30/2015; • Extend the expenditure authority for the Highway Trust Fund (HTF) thru 09/30/2013; • Transfer \$3B from the LUST Trust Fund to HTF; decrease amount of fuel tax revenue to LUST fund to match actual need; • Prohibit taxpayers from claiming the alternative mixture credit or the cellulosic 	

House and Senate Transportation Reauthorization Bills
 Comparison of Major Policy Provisions
 (as of February 13, 2012)

	<p>domestic energy leasing and production be appropriated to the Highway Trust Fund (no specific amounts, contingent on passage of legislative bills authorizing increased energy leasing and production).</p>	<p>biofuels credit on any returns made after 2/3/2012. (Estimated to raise \$2.786B over 10 years).</p> <ul style="list-style-type: none"> • Require that amounts equivalent to the gas-guzzler taxes received in the Treasury be transferred to HTF. (Estimated to provide \$697M to HTF over 10 years). • Revoke Passports of Individuals Owing More Than \$50,000 in Back Taxes. (Estimated to raise \$743M over 10 years). • Permit the IRS to impose levy of up to 100 percent on tax delinquent Medicare service providers. (Estimated to raise \$841M over 10 years). • Transfer to HTF certain Imported Tariffs. (Provides \$2.475B to HTF between FY 2012 thru 2014). 	
<p>Projects of National and Regional Significance (PNRS)</p>	<p>Eliminates projects of national and regional significance program.</p>	<p>Continues PNRS grant program and authorizes \$1B for FY 2013. Provides modification to allow local government and other entities to apply directly for funding.</p>	

**House & Senate Transportation Reauthorization Bills
Comparison Of Funding**

Attachment 2

(Dollar Amounts In Millions)

MAP-21* - S. 1813			AEIJA** - H.R. 7					
	<i>FY 2012</i>	<i>FY 2013</i>		<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>
Highways	39,193.0	39,806.0	Highways	39,882.6	40,812.0	41,067.0	41,122.0	41,446.0
National Highway Performance Program	≈20,600.0	≈20,600.0	National Highway System		17,400.0	17,600.0	17,600.0	17,750.0
Transportation Mobility Program	≈10,400.0	≈10,400	Surface Transportation Program		10,500.0	10,550	10,600.0	10,750.0
			Appalachian Development System		470.0	470.0	470.0	470.0
			Equity Bonus		3,900.0	3,900.0	3,900.0	3,900.0
National Freight Network Program	≈2,100.0	≈2,100.0						
Congestion Mitigation & Air Quality	≈3,300.0	≈3,300.0	Congestion Mitigation & Air Quality		2,000.0	2,000.0	2,000.0	2,000.0
			Recreational Trails Program		85.0	85.0	85.0	85.0
Highway Safety Improvement Program	≈2,500.0	≈2,500.0	Highway Safety Improvement		2,600.0	2,605.0	2,610.0	2,630.0
TIFIA	1,000.0	1,000.0	TIFIA		1,000.0	1,000.0	1,000.0	1,000.0
Federal Lands & Tribal Programs	1,000.0	1,000.0	Federal Lands Transportation		558.0	558.0	558.0	558.0
			Tribal Transportation Program		442.0	442.0	442.0	442.0
Territorial & Puerto Rico Highway Program	180.0	180.0	Territorial Highway Program		50.0	50.0	50.0	50.0
			Puerto Rico Highways		150.0	150.0	150.0	150.0
Administrative Expenses	480.0	480.0	Administrative Expenses		400.0	400.0	400.0	400.0
Projects of National & Regional Significance		1,000.0	Projects of National & Regional Significance	<i>Program Eliminated</i>				
Emergency Relief	100.0	100.0						
Research & Education	400.0	400.0	Research & Education		440.0	440.0	440.0	440.0

Changes In The Surface Transportation Program

Current Law (23 U.S.C. §133)		H.R. 7 (As Introduced 23 U.S.C. §133)	
<i>Step</i>	<i>FY 2010 Actual</i>	<i>Step</i>	<i>FY 2013 Auth.</i>
STP Authorization	9,144,570,025	STP Authorization	10,500,000,000
Minus 1.25% For Metro Planning	(114,307,125)	Minus 1.15% For Metro Planning	(120,750,000)
Minus Job Training/DBEs	(20,000,000)	Minus Job Training/DBEs	(20,000,000)
Equals Apportioned Amount	9,010,262,900	Equals Apportioned Amount	10,359,250,000
Minus 2% For SPR	(180,205,260)	Minus 2% For SPR	(207,185,000)
Equals Distributed Amount	8,830,057,640	Equals Distributed Amount	10,152,065,000
Minus 10% For Enhancements	(886,341,838)	<i>[Enhancements Set-Aside Abolished]</i>	
Equals Sub-State Amount	7,943,715,802	Equals Sub-State Amount	10,152,065,000
Of The Sub-State Amount:		Of The Sub-State Amount:	
62.5% Allocated By Population	4,893,118,522	50% Allocated By Population	5,076,032,500
For Areas Over 200K:	2,634,663,498	For Areas Over 200K:	2,733,152,177
For Areas Under 200K:	1,662,145,250	For Areas Under 200K:	1,724,279,367
For Areas Under 5K:	596,309,774	For Areas Under 5K:	618,600,955
37.5% To Any Area Of State	3,050,597,280	50% To Any Area Of State	5,076,032,500

