

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Community, Economic and

Human Development

Bill Jahn, Big Bear Lake

Energy & Environment

Margaret Clark, Rosemead

Transportation

Paul Glaab, Laguna Niguel

**No. 537
MEETING OF THE**

REGIONAL COUNCIL

PLEASE NOTE TIME
Thursday, March 1, 2012
12:15 p.m. – 2:00 p.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 at salcido@scag.ca.gov. In addition, regular meetings of the Regional Council may be viewed live or on-demand at www.scag.ca.gov/scagtv

Agendas & Minutes for the Regional Council are also available at: www.scag.ca.gov/committees/rc.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 request 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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Regional Council
Members Roster – March 2012

	<u>Members</u>		<u>Representing</u>
President	1. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
1st Vice-President	2. Hon. Glen Becerra	<i>Simi Valley</i>	District 46
2nd Vice-President	3. Hon. Greg Pettis	<i>Cathedral City</i>	District 2
Immed. Past President	4. Hon. Larry McCallon	<i>Highland</i>	District 7
	5. Hon. Jack Terrazas		Imperial County
	6. Hon. Michael Antonovich		Los Angeles County
	7. Hon. Mark Ridley-Thomas		Los Angeles County
	8. Hon. Shawn Nelson		Orange County
	9. Hon. Jeff Stone		Riverside County
	10. Hon. Gary Ovitt		San Bernardino County
	11. Hon. Linda Parks		Ventura County
	12. Hon. Jerry Amante	<i>Tustin</i>	OCTA
	13. Hon. Mary Craton	<i>Canyon Lake</i>	RCTC
	14. Hon. Brad Mitzelfelt	<i>San Bernardino County</i>	SANBAG
	15. Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
	16. Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
	17. Hon. Jim Hyatt	<i>Calimesa</i>	District 3
	18. Hon. Ronald Loveridge	<i>Riverside</i>	District 4
	19. Hon. Ronald Roberts	<i>Temecula</i>	District 5
	20. Hon. Jon Harrison	<i>Redlands</i>	District 6
	21. Hon. Deborah Robertson	<i>Rialto</i>	District 8
	22. Hon. Paul Eaton	<i>Montclair</i>	District 9
	23. Hon. Glenn Duncan	<i>Chino</i>	District 10
	24. Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
	25. Hon. Paul Glaab	<i>Laguna Niguel</i>	District 12
	26. Hon. Joel Lautenschleger	<i>Laguna Hills</i>	District 13
	27. Hon. Sukhee Kang	<i>Irvine</i>	District 14
	28. Hon. Leslie Daigle	<i>Newport Beach</i>	District 15
	29. Hon. Michele Martinez	<i>Santa Ana</i>	District 16
	30. Hon. John Nielsen	<i>Tustin</i>	District 17
	31. Hon. Leroy Mills	<i>Cypress</i>	District 18
	32. Hon. Kris Murray	<i>Anaheim</i>	District 19



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

Regional Council
Members Roster – March 2012

<u>Members</u>		<u>Representing</u>
33. Hon. Andy Quach	<i>Westminster</i>	District 20
34. Hon. Sharon Quirk-Silva	<i>Fullerton</i>	District 21
35. Hon. Brett Murdock	<i>Brea</i>	District 22
36. Hon. Bruce Barrows	<i>Cerritos</i>	District 23
37. Hon. Gene Daniels	<i>Paramount</i>	District 24
38. Hon. David Gafin	<i>Downey</i>	District 25
39. Hon. Lillie Dobson	<i>Compton</i>	District 26
40. Hon. Frank Gurulé	<i>Cudahy</i>	District 27
41. Hon. Judy Dunlap	<i>Inglewood</i>	District 28
42. Hon. Steven Neal	<i>Long Beach</i>	District 29
43. Hon. James Johnson	<i>Long Beach</i>	District 30
44. Hon. Stan Carroll	<i>La Habra Heights</i>	District 31
45. Hon. Margaret Clark	<i>Rosemead</i>	District 32
46. Hon. Keith Hanks	<i>Azusa</i>	District 33
47. Hon. Barbara Messina	<i>Alhambra</i>	District 34
48. Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
49. Hon. Donald Voss	<i>La Cañada/Flintridge</i>	District 36
50. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
51. Hon. Paula Lantz	<i>Pomona</i>	District 38
52. Hon. James Gazeley	<i>Lomita</i>	District 39
53. Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
54. Hon. Frank Quintero	<i>Glendale</i>	District 42
55. Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
56. Hon. Mark Rutherford	<i>Westlake Village</i>	District 44
57. Hon. Bryan A. MacDonald	<i>Oxnard</i>	District 45
58. Hon. Carl Morehouse	<i>Ventura</i>	District 47
59. Hon. Ed P. Reyes	<i>Los Angeles</i>	District 48
60. Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
61. Hon. Dennis Zine	<i>Los Angeles</i>	District 50
62. Hon. Tom LaBonge	<i>Los Angeles</i>	District 51
63. Hon. Paul Koretz	<i>Los Angeles</i>	District 52
64. Hon. Tony Cárdenas	<i>Los Angeles</i>	District 53

Regional Council
Members Roster – March 2012

<u>Members</u>		<u>Representing</u>
65. Hon. Richard Alarcón	<i>Los Angeles</i>	District 54
66. Hon. Bernard C. Parks	<i>Los Angeles</i>	District 55
67. Hon. Jan Perry	<i>Los Angeles</i>	District 56
68. Hon. Herb Wesson, Jr.	<i>Los Angeles</i>	District 57
69. Hon. Bill Rosendahl	<i>Los Angeles</i>	District 58
70. Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
71. Hon. Eric Garcetti	<i>Los Angeles</i>	District 60
72. Hon. José Huizar	<i>Los Angeles</i>	District 61
73. Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
74. Hon. Darcy Kuenzi	<i>Menifee</i>	District 63
75. Hon. Matthew Harper	<i>Huntington Beach</i>	District 64
76. Hon. Ginger Coleman	<i>Town of Apple Valley</i>	District 65
77. Hon. Lupe Ramos Watson	<i>Indio</i>	District 66
78. Hon. Mario F. Hernandez	<i>San Fernando</i>	District 67
79. Hon. Mark Calac		Pechanga Band of Luiseño Indians
80. Hon. Lisa Bartlett	<i>Dana Point</i>	TCA
81. Mr. Randall Lewis	<i>Lewis Group of Companies</i>	Ex-Officio
82. Hon. Antonio Villaraigosa	<i>Los Angeles</i>	(At-Large)

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REGIONAL COUNCIL

AGENDA

MARCH 1, 2012

The Regional Council 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, President)

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 Council, 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

New Members

New Committee Appointments

Update From Washington, D.C.

EXECUTIVE DIRECTOR'S REPORT

(Hasan Ikhata, Executive Director)

California High Speed Rail Authority Memorandum of Understanding Update

PRESENTATION

Implications of the District Court Decision of the EPA Lawsuit on Transportation Control Measures

Barry Wallerstein, Executive Director, Air Quality Management District

Hasan Ikhata, Executive Director, SCAG

COMMITTEE REPORTS/ACTION ITEMS

Page No.

Executive/Administration Committee (EAC) Report

(Hon. Pam O'Connor, Chair)

1. Approval of the Fiscal Year (FY) 2012/13 Comprehensive Budget Attachment 1
To view the entire OWP document: <http://www.scag.ca.gov/owp/index.htm>

Recommended Action: 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.

REGIONAL COUNCIL

AGENDA

MARCH 1, 2012

COMMITTEE REPORTS/ACTION ITEMS – continued

Page No.

Bylaws and Resolution Committee Report

(Hon. Greg Pettis, Chair)

2. Consideration of Proposed Change to the SCAG Bylaws

Attachment

52

Recommended Action: Approve the proposed change to the SCAG Bylaws as submitted by the Bylaws and Resolutions Committee and forward to the General Assembly on April 5, 2012.

Audit Committee Report

(Hon. Greg Pettis, Chair)

Community, Economic and Human Development Committee (CEHD) Report

(Hon. Bill Jahn, Chair)

Regional Housing Needs Assessment (RHNA) Subcommittee Report

(Hon. Bill Jahn, Chair)

Energy and Environment Committee (EEC) Report

(Hon. Margaret Clark, Chair)

Transportation Committee (TC) Report

(Hon. Paul Glaab, Chair)

Legislative/Communications and Membership Committee (LCMC) Report

(Hon. Judy Mitchell, Chair)

3. SB 659 (Padilla-Hernandez) and SB 654 (Steinberg) Regarding Redevelopment Authority (RDA) Abolishment Legislation Update

Oral Update

CONSENT CALENDAR

Approval Items

4. Minutes of the February 2, 2012 Meeting

Attachment

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5. 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

Attachment

91

REGIONAL COUNCIL

AGENDA

MARCH 1, 2012

<u>CONSENT CALENDAR/Approval Items</u> – continued		<u>Page No.</u>
6. <u>Contracts \$200,000 or Greater: Contract No. 12-025-C1 - Microsoft Dynamics Customer Relationship Management (CRM) System</u>	Attachment	93
7. <u>Amendment \$75,000 or Greater: Contract No. 09-031- C1, SCAG’s Activity Based Travel Demand Model</u>	Attachment	96
8. <u>Amendment Greater Than 30% : Contract No. 11-007-C1, TransCAD Modeling Software</u>	Attachment	99
9. <u>SCAG Board Representative Invitation to Participate in Rail Tour Delegation to Japan and China</u>	Attachment	102
10. <u>Arroyo Seco Parkway Corridor Management Plan</u>	Attachment	104
11. <u>California Department of Transportation FY 2012/13 Transportation Planning Grants</u>	Attachment	107
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>	Attachment	112
13. <u>High Desert Corridor Partnership Memorandum of Understanding (MOU)</u>	Attachment	114
14. <u>Congressional Letter – Anaheim-Ontario Maglev Project</u>	Attachment	151
<u>Receive & File</u>		
15. <u>Contracts/Purchase Orders and/or Amendments Between \$5,000 - \$200,000</u>	Attachment	157
16. <u>February 2012 State and Federal Legislative Update</u>		
17. <u>Comparison of House (HR 7) and Senate (MAP 21) Transportation Reauthorization Legislation</u>	Attachment	160
18. <u>Safe, Clean, and Reliable Drinking Water Supply Act of 2012 Bond Proposition</u>	Attachment	171
<u>INFORMATION ITEMS</u>		
19. <u>CFO Monthly Report</u>	Attachment	174

REGIONAL COUNCIL

AGENDA

MARCH 1, 2012

FUTURE AGENDA ITEM(S)

ADJOURNMENT

Please Note: The next meeting of the Regional Council will be a joint meeting with the Policy Committees on Wednesday, March 21, 2012 at the SCAG Los Angeles Office.