*MAP-21 – Moving Ahead for Progress in the 21st Century – From Senate EPW Committee

**AEIJA – American Energy & Infrastructure Jobs Acts – From House T&I Committee

***FPTA 2012 – Federal Public Transportation Act of 2012 – From Senate Banking Committee

House & Senate Transportation Reauthorization Bills
Comparison Of Funding

Mass Transit Reauthorization	FPTA 2012*** - H.R. ____	AEIJA – H.R. 7
<i>Mass Transit Contract Authority Programs From the HTF</i>	<i>Per Year</i>	<i>Per Year</i>
Formula and Bus Grants Total	8,360,565,000	8,400,000,000
(A) Planning	124,850,000	126,000,000
(B) Urbanized Area Formula	4,756,161,500	4,578,000,000
(C) Clean Fuels Grants	65,150,000	--
(D) Fixed Guideway Modernization	--	1,680,000,000
(E) Buses and Bus Facilities	--	840,000,000
<i>Combined FGM and Bus/SGR</i>	<i>1,987,263,500</i>	<i>2,520,000,000</i>
(F) Elderly/Disabled	248,600,000	--
(G) Nonurbanized Area Formula	591,190,000	672,000,000
(H) Job Access & Reverse Commute	--	--
(I) New Freedom Program	--	--
<i>Combined Elderly/Disabled/New Freedom</i>	<i>248,600,000</i>	<i>504,000,000</i>
(J) Transit in Parks & Public Lands	--	--
(K) National Transit Database	3,850,000	--
(L) Alternatives Analysis	--	--
(M) Growth & High-Density States	511,500,000	--
(N) Over-the-Road Bus Accessibility	--	--
Research and Development	34,000,000	--
Transit Cooperative Research	6,500,000	--
Technical Assistance/Standards	4,500,000	--
National Transit Institute	5,000,000	--
Workforce Development	2,000,000	--
Transit-Oriented Development Pilot Program	20,000,000	--
Mass Transit Programs To Be Appropriated From the GF		
	<i>Per Year</i>	<i>Per Year</i>
Capital Investment Grants	1,955,000,000	1,955,000,000
Administrative Expenses	108,350,000	98,000,000
<i>Admin set-aside for transit safety</i>	<i>10,000,000</i>	
Research and URCs/Training/Outreach	--	45,000,000
Transit in the Parks	26,900,000	
Fixed Guideway State of Good Repair	7,463,000	
TOTAL ANNUAL ASSUMED FTA FUNDING	10,458,278,000	10,498,000,000

Return To States (California)

Estimated Apportionment To States						
	<i>FY 2011</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>FY 2016</i>
Current Level (92%)	3,808,733,955					
AEIJA – H.R. 7 (94%)		3,543,739,939	3,779,103,566	3,802,986,816	3,808,138,106	3,838,109,243
MAP-21 – S. 1813 (95%)		3,765,401,521	3,829,179,495			

*MAP-21 – Moving Ahead for Progress in the 21st Century – From Senate EPW Committee
 **AEIJA – American Energy & Infrastructure Jobs Acts – From House T&I Committee
 ***FPTA 2012 – Federal Public Transportation Act of 2012 – From Senate Banking Committee

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REPORT

DATE: March 1, 2012
TO: Executive/Administration Committee (EAC)
Regional Council (RC)
FROM: Wayne Moore, Chief Financial Officer, (213) 236-1804, moore@scag.ca.gov
SUBJECT: CFO Monthly Report

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only-No Action Required.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 3: Enhance the Agency's Long Term Financial Stability and Fiscal Management.

RISK MANAGEMENT
Work continued on the action items identified by the California Joint Powers Authority in their review of SCAG's risk management practices. A progress report will be presented to the Audit Committee at its next meeting. All action items will be completed by June 30, 2012.

AUDIT
SCAG'S external auditors, Vasquez and Co., LLP, have completed their audit of the Information Technology (IT) function and made nine (9) recommendations. The audit report will be presented at the next Audit Committee meeting. SCAG will work to resolve the issues cited in the report.

BUDGET & GRANTS (B&G)
B&G staff prepared the Draft FY 2012/13 Comprehensive Budget for review by the RC at their February 2, 2012 meeting.

The Draft FY 2012/13 Overall Work Program (OWP) was submitted to Caltrans, Federal High Way Administration (FHWA) and Federal Transportation Agency (FTA), for their 30-day review prior to the Municipal Planning Organization (MPO) Annual Meeting scheduled for March 22, 2012.

The Second Quarter Progress Report for the FY 2011/12 OWP was submitted to Caltrans. A progress meeting with Caltrans is scheduled for March 14, 2012.

On February 15, 2012, staff submitted a \$1 million grant application to the Department of Conservation for the second round of the Sustainable Communities Planning Grant and Incentive Program. The grant program supports development, adoption, and implementation of various planning elements and offers a unique opportunity to improve and sustain the wise use of infrastructure and natural resources through a coordinated and collaborative approach. The Department of Conservation plans to announce the awards in May 2012.

Staff assisted Caltrans' announcement of the Call for Projects for the FY2012/13 Transportation Planning Grant Program. Staff helped coordinate and participated in a joint workshop between Caltrans' Districts 7, 8, 11, and 12. The main workshop was held at SCAG's main office in Los Angeles and broadcast to SCAG Regional Satellite Offices in Ventura, San Bernardino (also Hesperia), Riverside (also at CVAG), Imperial, and Orange Counties. On an annual basis, Caltrans solicits applications from MPOs and other local government and non-profit entities engaged in regional planning activities. For many of these categories, SCAG, as the MPO for the region, must be the Lead Applicant, with cities, counties, public agencies, non-profits, universities, Council of Governments (COGs,) and Native American Tribal Governments as sub-recipients. Applications from agencies interested in applying for the program were due on Friday, February 17, 2012. Staff is in the process of reviewing each proposal submitted to ensure it is align with our planning efforts in the SCAG region. Once proposals are approved, SCAG will formally submit to them to Caltrans by April 2, 2012.

CONTRACTS

During the month of January 2012, the Contracts Department issued four (4) Requests for Proposal (RFP's); awarded one (1) contract; issued two (2) contract amendments; and issued 52 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 82 consultant contracts, as well as five (5) Continuing Cooperative Agreements. Staff continues to implement the FY 2011/12 workplan (approximately 10 new contracts).

Contracts staff, continued to negotiate better pricing and reduced costs for services. During the month of January 2012, staff realized approximately \$458,716 in budget savings, thus bringing the current fiscal year cumulative budget savings total to approximately \$680,885.

ATTACHMENT: January 2012 CFO Monthly Status Report



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Office of the Chief Financial Officer

Monthly Status Report

JANUARY 2012



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

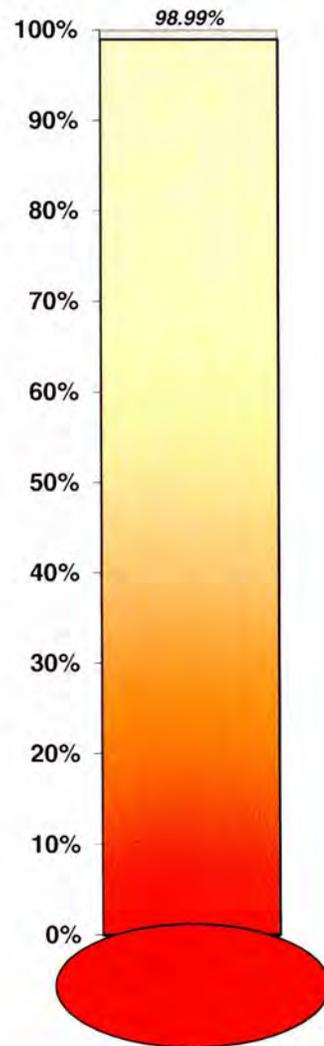
OVERVIEW

As of February 6, 2012, there are 190 paid members and 2 memberships pending. There are 5 cities in the SCAG region who are still being recruited for membership