The Regional Council will meet on April 4, 2012 at 12:30 p.m. in conjunction with the SCAG Regional Conference and General Assembly, April 4 - 5, 2012 that will be held at the Westin Bonaventure Hotel, 404 South Figueroa Street, Los Angeles, CA 90071.

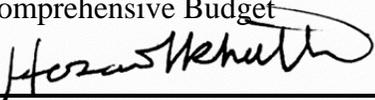
The General Assembly Reception will follow the Regional Council meeting.

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:

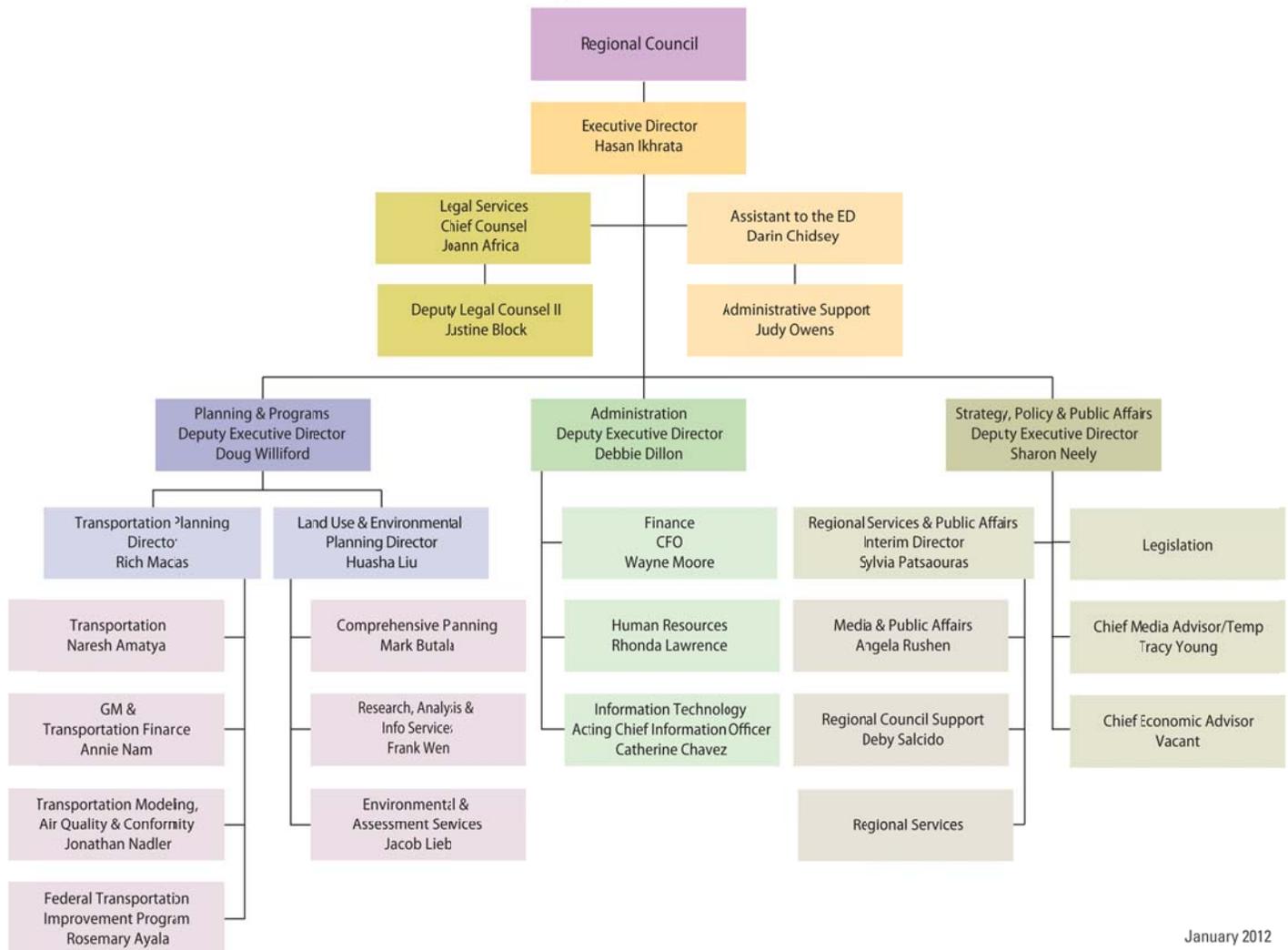
- **The Overall Work Program (OWP)**
A federal, state and locally funded budget consisting of projects related to regional planning in the areas of transportation, housing and the environment.
- **The General Fund (GF)**
A budget that utilizes Association members' dues for activities not eligible for 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

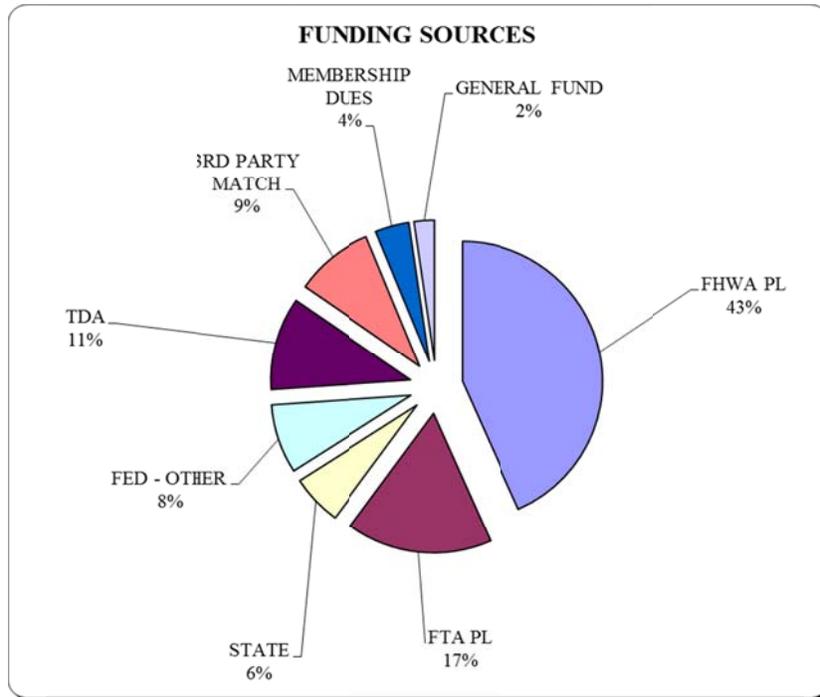
Objectives

- 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

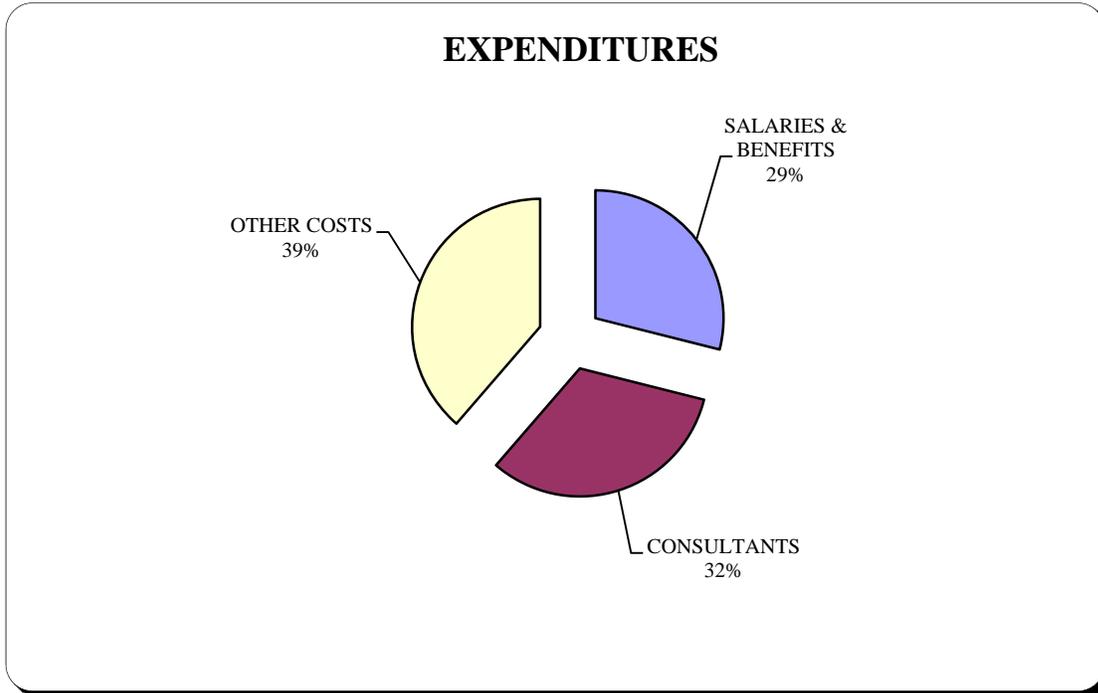
The Association receives most of its funding from the Federal Consolidated Planning Grant. The following chart illustrates the source and relative value funding sources.



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

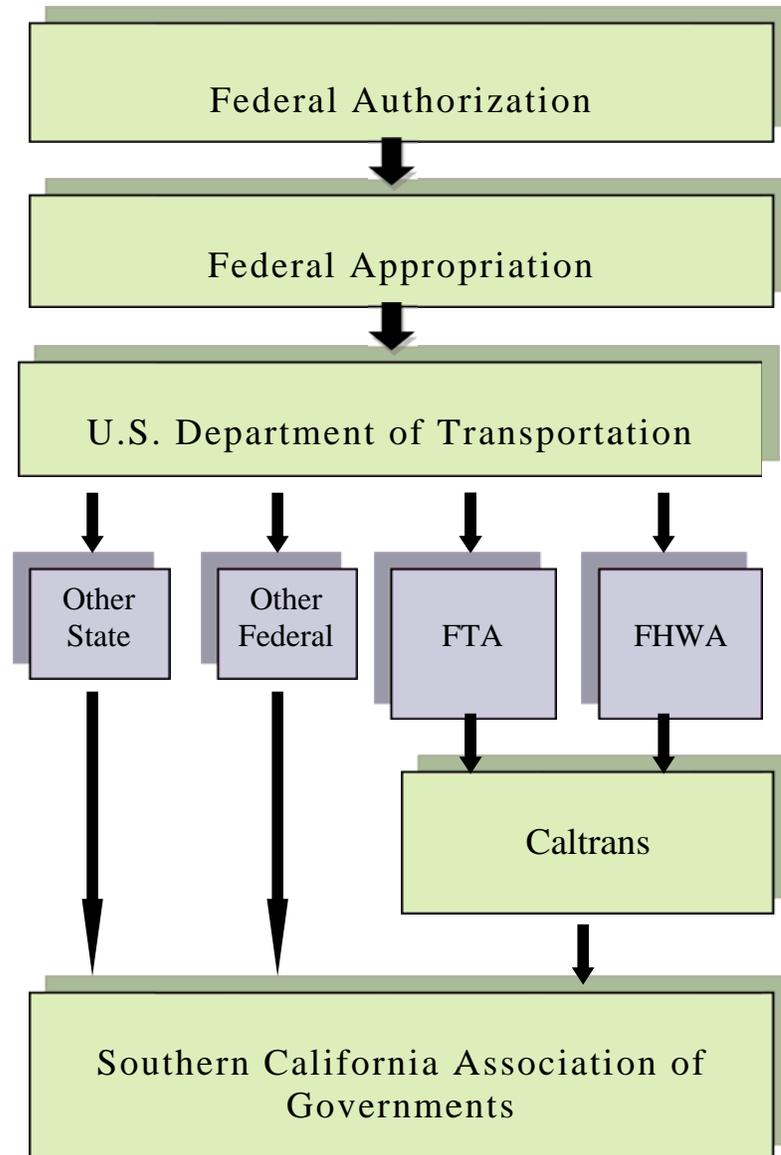
GL Account	Line Item	FY10 Actuals	FY11 Actuals	FY12 Adopted	FY13 Proposed
9001	Staff	10,599,949	11,714,752	\$ 11,765,428	\$ 13,524,230
54300	SCAG consultant	11,782,927	8,699,148	11,001,252	15,160,309
54330	Subregional cons	796,541	369,517	81,000	-
54340	Legal	151,566	50,206	325,000	375,000
54350	Professional 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	57,736	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.

230

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

240

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.

250

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.

260

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.

265

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.

267

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.

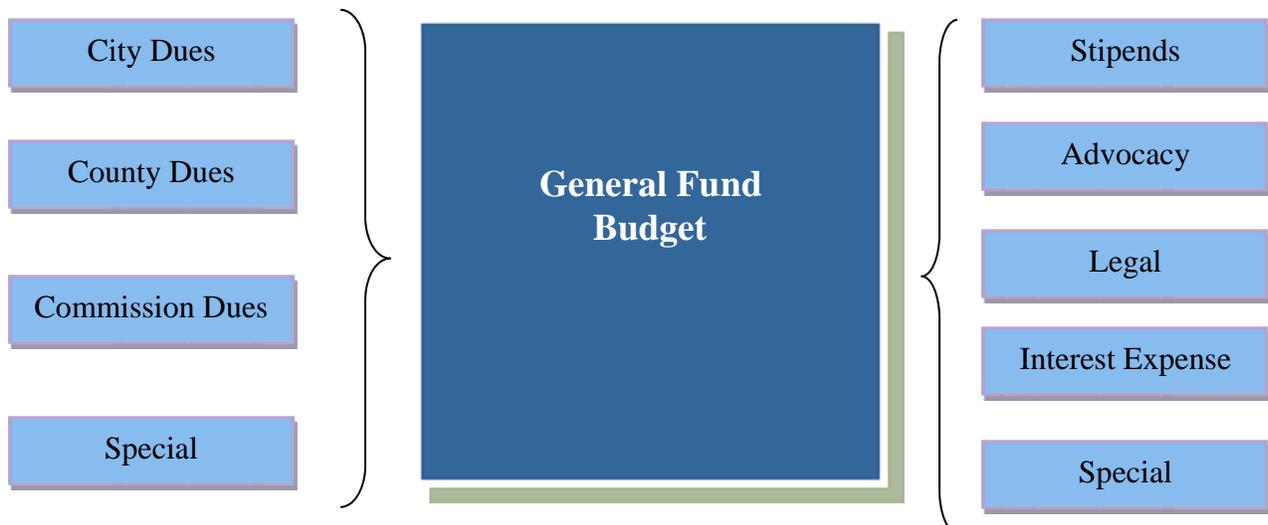
The Regional Council (RC) is responsible to conduct the affairs of the Association pursuant to Article V (A) 4 of the By-Laws. Among other duties, the RC reviews and may revise, amend, increase or decrease the proposed annual GF budget as prepared by the Executive Director. The RC submits the approved 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	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)

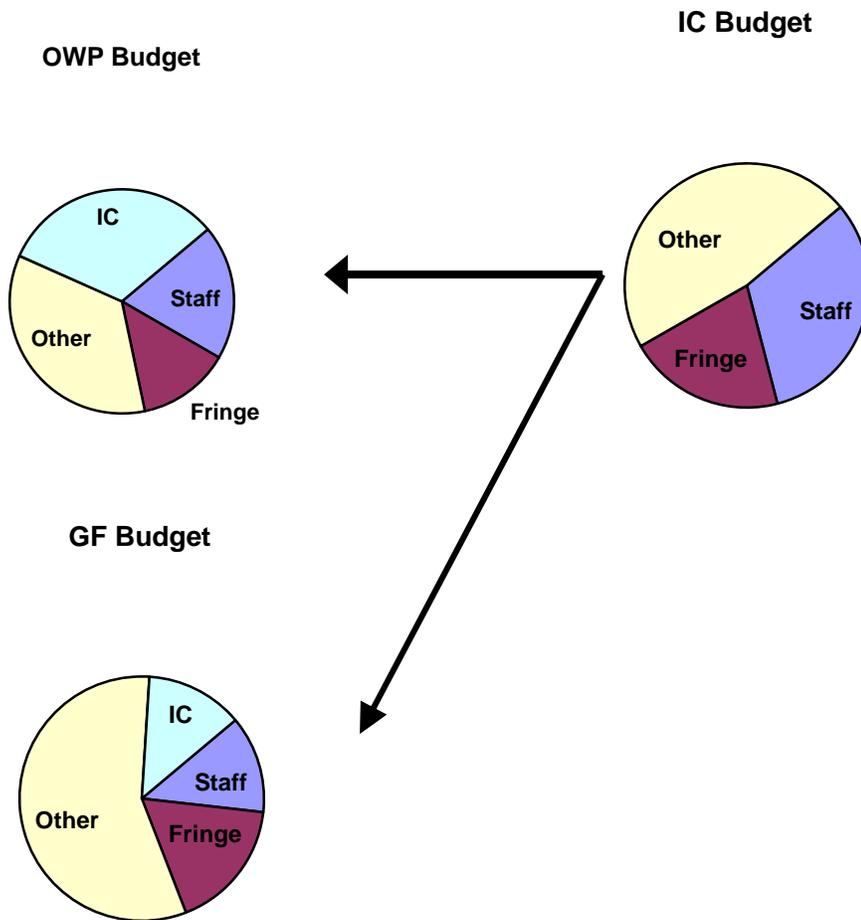
THE INDIRECT COST BUDGET (IC)

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)

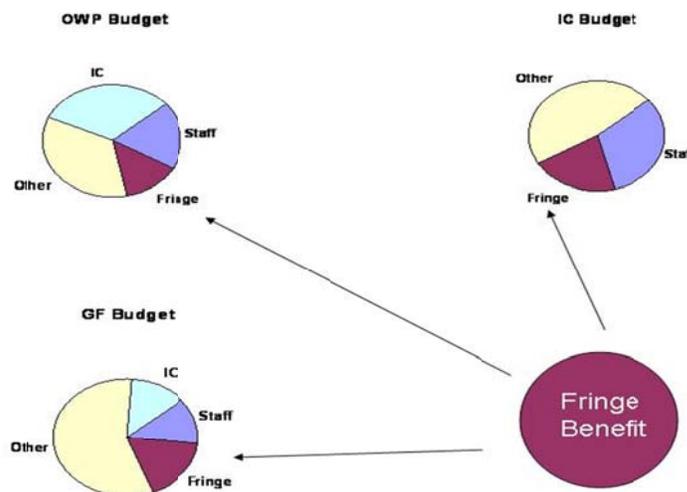
What is the Fringe Benefit Budget?