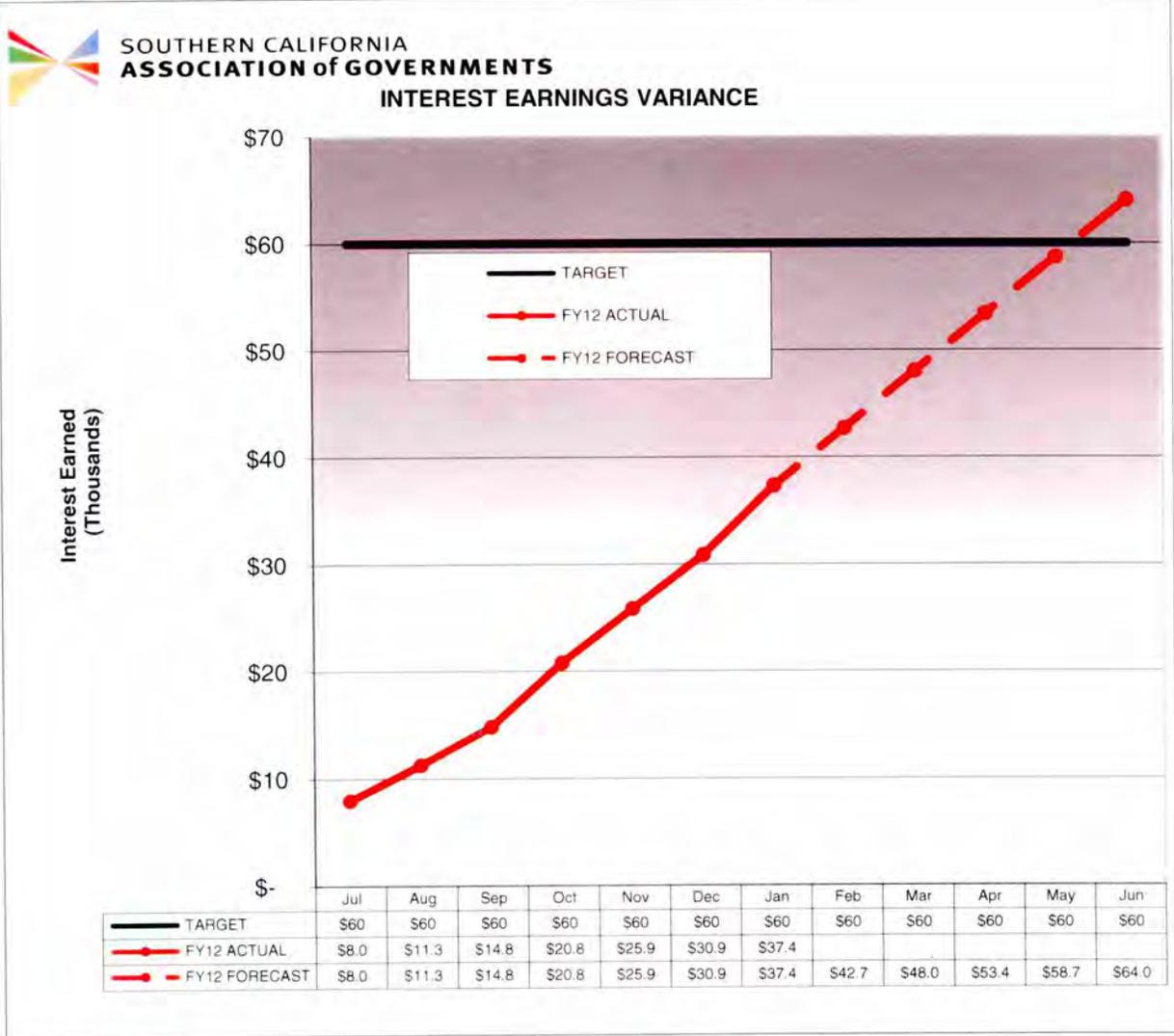
SUMMARY

FY12 Membership Dues	<u>\$ 1,777,599.96</u>
Total Collected	<u>\$ 1,759,630.90</u>
Percentage Collected	<u>98.99%</u>

**FY12 Membership
Dues Collected**



Office of the CFO
Interest Earnings Variance



OVERVIEW

Actual interest income is plotted against the target amount. The amount earned through December was \$37,351. The LA County Pool earned 0.91% in December.