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 POP CITIES	ASSESSMENTS 2012-13
	MENIFEE	67,705
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

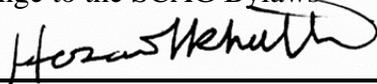
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
 PROPOSED 'MEMBERSHIP ASSESSMENT SCHEDULE
 FOR THE FISCAL YEAR 2012 - 13**

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: Regional Council (RC)
FROM: Hon. Greg Pettis, Chair, Bylaws and Resolutions Committee
BY: Joann Africa, Chief Counsel, (213) 236-1928; africa@scag.ca.gov
SUBJECT: Consideration of Proposed Change to the SCAG Bylaws

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve the proposed change to the SCAG Bylaws as submitted by the Bylaws and Resolutions Committee and forward to the General Assembly on April 5, 2012.

EXECUTIVE SUMMARY: *Each year, in preparation for the annual General Assembly meeting, proposed resolutions and proposed amendments to the SCAG Bylaws are considered by both the Bylaws and Resolutions Subcommittee (Subcommittee) and the RC, prior to submission to the General Assembly. SCAG staff received no proposed resolutions or proposed Bylaws amendments for consideration by this year's General Assembly. As part of its annual review of the Bylaws, the Subcommittee is recommending one change to the Bylaws regarding the number of RC Districts. The Subcommittee proposes to increase the number of RC Districts from 67 to 70 in anticipation of the District Evaluation process scheduled to take place next year.*

Staff requests that the Regional Council review the proposed change, provide any further direction to staff, and forward the final proposed Bylaws amendments to the General Assembly for approval.

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 c: Provide practical solutions for moving new ideas forward.

BACKGROUND AND SUMMARY:

Every year, staff and the Subcommittee review the SCAG Bylaws to determine necessary changes. This year, the Subcommittee is proposing minimal changes to the Bylaws. Specifically, the Subcommittee proposes one change to the Bylaws regarding the number of the Regional Council Districts. Under the current Bylaws, as further detailed in Article V, Section A(1)(a), the Regional Council reviews and, if necessary, establishes district boundaries every five (5) years based upon current city population data from the State Department of Finance. This district evaluation process occurs in years ending in 3 or 8 according to the SCAG Bylaws, and therefore, the next district evaluation process is scheduled to take place in 2013. The Bylaws also reflect that there shall be a maximum of 67 Districts within the RC, with these 67 Districts representing the 191 cities within the SCAG region.

Currently, the RC is comprised of the maximum 67 Districts. During the 2013 District Evaluation process, it is anticipated that there may be a proposal to add additional Districts to the RC based upon the growing

REPORT

population within certain cities. For this reason, the Subcommittee proposes to increase the maximum number of Regional Council Districts from 67 to 70. This change is reflected in the marked-version of the SCAG Bylaws (see page 7). With this change, there would be 87 eligible members on the RC.

FISCAL IMPACT: Work associated with this item is included in SCAG's General Fund Budget under WBS 810.SCG0160.01.

ATTACHMENT: Proposed Changes to SCAG Bylaws

BYLAWS

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Preamble

The Southern California Association of Governments (hereinafter referred to as either the “Association” or “SCAG”) is an agency voluntarily established by its members pursuant to the Joint Exercise of Powers Act for the purpose of providing a forum for discussion, study and development of recommendations on regional challenges and opportunities of mutual interest and concern regarding the orderly physical development of the Southern California Region among units of local government.

ARTICLE I - FUNCTIONS

The functions of the Association are:

- A. Exchange of objective planning information. Making available to members, plans and planning studies, completed or proposed by local governments, Tribal Governments, or those of State or Federal agencies, which would affect local governments.
- B. Identification and study of challenges and opportunities requiring objective planning by jurisdictions in more than one (1) county in the Southern California area and the making of appropriate policy or action recommendations.
- C. Review and/or develop governmental proposals. Review and/or develop proposals creating agencies of regional scope, and the making of appropriate policy or action recommendations concerning the need for such units or agencies.
- D. Consider questions of common interest and concern to members of the Association in the region and may develop policy and action recommendations of an advisory nature only.
- E. Act upon any matter to the extent and in the manner required, permitted or authorized by the joint powers agreements, State or Federal law, or the regulations adopted pursuant to any such law.
- F. Assist local Association members in the acquisition of real and personal property convenient or necessary for the operation of members by entering into such financing agreements as are necessary to accomplish the pooling and common marketing of such agreements or certificates of participation in order to reduce the cost to members of the acquisition of such real or personal property.

ARTICLE II - DEFINITIONS

- A. **Alternate**, as used in these Bylaws, means either the mayor or a member of the legislative body of each member city, and either the chair of the Board of Supervisors or a member of the legislative body of the member county as their alternate to serve in an official capacity only in the absence of the official representative of the member county.
- B. **Association**, as used in these Bylaws, means the Southern California Association of Governments as established by these Bylaws.
- C. **Days**, as used in these Bylaws, means calendar days.
- D. **General Assembly**, as used in these Bylaws, means a meeting of the official representatives of the members of the Association.
- E. **Official Representative**, as used in these Bylaws, means (1) the mayor or a member of the legislative body of each member city, (2) the chair of the Board of Supervisors or a member of the legislative body of the member county as their official representative, or (3) the chair or member of the governing board of a member County Transportation Commission (CTC) within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. Official Representatives may also be referred to as “Delegates” of the Association.

**ARTICLE III - MEMBERSHIP AND REPRESENTATION
FOR THE GENERAL ASSEMBLY**

- A. **Membership**
 - (1) All cities and all counties within the area of the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura and Imperial are eligible for membership in the Association. In addition, the CTCs are eligible for membership in the Association.
 - (2) Each member county and each member city shall have one (1) Official Representative and one (1) Alternate in the General Assembly, except that the City of Los Angeles, if and while it is a member city, shall have three (3) Official Representatives and three (3) Alternates. Each CTC member shall have one (1) Official Representative in the General Assembly.
 - (3) Membership shall be contingent upon the execution of the Joint Powers Agreement and the payment by each county or city, CTC of each annual assessment. In the event a county or city, CTC has not paid the annual dues assessment by October 1 of the July 1-June 30 Fiscal Year, its General Assembly Representative(s) shall serve in an Ex-Officio status,

without the right to vote. Failure to pay the annual dues assessment by January 30 of the July 1-June 30 Fiscal Year shall be deemed to be an automatic withdrawal from membership.

- (4) Any federally recognized Indian Nation within the SCAG region which are significantly involved in regional problems or the boundaries of which include territory in more than one (1) county, shall be eligible for advisory membership in the Association. The representatives of any such advisory member may participate in the work of committees of the Association.

B. Representation in the General Assembly

- (1) Only the Official Representative or Alternate present shall represent a member in the General Assembly; provided, however, that a member of the Board of Supervisors of a member county may participate in the discussion of the General Assembly.
- (2) The Official Representative of each city in the General Assembly shall be their respective Regional Council member; however, in the event that the Official Representative of the city is not a Regional Council member then the Official Representative or Alternate for such city shall be designated by the city council, provided that if and while the City of Los Angeles is a member city, the mayor shall be one of its Official Representatives.
- (3) Names of Official Representatives and Alternates shall be communicated in writing to the Association by the appointing city or county forty-five (45) days before the annual meeting of the General Assembly.
- (4) Official Representatives or Alternates shall serve at the General Assembly until a successor is appointed, except if an Official Representative or Alternate ceases to be a member of the appointing legislative body, then the seat shall be vacant until a successor is appointed.

ARTICLE IV - GENERAL ASSEMBLY

A. Powers and Functions

Subject to Article I, the powers of the General Assembly, shall include:

- (1) The determination of policy matters for the Association.
- (2) Any Official Representative may, at any meeting of the General Assembly, propose a subject(s) for study by the Association provided that the Official Representative has notified the President of the proposal forty-five (45) days in advance of the meeting date of the General Assembly. The General Assembly may determine whether a study will be made of the subject(s) proposed, or may refer such subject(s) to the Regional Council.

- (3) Any Official Representative may, at any meeting of the General Assembly, request review by the General Assembly of any action of the Regional Council, which has been taken between meetings of the General Assembly.
- (4) At its annual meeting, the General Assembly shall review the proposed General Fund budget and annual dues assessment schedule and shall adopt an annual General Fund budget and an annual assessment schedule.
- (5) Any Official Representative who desires to propose any policy matter for determination by the General Assembly shall submit the matter to the Regional Council in the form of a proposed resolution at least forty-five (45) days prior to any regular meeting of the General Assembly. The President shall appoint Regional Council members to serve on the Bylaws and Resolutions Committee to consider each such resolution as well as any proposed amendment to the SCAG Bylaws, who shall submit its recommendations for action to the Regional Council. Upon review of any proposed resolution and/or amendment to the Bylaws, the Regional Council shall submit its recommendations to the General Assembly. A copy of each such proposed resolution and/or proposed amendments to the Bylaws together with the Regional Council's recommendations thereon, shall be included in the agenda materials for each regular meeting of the General Assembly. If a resolution is presented directly to the General Assembly, a two-thirds (2/3) vote of the General Assembly in compliance with the criteria of Government Code sections 54950 et seq. shall be required for its consideration. Members on the Bylaws and Resolutions Committee shall serve for one (1) year terms with the term to expire with the adjournment of the regular meeting of the General Assembly. The Second Vice-President shall serve as the chair of the Bylaws and Resolutions Committee for one (1) year.

B. **Meetings**

- (1) A regular meeting of the General Assembly shall be held once a year. Special meetings of the General Assembly may be called by the Regional Council upon the written request of the President and with the affirmative votes of a majority of a Regional Council quorum. Ten (10) days' written notice of a special meeting shall be given to the Official Representatives and Alternates of each member of the Association. An agenda specifying the subject of the special meeting shall accompany the notice.
- (2) The time, date and location for meetings of the General Assembly shall be determined by the Regional Council.
- (3) Notice of the regular meeting of the General Assembly shall be given to the Official Representatives and Alternates of each member of the

Association at least thirty (30) days prior to each regular meeting. An agenda for the regular meeting shall accompany the notice. Notice of any changes to the agenda shall be given at least ten (10) days prior to the regular meeting.

- (4) Association committees shall meet on the call of their Chair or as otherwise provided herein.
- (5) The General Assembly may adopt rules for its own procedure.

C. **Voting in the General Assembly shall be conducted in the following manner:**

- (1) A quorum of the General Assembly shall consist of official representation from one-third (1/3) of the member cities, one-third (1/3) of the member counties, and one-third (1/3) of the member CTCs.
- (2) Each Official Representative of a member of the Association shall have one (1) vote. In the absence of the Official Representative, the Alternate shall be entitled to vote. Votes shall be tabulated separately for county representatives and for city representatives upon the request of one (1) Official Representative or Alternate of the county representatives only when one-half (1/2) of the county representatives are present, or upon the request of one (1) Official Representative or Alternate of the city representatives only when one-third (1/3) of the city representatives are present. If the votes are tabulated separately, the affirmative votes of a majority of a quorum of both city and county representatives are required.
- (3) Voting may be by voice, displaying voting cards, roll call vote or through the use of an electronic voting system. A roll call vote shall be conducted upon the demand of five (5) Official Representatives present, or at the discretion of the presiding officer.

ARTICLE V - REGIONAL COUNCIL

Preamble: The Regional Council of the Association shall include, but not be limited to, members in the Association's region.

A. **Regional Council Organization:** There shall be a Regional Council of the Association which shall be organized as set forth below and which shall be responsible for such functions as are hereinafter set forth:

- (1) **Membership:** The membership of the Regional Council shall be comprised of: one (1) representative from each member county Board of Supervisors, except for the County of Los Angeles which shall have two (2) representatives; one (1) representative from the Tribal Government Regional Planning Board, who shall be a locally elected Tribal Council

member from a federally recognized Tribal Government within the SCAG region; one (1) representative from each District (as defined below); the Mayor of the City of Los Angeles serving as the Los Angeles City At-Large Representative; one (1) general purpose local government elected representative, defined as either an elected city council member or member of a County Board of Supervisors, from the governing boards of each of the six (6) County Transportation Commissions (“CTC”); one (1) local government elected representative from one of the five (5) Air Districts within SCAG to represent all five (5) Air Districts operating within the SCAG region; and one (1) local government elected representative from the Transportation Corridor Agencies (TCA).

(a) **Districts**: For purposes of representation on the Regional Council, Districts shall be organized and defined as follows:

- (1) A District shall be established by the Regional Council and be comprised of a group of cities that have a geographic community of interest and have approximately equal population. A District may be comprised of cities within different counties, but Districts established by subregions under subsection (a)(5) shall include only cities within the boundaries of such subregions. Procedures for District Representative elections shall be set forth under the Regional Council Policy Manual (“Policy Manual”).
- (2) The Regional Council shall review, and if it deems necessary, establish district boundaries every five (5) years, based upon city population data as most recently available from the State Department of Finance. The Regional Council shall review the district boundaries in 2004 and thereafter in every year ending in 3 or 8.
- (3) Notwithstanding any other provisions of these Bylaws, in the event that upon review of the Districts by the Regional Council in 2004, District representation is changed, then those impacted districts shall hold a special election no later than two (2) months after final action by the Regional Council to elect their representative who shall serve for a term established by the Regional Council. Such elections shall be held in accordance with the procedures established in Article V(a)(1)(b)(1)-(4) and (6) and with regard to subregions in accordance with Article V (a)(c)(1)(5) and (7).
- (4) If a new city within the Association’s region is incorporated after Districts have been established, the

newly incorporated city shall be assigned by the Regional Council in consultation with the applicable subregional organization, to a District with other cities with which it has contiguous borders until such time as Districts are again established by the Regional Council.

- (5) In any area where a subregional organization has either (1) been formally established under a joint powers agreement pursuant to California Government Code Sections 6500 et. seq. serving as the subregional planning agency for the general purpose local governments and is not a single-purpose joint powers authority and or other such special district entity, or (2) been recognized by action of the Regional Council; and is organized for general planning purposes such as for the purpose of conducting studies and projects designed to improve and coordinate the common governmental responsibilities and services on an area-wide and regional basis, exploring areas of intergovernmental cooperation and coordination of governmental programs and providing recommendations and solutions to problems of common and general concern, such subregional organization shall make recommendations to establish a District (or Districts) within the boundaries of such subregional area. For purposes of establishing Districts, the subregional organization shall use the definition of District as set forth in subsection (1) above. The subregional organization shall have authority to make recommendations to the Regional Council to establish Districts every five (5) years and shall use city populations as most recently determined by the State Department of Finance. If a new city within the subregional area is incorporated after Districts have been established, the newly incorporated city shall be assigned to a District in accordance with subsection (4) above until such time as Districts are again established as provided for in this section.

- (6) The Regional Council shall establish a maximum of ~~sixty-seven (67)~~ seventy (70) Districts.

(b) **Regional Council Representation**

- (1) There shall be a minimum of one (1) District representative for all of the cities within each county in the Association.
- (2) Any Regional Council member representing a member city in a single City District or county which has not yet paid its

annual dues assessment by October 1 of the July 1 - June 30 Fiscal Year shall be granted Ex-Officio member status, without the right to vote, on the Regional Council.

- (3) Any Regional Council member from a member city which has not paid its annual dues assessment by October 1 of the July 1-June 30 Fiscal Year, and who represents a District comprised of more than one (1) city, shall relinquish his/her position on the Regional Council and the seat shall be declared vacant by the President. Such vacancies shall be filled through the District representative special election procedures set forth by the Regional Council.
- (4) Any Regional Council member from a Native American Tribe which has not paid its annual dues assessment by October 1 of the July 1-June 30 Fiscal Year, and who represents the Tribal Government Regional Planning Board, shall relinquish his/her position on the Regional Council and the seat shall be declared vacant by the President. Such vacancies shall be filled by the Tribal Government Regional Planning Board.
- (5) CTC, TCA and the Tribal Government Regional Planning Board representatives to the Regional Council shall be appointed by their respective governing boards, and the appointments shall be formally communicated in writing to the President. The Air District representative shall be determined by the five (5) Air Districts within SCAG, with such determination formally communicated in writing to the President.
- (6) Any Regional Council member representing a CTC which has not paid its annual dues assessment by October 1 of the July 1-June 30 fiscal year shall be granted Ex-Officio status without the right to vote, on the Regional Council.

(2) **Terms of Office:**

- (a) Membership on the Regional Council by District representatives shall be for two (2) years upon election. Terms of District representatives shall commence on the adjournment of the annual meeting of the General Assembly and expire two (2) years thereafter. If a District representative on the Regional Council officially ceases to be a locally elected official, his or her Regional Council shall be declared vacant by the President, and such vacancies shall be filled through special election procedures as set

forth by the Regional Council. In the case of District representatives elected pursuant to special elections to fill vacancies, the term shall be for such time as will fill out the remainder of the vacated term.