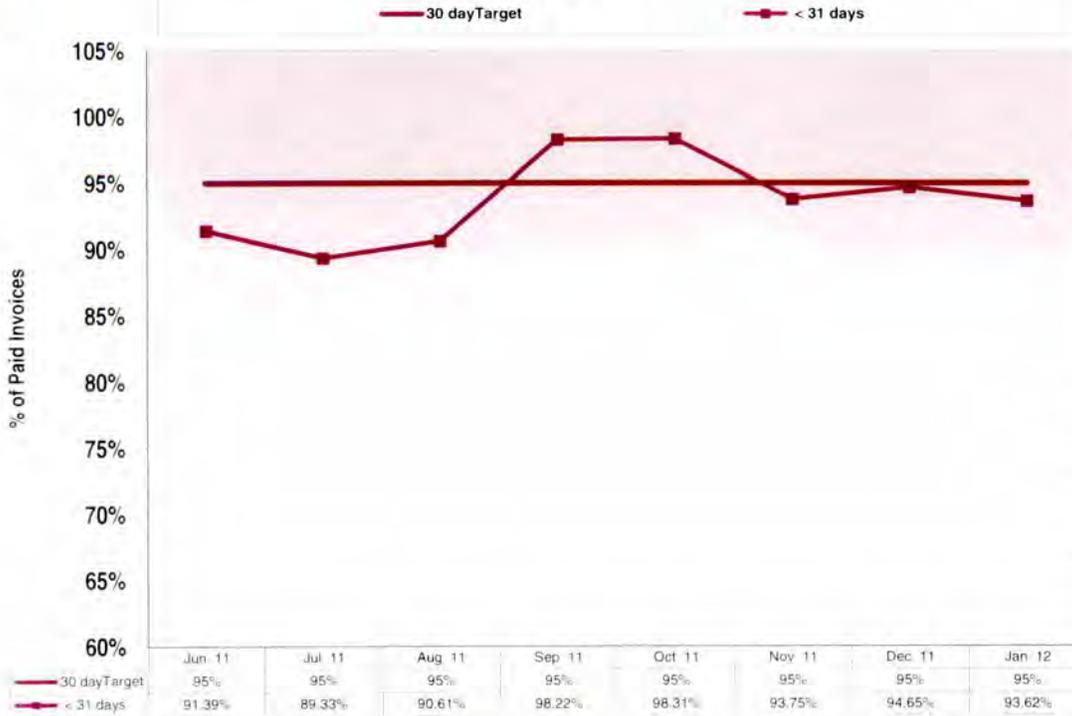
SUMMARY

The amount projected for FY12 is \$64,030 which is more than the target of \$60,000.

Office of the CFO
Invoice Aging



INVOICE AGING



OVERVIEW

The percent of total invoices paid within 30 days. The target is to pay 95% of all invoices within 30 days. This goal was not met.

SUMMARY

93.62% of January 2012's payments were made within 30 days of invoice receipt.