- (b) The terms of District representatives who represent even-numbered Districts shall be two (2) years and shall expire in even-numbered years. Terms of District representatives who represent odd-numbered Districts shall be two (2) years and shall expire in odd-numbered years.
 - (c) Membership on the Regional Council by county representatives and representatives of the CTCs, Tribal Government Regional Planning Board, Air Districts and TCA shall be for two (2) year terms, commencing on the date of appointment by the SCAG President and expire two (2) years thereafter. If any of the above-mentioned representatives officially cease to be a locally elected official, his or her Regional Council seat shall be declared vacant by the President. Vacancies on the Regional Council shall be filled by action of the respective county, CTC, the Tribal Government Regional Planning Board, TCA or as determined by the five Air Districts in the SCAG region in the case of the Air District representative.
- (3) **Meetings**: Unless otherwise determined by the Regional Council, it shall meet at least once a month. The Regional Council may decide not to meet in the month of August. The date, time and location of the Regional Council meetings shall be recommended by the President and ratified by the Regional Council. Meetings shall be held upon the call of the President or upon the call of a majority of the members of the Regional Council. The Regional Council may adopt any other meeting procedures as part of the Regional Council Policy Manual.
- (4) **Duties**
- (a) Subject to the policy established by the General Assembly, the Regional Council shall conduct the affairs of the Association.
 - (b) The Regional Council shall review and may amend the proposed annual budget as prepared by the Executive Director. The proposed General Fund Budget and the annual dues assessment schedule, as approved by the Regional Council, shall be submitted to members of the General Assembly at least thirty (30) days before the annual meeting. After adoption of the General Fund Budget and annual dues assessment schedule by the General Assembly, the Regional

Council shall control all Association expenditures in accordance with such budget.

- (1) The Regional Council shall have the power to transfer funds within the total budget amount in order to meet unanticipated needs or changed situations. Such action shall be reported to the General Assembly at its next regular meeting.
 - (2) At each annual meeting of the General Assembly, the Regional Council shall report on all budget and financial transactions since the previous annual meeting.
- (c) The Regional Council shall submit a full report of its activities at each regular meeting of the General Assembly.
 - (d) The Regional Council shall have the authority to appoint, ratify the annual Performance Agreement of, and remove an Executive Director of the Association, and shall have the authority to create and discontinue positions in the employ of the Association and fix salaries.
 - (e) The Regional Council or Policy Committees shall have the power to establish committees or subcommittees to study specific problems, programs, and other matters which the Regional Council or General Assembly have approved for study.
 - (f) Recommendations from committees for policy decisions shall be made to the Regional Council. The Regional Council shall have the authority to act upon policy recommendations including policy recommendations from the committees, or it may submit such recommendations, together with its comments, to the General Assembly for action.
 - (g) The Regional Council shall be responsible for carrying out policy decisions made by the General Assembly.
 - (h) All Regional Council members shall comply with the SCAG Conflict of Interest Policy as adopted and amended from time to time by the Regional Council.
- (5) **Voting**: In the Regional Council voting shall be conducted in the following manner:

- (a) Only representatives of the membership as defined in Article V (A) (1) shall have the right to vote as a member of the Regional Council.
- (b) One-third (1/3) of the members of the Regional Council shall constitute a quorum of the Regional Council.
- (c) The affirmative votes of a majority of the Regional Council quorum are required for action by the Regional Council, except as set forth in subsections (d), (e) and (f) below.
- (d) A County representative may request a “division of the house” vote if two thirds (2/3) of the county representatives are present. A District representative may request a “division of the house” vote if one-third (1/3) of the District representatives are present. A “division of the house” vote shall be tabulated separately for county representatives and for District representatives and the affirmative votes of a majority of county representatives present and a majority of District representatives present shall be required for action by the Regional Council. For purposes of a division of the house vote resulting after a request by a county or District representative, the representatives from the CTCs, the Tribal Government Regional Planning Board, the TCA and the Air Districts shall be considered to be a District representative and be entitled to vote of the matter resulting from a request for a “division of the house” vote. The above-mentioned representatives shall not be entitled to request a “division of the house” vote or be included in the tabulation of the number of county and District representatives required to request a “division of the house” vote.

Pursuant to any “division of the house” vote any city which has more than one (1) District representative may have its District representative(s) vote on behalf of any District representative(s) not in attendance so long as that city’s city council has previously taken an official action authorizing the express voting of the city’s position on the specified matter. Notwithstanding the above, any votes to be exercised pursuant to this subsection shall not be exercised prior to the holding of the next Regional Council meeting subsequent to the meeting at which the applicable “division of the house” vote has been called for. All authorizations for voting pursuant to this subsection shall be in writing and shall be made available to the Regional Council at the time of the subject vote.

- (e) In order to recommend the annual budget to the General Assembly, the affirmative vote of not less than a majority of the Regional Council membership is required.
 - (f) In order to appoint or remove the Executive Director, the affirmative vote of not less than a majority of the Regional Council membership is required.
 - (g) Each official representative from a CTC, the Tribal Government Regional Planning Board, the Air Districts and TCA shall have the right to vote in the same manner as other members of the Regional Council.
- (6) **Expenses:** Members of the Regional Council shall serve with compensation and shall be reimbursed for the actual necessary expenses incurred by them in the performance of their duties for the Association, to the extent that such compensation and reimbursement are not otherwise provided to them by another public agency, a Tribal Government or the Tribal Government Regional Planning Board. The Regional Council shall determine the amount of such compensation and set forth other procedures for expenses under the Policy Manual.
- B. **Permanent Committees:** For the purpose of developing policy recommendations to the Regional Council, the Regional Council shall establish as permanent committees the “Executive/Administration Committee,” the “Legislative/Communications and Membership Committee” and the three (3) policy committees known as the “Transportation Committee,” the “Energy and Environment Committee,” and the “Community, Economic and Human Development Committee” (the latter three committees collectively referred to herein as the “Policy Committees”).
- C. **Executive/Administration Committee**
- (1) **Membership:** The membership of the Executive/Administration Committee (EAC) shall be comprised of the President, First Vice-President, Second Vice-President and Immediate Past-President. The EAC shall also include the Chairs of the three (3) Policy Committees, the Vice-Chairs of the three (3) Policy Committees, the representative from the Tribal Government Planning Board serving on the Regional Council, and an additional three (3) Regional Council members appointed by the President, who shall comprise representatives from the governing boards of the CTCs or the subregional organizations within the SCAG region. In the event that a SCAG officer, Policy Committee Chair or Policy Committee Vice-Chair also represents a CTC or a subregional organization, the President may appoint Regional Council members not affiliated with any such organizations so long as collectively the six (6)

counties within SCAG have representation on the EAC. In addition, the President may appoint one (1) member from the private sector to serve on the EAC in an ex-officio, non-voting capacity. Appointment by the President of members to the EAC shall be for one (1) year terms, which such appointment to expire upon the adjournment of the regular meeting of the General Assembly.

- (2) **Meetings**: The EAC shall meet at least once a month and in accordance with the Regional Council Policy Manual, except that the EAC may decide not to meet in the month of August.

- (3) **Duties**:
 - (a) Subject to the policy established by the General Assembly and Regional Council, and in the event that the EAC determines by majority vote that there is a need to take immediate action prior to the next regular meeting of the Regional Council, the EAC shall be authorized to make decisions and take actions that are binding upon the Association.
 - (b) Subject to the policies of the Regional Council, the EAC shall be responsible for: (1) developing policy recommendations to the Regional Council on administration, human resources, budgets, finance, operations, communications, or any other matter specifically referred by the Regional Council; and (2) negotiating an annual Performance Agreement with the Executive Director, subject to ratification of the Regional Council. The Executive Director's Performance Agreement shall be effective the first day of July of the calendar year. The EAC shall be responsible for performing the annual evaluation of the Executive Director's performance of the prior year's agreed-upon Performance Agreement. The EAC shall complete the Executive Director's annual Performance Evaluation no later than the regularly scheduled meeting in June of the Regional Council.
 - (c) The powers and duties of the EAC shall include such other duties as the Regional Council may delegate.

- (4) **Voting**: A quorum shall be seven (7) members of the EAC. In the event that a vacancy in the membership of the EAC occurs, the quorum shall be reduced by one (1) until such time as the vacancy is filled. The

affirmative vote of the majority of the EAC quorum is required for an action by the Executive/Administration Committee.

D. **Legislative/Communications and Membership Committee**

- (1) **Membership:** Regional Council members may serve as members to the Legislative/Communications and Membership Committee (LCMC). Members to the LCMC shall be appointed by the President for one (1) year terms with such appointments to expire with the adjournment of the regular meeting of the General Assembly.
- (2) **Meetings:** The LCMC shall meet once a month and in accordance with the Regional Council Policy Manual, except that the LCMC may decide not to meet in the month of August.
- (3) **Duties:**
 - (a) The Legislative, Communications and Membership Committee shall be responsible for developing recommendations to the Regional Council regarding legislative and telecommunications matters; providing policy direction for the agency's marketing communications strategy, outreach issues/materials and electronic communications systems; reviewing sponsorship opportunities; and promoting agency membership.
 - (b) The duties of the LCMC shall include such other duties as the Regional Council may delegate.

E. **Policy Committees**

- (1) **Membership:**
 - (a) The Policy Committees may include as voting members the following: Regional Council members; one (1) representative from the California Department of Transportation; local government elected representatives from each of the general purpose subregional organizations as established under Article V(A)(1)(a)(5) of these Bylaws; and one (1) duly appointed board member, who is a general purpose local elected official from an agency with which the Association has a statutory or Memorandum of Understanding relationship.

- (b) The Policy Committees may include ex-officio (non-voting) members who shall be representatives from regional and subregional single purpose public agencies and other members as approved by the Regional Council.
 - (c) Regional Council members representing the CTCs, the Tribal Government Regional Planning Board, TCA and the Air Districts shall have the right to vote as members of the Policy Committees and may be appointed Chair or Vice-Chair of a Policy Committee.
- (2) **Appointments to Policy Committees:** The President with regard to each Policy Committee shall:
- (a) Appoint all Regional Council members to one (1) of the Policy Committees for two (2) year terms. In making such appointments, the President shall to the extent practicable appoint an equal number of members to each policy committee taking into consideration regional representation, geographical balance, diversity of views and other factors deemed appropriate by the President.
 - (b) Appoint to the Policy Committees members representing public agencies which have a statutory or Memorandum of Understanding relationship with SCAG. The members shall be appointed for two-(2) year terms based on a written request from the agency's governing board. Appointments shall be limited to one (1) representative from each public agency. In making such appointments, the President shall consider regional representation.
 - (c) Appoint ex-officio (non-voting) members to the Policy Committees representing the business sector, labor, community groups and other public interest groups upon the recommendation of the respective Policy Committee and approval by the Regional Council.
 - (d) In addition to the appointments to the Policy Committees of subregional organization elected representatives provided for above in subsection (1)(a) of this Section D, the President shall appoint to the Policy Committees for two (2) year terms additional local government elected representatives from each subregional organization which has at least four (4) Districts.
 - (e) The determination of the total number of additional representatives from each subregional organization to be appointed to the Policy Committees shall be as follows: One (1) additional local government elected representative for each District in excess of

three (3) Districts shall be appointed by the President. The governing boards of each of the subregional organizations shall nominate the additional representatives provided for in this subsection (2)(e) to be appointed to the Policy Committees. In making the appointments, the President shall consider, among other things, regional representation.

- (f) In addition to the appointment of the Regional Council member representing the Tribal Government Regional Planning Board to a Policy Committee, the President shall appoint with the consent of the Tribal Government Regional Planning Board additional members to each Policy Committee such that the Tribal Government Regional Planning Board shall have two (2) voting members on each Policy Committee. Such representative shall be locally elected Tribal Council members from the federally recognized Tribal Governments within the SCAG region.
 - (g) In order to facilitate participation by member cities of the Association, the President shall have the authority to make at-large appointments of local elected officials from cities that are not directly represented on a Policy Committee; provided, that the President shall only make such at-large appointment if there is no vacant subregional appointment to the Policy Committees. The term of the local elected official appointed by the President in this manner shall be limited to the remainder of the Presidential year, except that the local elected official may continue to serve on the Policy Committee if its respective city council approve his or her re-designation and a future SCAG President authorizes the re-appointment. Local elected officials serving in an at-large capacity on a Policy Committee are not eligible to serve as the Chair or Vice-Chair of the Policy Committee.
- (3) **Meetings:** The Policy Committees shall meet at least once a month and in accordance with the Regional Council Policy Manual, except that the Policy Committees may decide not to meet the month of August.
 - (4) **Duties of the Transportation Committee (TC):** The Transportation Committee shall study and provide policy recommendations to the Regional Council relative to challenges and opportunities, programs and other matters, which pertain to the regional issues of mobility and accessibility, including, but not limited to all modes of surface transportation, transportation system preservation and system management, regional aviation, regional goods movement, transportation finance as well as transportation control measures.

- (5) **Duties of the Energy and Environment Committee (EEC)**: The Energy and Environment Committee shall study and provide policy recommendations to the Regional Council relative to challenges and opportunities, s, programs and other matters, which pertain to the regional issues of energy and the environment. EEC shall also be responsible for reviewing and providing policy recommendations to the Regional Council on matters pertaining to environmental compliance.
- (6) **Duties of the Community, Economic and Human Development Committee (CEHD)**: The Community, Economic and Human Development Committee shall study and provide policy recommendations to the Regional Council relative to challenges and opportunities, programs and other matters which pertain to the regional issues of community, economic and human development, housing and growth. CEHD shall also receive information regarding projects, plans and programs of regional significance for consistency and conformity with applicable regional plans.
- (7) **Joint Meetings of the Policy Committees**: The duties of the Policy Committees are specified in subsections (4), (5) and (6) of this subsection. To the extent that there are matters which are within the scope of review of more than one Policy Committee, the respective Policy Committees shall meet in joint meetings to consider the matter and provide unified policy recommendations to the Regional Council, if applicable.
- F. **Appointments**: The President is authorized to appoint members of the Regional Council to SCAG committees, ad hoc committees, subcommittees, or task forces to study specific problems, programs, or other matters which the Regional Council or General Assembly have approved for study. The President is authorized to appoint new members or re-appoint prior members to any SCAG committee, ad hoc committee, subcommittee or task force. The President is also authorized to appoint Regional Council members to governing boards of other agencies, districts, commissions, and authorities as representatives of the Association. If no Regional Council members are available for such appointment, the President may appoint an elected official not on the Regional Council to represent the Association. Elected officials appointed to represent the Association who are not then members of the Regional Council shall be Ex-Officio members of the Regional Council without the right to vote. Terms of appointment of Regional Council members and other elected officials to governing boards of other agencies, districts, commissions, and authorities shall be consistent with the term of office of the appointing President.

ARTICLE VI - OFFICERS, DUTIES, ELECTIONS AND VACANCIES

- A. Officers of the Association shall consist of a President, a First Vice-President, Second Vice-President, Immediate Past President and a Secretary-Treasurer. The

Association's President, First Vice-President, and Second Vice- President shall be elected annually by the Regional Council at its annual General Assembly meeting, from among its membership as set forth below. The Executive Director of the Association shall serve as the Secretary-Treasurer of the Association, but shall have no vote in the Association.

- B. Officers of the Association, except the Secretary-Treasurer, shall be elected from a list of candidates for each office which shall be prepared by a Nominating Committee and submitted to the Regional Council for review and approval. The Nominating Committee shall be composed of Regional Council members who collectively represent the six (6) counties within the SCAG region, with at least two (2) members being County representatives. Members on the Nominating Committee shall serve for one (1) year terms with the term to expire with the adjournment of the regular meeting of the General Assembly. The Immediate Past President shall serve as the chair of the Nominating Committee for one (1) year. The Nominating Committee shall review the candidates based upon minimum eligibility requirements established by the Regional Council and as set forth below in Article VI (C).

In the event that prior to the annual General Assembly meeting, a candidate for President or First Vice-President who has been approved by the Nominating Committee or Regional Council officially loses his or her seat on its respective local elected office or respective Regional Council District representative seat, the candidate for First Vice- President shall be deemed the candidate for President and the candidate for Second Vice-President shall be deemed the candidate for First Vice-President, provided that the applicable candidates are agreeable to the change.

In the event that prior to the annual General Assembly meeting, a candidate for Second Vice-President who has been approved by the Nominating Committee or Regional Council officially loses his or her seat on its respective local elected office or respective Regional Council District representative seat, the Regional Council shall select the candidate from a list of candidates who meet the minimum eligibility requirements established by the Regional Council. The Nominating Committee may also meet to review the list of candidates and make a recommendation to the Regional Council regarding the new candidate for Second Vice-President if there is sufficient time before the General Assembly meeting.

- C. The Nominating Committee shall review the candidates based upon the following minimum eligibility requirements established by the Regional Council:
- (1) At the time of the application, the candidate must have completed at least one full term (i.e. two years) on the Regional Council.
 - (2) Candidate must be actively involved with SCAG.
 - (3) Candidate must be a local elected official from a SCAG member county, city or county transportation commission.

- (4) At the time of the application, it is reasonable to conclude that the candidate will be in elected office during the term of the respective officer position (e.g. term limits do not prevent the candidate for serving the term of the respective officer position).
 - (5) If applicable, it is reasonable to conclude that the candidate shall maintain representation of his or her Regional Council District.
 - (6) Candidate may be self-nominated or nominated by a colleague on the Regional Council.
 - (7) Candidate must have submitted a completed nomination application to SCAG by the appropriate deadline.
- D. The recommended candidates for each office shall be submitted to the Regional Council for consideration and approval by the Nominating Committee at least one (1) month prior to the annual General Assembly meeting. The Regional Council may also consider and approve candidates for each office who are nominated directly at a Regional Council meeting as part of the election process. New Officers shall take office upon the ratification of the General Assembly and commencing upon the adjournment of the General Assembly meeting.
- E. A vacancy shall immediately occur in the office of the President, First Vice-President, Second Vice-President or Immediate Past President upon the resignation or death of the person holding such office, or upon the person holding such office ceasing to be a local elected official. Upon the occurrence of a vacancy in the office of President, First Vice-President, or Second Vice-President, a vacancy shall be filled for the balance of an unexpired term in order of succession by elevating the next remaining officer to such position, and the President shall call for a Special Election to fill the unexpired term of the office of Second Vice-President. Such second Vice-President shall be selected from a list of candidates which shall be prepared by a Nominating Committee structured in accordance with the provisions of Article VI, Section B. The nominee selected for the office of second Vice-President shall be submitted to the Regional Council by the Nominating Committee. The new second Vice-President shall take office upon adjournment of that meeting. Upon the occurrence of a vacancy in the office of the Immediate Past President, the Regional Council shall select the next most immediate and available past President of SCAG to fill the position and serve for the balance of the unexpired term.
- F. Notwithstanding any provision in these Bylaws to the contrary, the Regional Council representative from the Tribal Government Regional Planning Board or the Air Districts shall not be eligible to be elected by the Regional Council as Officers of the Association. Regional Council members representing the CTCs are eligible to be elected by the Regional Council as Officers of the Association.
- G. The President of the Association shall be the presiding officer of the Regional Council and of the General Assembly. The First Vice-President shall act as the

presiding officer in his/her absence. The Second Vice-President, followed by the Immediate Past President, shall act as the presiding officer in the absence of both of the above officers.

- H. The Secretary-Treasurer shall maintain a record of all Association proceedings, maintain custody of all Association funds, and otherwise perform the usual duties of such office.