At month-end, 32 invoices remained unpaid less than 30 days.

Actual

OVERVIEW

The percent of total invoices paid within 60 and 90 days. The target is to pay 98% of invoices within 60 days and 100% within 90 days.

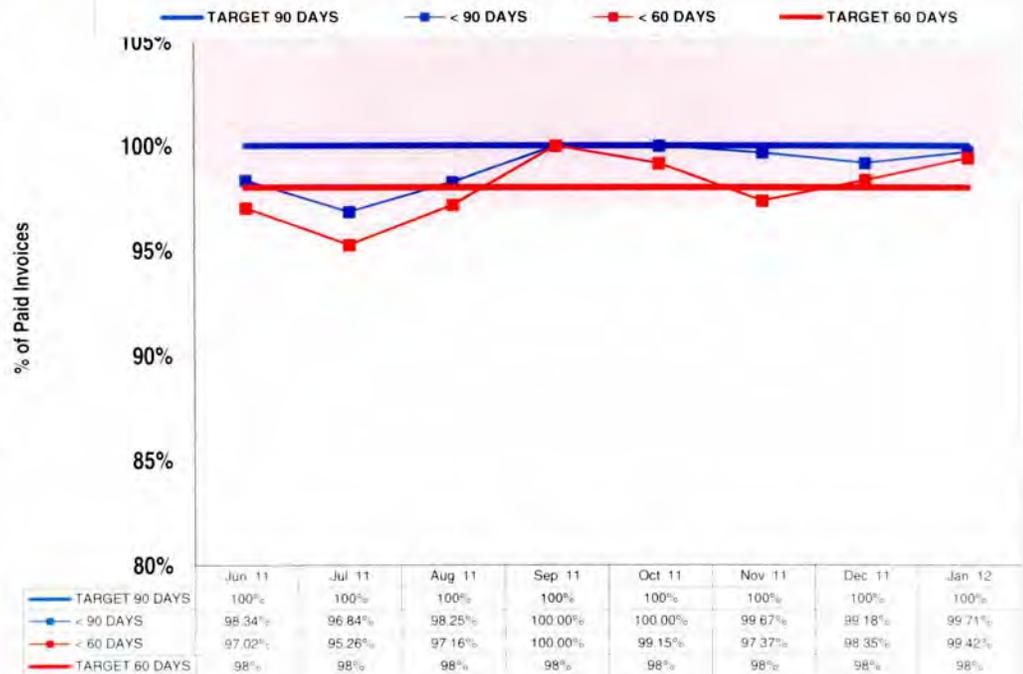
SUMMARY

These goals were partially met during this period.

99.42% of January 2012's payments were within 60 days of invoice receipt and 99.71% within 90 days. Invoices unpaid 30-60 days totaled 15; 60-90 days: 1; >90 days: 0.



INVOICE AGING



Office of the CFO
Fiscal Year-To-Date Expenditure Report Through January 31, 2012



COMPREHENSIVE BUDGET

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	Staff & Fringe Benefits	469,069	529,716	409,976		119,740	77.4%
2	51000 Indirect Costs	435,969	492,336	381,032		111,304	77.4%
3	54300 SCAG Consultants	336,000	195,238	56,437	138,801	0	28.9%
4	54340 Legal costs	75,000	75,000	-		75,000	0.0%
5	54350 Professional Services	25,000	27,160	2,500		24,660	9.2%
6	54400 Subregional Delegation	300,000	111,303	-		111,303	0.0%
7	55441 Payroll, bank fees	4,332	4,332	-		4,332	0.0%
8	55460 Materials & Equipment < \$5K		21,274	10,460		10,814	49.2%
9	55600 SCAG Memberships	59,000	110,000	98,205		11,795	89.3%
10	55620 Res/Materials Subscriptions		4,330	3,880		450	89.6%
11	55730 Capital Outlay	1,049,833	1,000,074	17,691	1,610	980,773	1.8%
12	55830 Conference - Registration		850	825		25	97.1%
13	55910 RC/Committee Meetings	8,237	48,867	48,866		1	100.0%
14	55914 RC General Assembly	205,000	330,000	-		330,000	0.0%
15	55920 Other Meeting Expense	51,400	57,459	45,457	12,002	0	79.1%
16	55930 Miscellaneous other	22,000	30,560	29,281	80	1,199	95.8%
17	55940 Stipend - RC Meetings	190,000	190,000	121,320		68,680	63.9%
18	55972 Rapid Pay Fees	900	900	525		375	58.3%
19	58100 Travel - outside SCAG region	15,500	15,500	11,842		3,658	76.4%
20	58101 Travel - local	21,600	21,702	7,717		13,985	35.6%
21	58110 Mileage - local	18,000	18,967	10,428		8,539	55.0%
22	58150 Staff Lodging Expense	2,400	3,672	1,346		2,326	36.7%
23	58800 RC Sponsorships	43,500	43,500	32,150		11,350	73.9%
24	Total General Fund	3,332,740	3,332,740	1,289,940	152,493	1,890,307	38.7%
25							
26	Staff & Fringe Benefits	11,008,215	11,169,990	6,405,294		4,764,696	57.3%
27	51000 Indirect Costs	10,277,888	10,277,911	5,953,081		4,324,830	57.9%
28	54300 SCAG Consultants	10,434,836	20,281,237	2,664,452	8,729,618	8,887,167	13.1%
29	54330 Subregional Consultants	81,000	106,000	57,645	48,355	(0)	54.4%
30	54350 Professional Services	226,000	726,000	187,479	198,340	340,181	25.8%
31	55210 Software Support	30,000	187,694	186,983	710	0	99.6%
32	55280 Third Party Contribution	2,755,975	3,105,945	-		3,105,945	0.0%
33	55620 Resource Materials - subscriber	129,000	421,000	27,272	299	393,429	6.5%
34	55920 Other Meeting Expense	14,582	10,740	10,620	120	0	98.9%
35	55930 Miscellaneous - other	71,000	116,393	16,313	1,751	98,329	14.0%
36	55950 Temporary Help	50,000	125,000	110,232		14,768	88.2%
37	56100 Printing	122,830	125,830	4,613		121,217	3.7%
38	58100 Travel	88,810	146,410	21,806		124,604	14.9%
39	58110 Mileage	26,600	25,255	25,255		0	100.0%
40	Total OWP	35,316,736	46,825,405	15,671,044	8,979,193	22,175,168	33.5%
41							
42	Comprehensive Budget	38,649,476	50,158,145	16,960,984	9,131,686	24,065,475	33.8%

Office of the CFO

Fiscal Year-To-Date Expenditure Report Through January 31, 2012



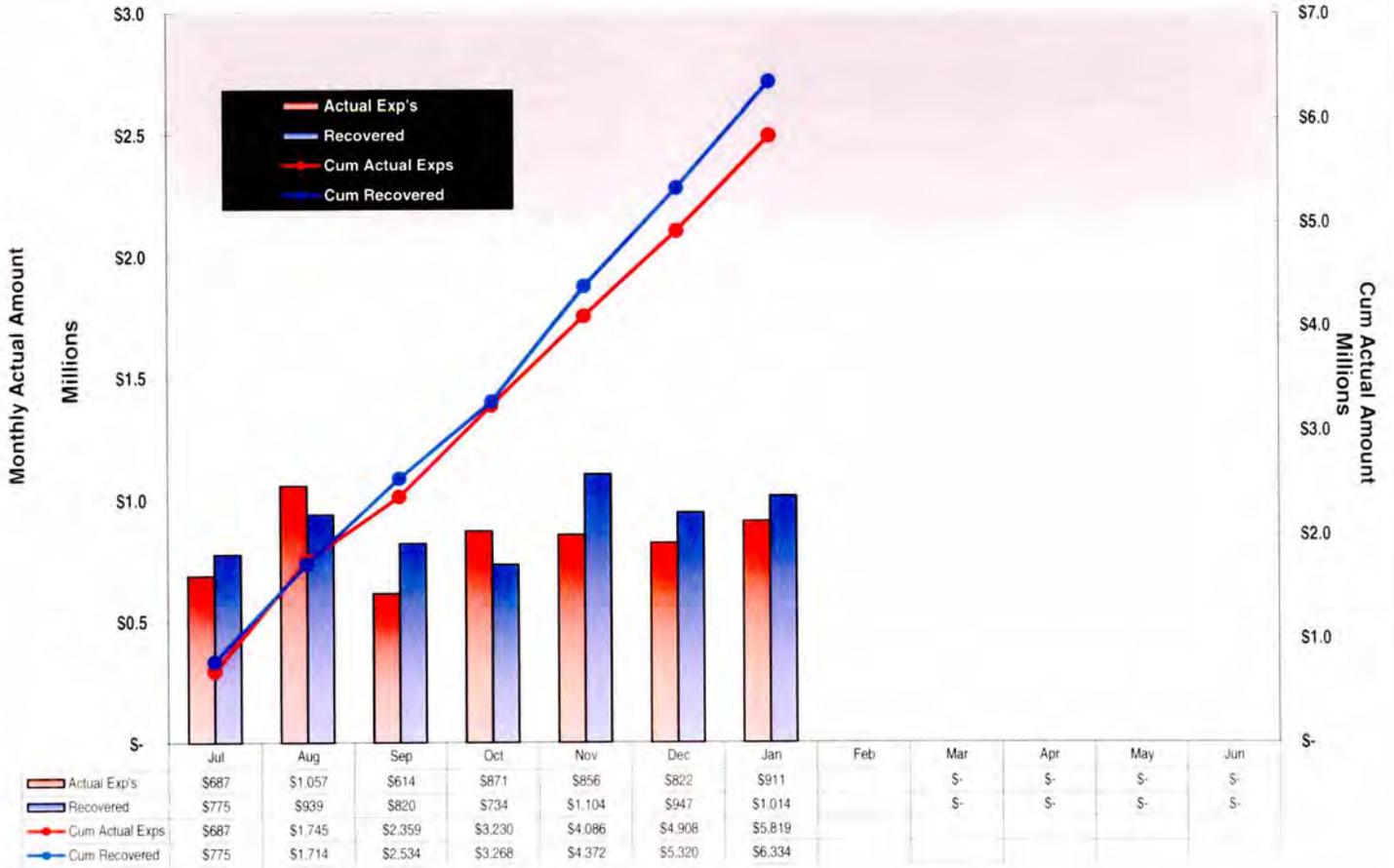
INDIRECT COSTS

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	3,476,877	3,438,337	1,984,533		1,453,804	57.7%
2	50013		1,003	1,003		0	100.0%
3	50014		33,365	11,917		21,448	35.7%
4	51000	2,326,067	2,322,192	1,329,640		992,552	57.3%
5	54300	230,416	203,416	48,143	123,853	31,419	23.7%
6	54340	250,000	250,000	5,832	44,487	199,681	2.3%
7	54350	647,700	679,407	257,479	307,346	114,581	37.9%
8	55210	412,188	412,188	263,378	58,984	89,827	63.9%
9	55220	197,530	197,530	70,250	13,016	114,264	35.6%
10	55240	19,684	19,684	11,259	8,425	0	57.2%
11	55400	1,521,000	1,521,000	885,104	635,896	0	58.2%
12	55410	155,000	155,000	105,938	49,063	0	68.3%
13	55420	115,000	115,000	60,702	41,597	12,702	52.8%
14	55430	44,244	44,872	26,085	18,787	0	58.1%
15	55440	249,103	249,103	126,746		122,357	50.9%
16	55441	9,600	9,600	5,520		4,080	57.5%
17	55460	168,500	69,032	46,179	11,753	11,100	66.9%
18	55510	110,000	110,800	63,925	46,874	0	57.7%
19	55520	38,000	38,000	7,176	1,091	29,732	18.9%
20	55530	135,500	135,500	98,923	36,576	0	73.0%
21	55540	30,000	30,000	20,000		10,000	66.7%
22	55550	11,800	11,800	2,582	9,218	0	21.9%
23	55600	18,000	18,550	16,461		2,089	88.7%
24	55610	2,910	2,910	-	175	2,735	0.0%
25	55620	57,850	47,691	17,038	610	30,043	35.7%
26	55700	28,000	28,000	-		28,000	0.0%
27	55710	144,495	144,495	-		144,495	0.0%
28	55720	16,330	16,330	-		16,330	0.0%
29	55800	5,000	7,000	5,102		1,898	72.9%
30	55801	5,000	38,000	4,128	22,123	11,749	10.9%
31	55810	5,000	5,000	-		5,000	0.0%
32	55820	160,000	101,993	60,873	41,120	0	59.7%
33	55830	17,350	15,929	2,939		12,990	18.5%
34	55920	50,000	50,552	721		49,831	1.4%
35	55930	85,000	86,596	19,895	950	65,750	23.0%
36	55950	72,000	189,608	185,760	3,848	0	98.0%
37	56100	61,500	61,500	6,821	2,566	52,113	11.1%
38	58100	54,150	67,713	40,442		27,271	59.7%
39	58101	8,000	8,542	5,193		3,349	60.8%
40	58110	9,025	24,181	18,263		5,918	75.5%
41	58150	17,000	3,400	482		2,918	14.2%
42	58200	2,000	2,000	-		2,000	0.0%
43	58400			91			
44	58450	8,200	8,200	2,345	5,855	0	28.6%
45	Total Indirect Cost	10,975,019	10,975,019	5,818,868	1,484,213	3,671,938	53.0%



**SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS**

FY12 INDIRECT COST & RECOVERY



OVERVIEW

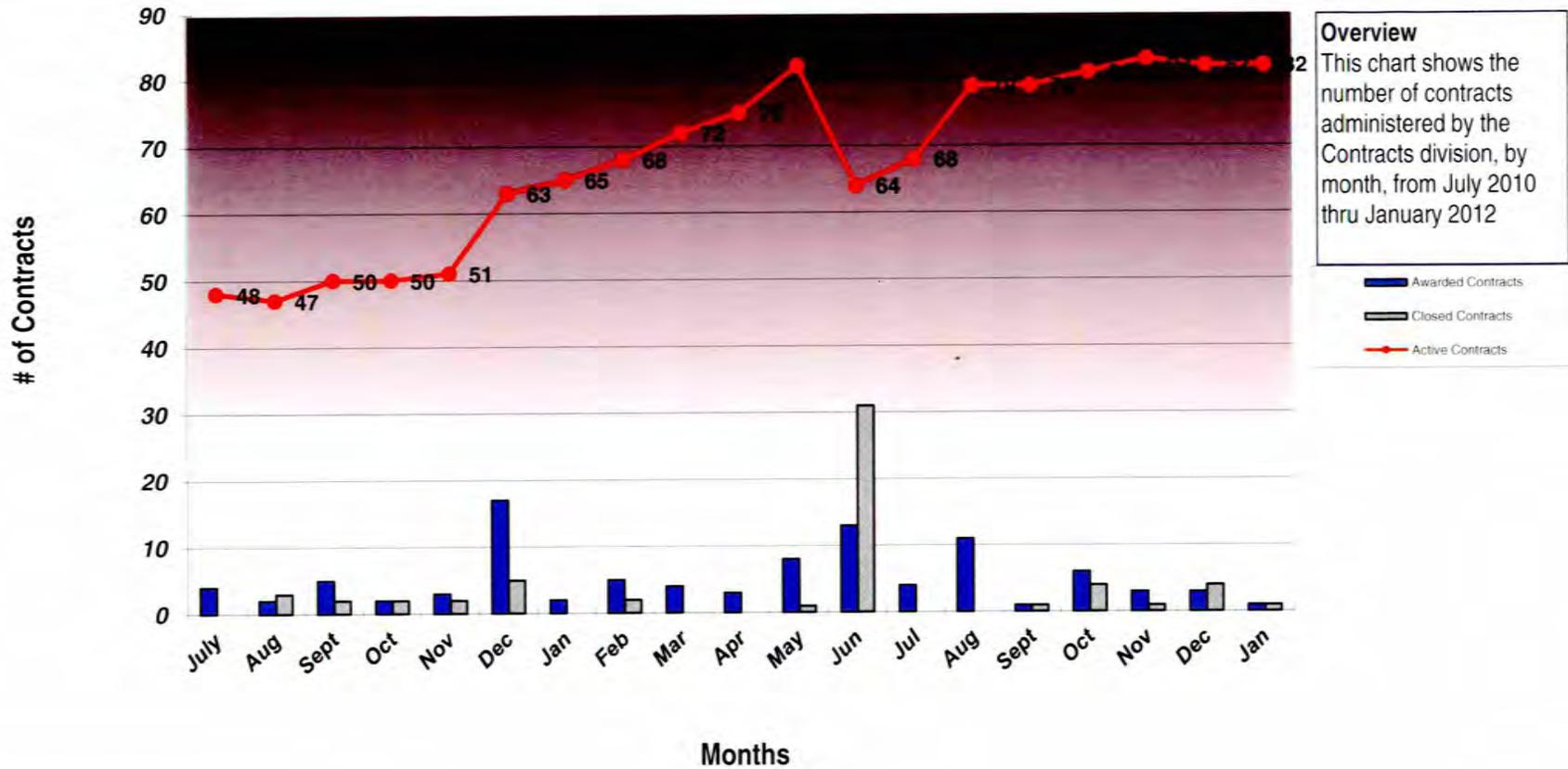
A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

SUMMARY

Through January 2012, SCAG was over-recovered by \$515,244. This was due to lower than expected indirect cost expenditures.

	12/31/2011	1/31/2012	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 2,229,651	\$ 89,414		
LA County Investment Pool	\$ 3,222,981	\$ 3,160,207		
Cash & Investments	\$ 5,452,632	\$ 3,249,620	\$ (2,203,012)	AR increased
Accounts Receivable	\$ 5,243,337	\$ 7,438,377	\$ 2,195,040	Dec. Jan CPG invoices still outstanding
Fixed Assets - Net Book Value	\$ 1,272,892	\$ 1,272,892	\$ -	No change
Total Assets	\$ 11,968,862	\$ 11,960,890	\$ (7,972)	
Accounts Payable	\$ (237,100)	\$ (189,471)	\$ 47,629	Minimal change
Employee-related Liabilities	\$ (513,142)	\$ (536,933)	\$ (23,791)	Minimal change
Other Current Liabilities	\$ (222,848)	\$ (299,224)	\$ (76,376)	Jan saw IC over-recovery of \$103K
Deferred Revenue	\$ (42,786)	\$ (42,786)	\$ 0	No change
Total Liabilities and Deferred Revenue	\$ (1,015,876)	\$ (1,068,414)	\$ (52,538)	
Fund Balance	\$ 10,952,986	\$ 10,892,476	\$ (60,510)	
WORKING CAPITAL				
	12/31/2011	1/31/2012	Incr (decr) to working capital	
Cash	\$ 5,452,632	\$ 3,249,620	\$ 2,203,012	
Accounts Receivable	\$ 5,243,337	\$ 7,438,377	\$ (2,195,040)	
Accounts Payable	\$ (237,100)	\$ (189,471)	\$ (47,629)	
Employee-related Liabilities	\$ (513,142)	\$ (536,933)	\$ 23,791	
Working Capital	\$ 9,945,727	\$ 9,961,593	\$ (15,866)	

SCAG Contracts (Year to Date)



Overview
This chart shows the number of contracts administered by the Contracts division, by month, from July 2010 thru January 2012

- Awarded Contracts
- Closed Contracts
- Active Contracts



Summary

The chart shows that the Contract Division is managing 82 active consultant contracts. Twenty-three of these contracts are fixed price, 47 are Cost Plus Fixed Fee contracts, and the remaining 12 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Division anticipates issuing approximately 10 more contracts for FY 2011/12. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

Office of the CFO
Staffing Report as of February 1, 2012



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

GROUPS	Authorized Positions	Filled Positions	Vacant Positions
Executive	3	3	0
Legal	3	2	1
Strategy, Policy & Public Affairs	20	18	2
Administration	34	33	1
Planning & Programs	51	51	0
Total	111	107	4

OTHER POSITIONS

GROUPS	Limited Term Positions	Temp Positions	Agency Temps
Executive	0	0	0
Legal	1	0	0
Strategy, Policy & Public Affairs	2	4	2
Administration	9	2	1
Planning & Programs	12	6	0
Total	24	12	3