ARTICLE VII - EXECUTIVE DIRECTOR

The Executive Director shall be the chief administrative officer of the Association. The powers and duties of the Executive Director are:

- A. Subject to the authority of the General Assembly and the Regional Council, to administer the affairs of the Association.
- B. To appoint, direct and remove all employees of the Association.
- C. Annually to prepare and present a proposed budget to the Regional Council and to control the approved budget.
- D. To serve as Secretary-Treasurer of the Association.
- E. To attend the meetings of the General Assembly and the Regional Council.
- F. To perform such other duties as the General Assembly or the Regional Council may require.

ARTICLE VIII - FINANCES

A. Fiscal Year

The Fiscal year of the Association shall commence on July 1.

B. Budget Submission and Adoption

The Association budget shall be submitted by the Executive Director to the Regional Council. The Regional Council shall adopt an Association budget at least 30 days prior the Annual Meeting. The Association budget and assessment schedule shall be adopted by the General Assembly at the Annual Meeting. Notwithstanding any provision of the agreement establishing the Association, any member that cannot pay its assessment therefore because of any applicable law or charter provision, or other lack of ability to appropriate or pay the same, may add such assessment to its assessment for the next full fiscal year. The budget for each year shall provide the necessary funds with which to obtain and maintain the requisite liability and worker's compensation insurance to fully protect each of

the signatory parties hereto, and such insurance shall be so obtained and maintained.

C. Yearly Membership Assessment

Each year, upon adoption of the annual budget, the General Assembly shall fix membership assessment for all members of the Association in amounts sufficient to provide the funds required by the budget and shall advise the legislative body of each member thereof on or before the first regularly scheduled Regional Council meeting within thirty (30) days of the date of the General Assembly meeting of such year. Absent any other decision regarding membership assessments by the General Assembly, the annual membership assessment will be adjusted by the most recent year to date change in the Consumer Price Index, with a minimum of one per cent (1%), for the Los Angeles Anaheim-Riverside Counties area. The Regional Council, for not more than one (1) year at a time, may defer, waive, or reduce payment of the annual dues. In taking any of the actions above, the Regional Council shall adjust the General Fund Budget to provide a balanced General Fund Budget reflecting any of the above actions. Any action of the Regional Council deferring, waiving, or reducing the payment of the annual dues shall be reported at the following General Assembly meeting. The amount of each member’s assessment shall be determined in accordance with the formula set out in Paragraph “D,” following.

D. Methods of Assessment

Each member county and each member city, based on its total population, shall pay, as part of its total annual assessment, the following fixed basic assessment:

COUNTIES		CITIES	
Total Population	Base	Population	Base
Up to 249,999	3,500	Up to 9,999	\$ 100
250,000 – 1,099,999	10,000	10,000 – 24,999	250
1,100,000 - 1,999,999	15,000	25,000 – 99,999	500
2,000,000 - 3,999,999	25,000	100,000 – 499,000	750
4,000,000 up	35,000	500,000 --999,999	1,000
		1,000,000 up	1,250

For purposes of the annual assessment each federally recognized Tribal Government in the SCAG region shall be treated as a city. The remainder of the total annual assessment to be borne by the member counties shall be charged to and paid by said member counties in proportion that the population of unincorporated portions of each bear to the total regional population. The

remainder of the total annual assessment to be borne by the member cities shall be charged to and paid by said member cities in the proportion that the population of each bears to the total regional population. The computation of the shares of said total annual assessments as above provided shall be based upon the respective populations of the counties and cities as determined by the State Controller in making the most recent allocation to cities and counties pursuant to the Motor Vehicle License Fee Law. For a member city newly incorporated pursuant to California Government Code Section 57176, the total annual assessment for the first five (5) years following incorporation shall be based upon such city's actual population as defined under California Revenue and Taxation Code Section 11005.3(d).

If any county or city was not a member at the time the latest assessment was fixed and shall become a member of the Association thereafter, an assessment shall be payable by such county or city to the Association upon becoming a member in a sum based upon the current county or city per capita rate, as the case may be, prorated from the date of establishing membership until the July 1 following the next annual meeting of the General Assembly after such date. Notwithstanding the previous provisions of this Section, no rebates or adjustments shall be made among the existing member counties and/or cities if such additional assessments shall be received from new members. Notwithstanding the previous provisions of this Section, no regular dues assessment of any county or city shall exceed twenty percent (20%) of the total assessment for any annual assessment period.

Regional Council Membership Assessment for CTCs: Each CTC shall pay a fixed annual Regional Council membership assessment based on total population, using the following assessment table:

<u>Total Population</u>	<u>Annual Assessment</u>
Up to 249,000	\$ 3,500
250,000-1,099,999	\$ 10,000
1,100,000-1,999,000	\$ 15,000
2,000,000-3,999,999	\$ 25,000
More than 4,000,000	\$ 35,000

Regional Council Membership Assessment for TCA and Air Districts: TCA shall pay a fixed annual Regional Council membership assessment of \$10,000. The annual Regional Council membership assessment to have a representative from the Air Districts on the Regional Council shall also be \$25,000 to be paid in a manner agreed upon by the five (5) Air Districts within the SCAG region.

E. **Annual Audit**

The Regional Council shall cause an annual external audit of the financial affairs of the Association to be made by a certified public accountant at the end of each fiscal year. The Regional Council shall employ a certified public account of its choosing. The Regional Council shall also establish an Audit Committee to provide oversight of the annual external audit. The members of Audit Committee shall be comprised of members of the Regional Council and **serve for one (1) year terms**. The First Vice--President shall be a member of the Audit Committee and the Second Vice-President shall serve as the chair of the Audit Committee for one (1) year. The audit report shall be made to Association member cities and counties.

F. **Indemnification for Tort Liability**

In contemplation of the provisions of Section 895.2 of the Government Code of the State of California imposing certain tort liability jointly upon public entities solely by reason of such entities being parties to an agreement as defined in Section 895 of said code, the parties hereto as between themselves, pursuant to the authorization contained in Sections 895.4 and 895.6 of said code, will each assume the full liability imposed upon it, or any of its officers, agents or employees by law for injury caused by a negligent or wrongful act or omission occurring in the performance of this agreement to the same extent that such liability would be imposed in the absence of Section 895.2 of said code. To achieve the above stated purpose each party indemnifies and holds harmless the other party for any loss, cost or expense that may be imposed upon such other party solely by virtue of said Section 895.2. The rules set forth in Civil Code Section 2778 are hereby made a part of these Bylaws.

G. Notwithstanding the provisions of Section 7 of said Joint Powers Agreement by which this Association is formed, no contract, employment, debt, liability or obligation of the Association shall be binding upon or obligate any member of this Association without the express written request or consent of such member and only to the extent so requested or consented to; nor shall the Association have the authority or the power to bind any member by contract, employment, debt, liability, or obligation made or incurred by it without the written request or consent of such member, and then only to such extent as so requested or consented to in writing.

H. **Depositaries and Investments**

In addition to the depositary and the disbursing officer as specified in Section 7 of the Joint Powers Agreement, the Regional Council may authorize additional depositaries and those authorized to disburse the Association's funds, and may specify the terms and conditions pertaining thereto.

ARTICLE IX - STATUTORY AUTHORITY

The Southern California Association of Governments shall be an agency established by a joint powers agreement among the members pursuant to Title 1, Division 7, Chapter 5, of the Government Code of the State of California and shall have the powers vested in the Association by State or Federal law, the joint powers agreement, or these bylaws. The Association shall not have the power of eminent domain, or the power to levy taxes.

ARTICLE X - VOLUNTARY WITHDRAWAL

Any member may, at any time, withdraw from the Association providing, however, that the intent to withdraw must be stated in the form of a resolution enacted by the legislative body of the agency wishing to withdraw. Such resolution of intent to withdraw from the Association must be given to the Executive Director by the withdrawing agency at least 30 days prior to the effective date of withdrawal. The withdrawing agency shall not be entitled to a refund of the annual assessment paid to the Association.

ARTICLE XI - AMENDMENTS

Amendments to these Bylaws may be proposed by an Official Representative or by the Regional Council. If proposed by an Official Representative, the amendment shall be submitted to the Regional Council at least forty-five (45) days prior to a regular meeting of the General Assembly. Proposed amendments to the Bylaws shall be considered by the Bylaws and Resolutions Committee, and thereafter, by the Regional Council. The proposed amendments, along with the recommendations of the Regional Council, shall be forwarded to the Official Representative of each member at least thirty (30) days prior to the General Assembly meeting at which such proposed amendments will be voted upon.

A majority vote of the county representatives present, and a majority vote of the city representatives present, are required to adopt an amendment to these Bylaws. If, within sixty (60) days after the adoption of any amendment, one-third (1/3) or more of the official representatives protest such amendment by filing a written protest with the Executive Director, it should automatically be suspended until the next meeting of the General Assembly when it shall be taken up for consideration and vote as in the first instance.

Notwithstanding any provision of the agreement establishing the Association, Article V - A-4(b) and the Article VIII A, B, and E of said Bylaws shall not be changed except with the concurrence of the legislative body of each signatory party to said agreement which has not then withdrawn from the Association.

ARTICLE XII- EFFECTIVE DATE

These Bylaws shall go into effect immediately upon the effective date of the agreement establishing the Association.

ARTICLE XIII- HIRING PROHIBITION

No current or former elected official who is or was a Member of the SCAG Regional Council shall be eligible for a period of one (1) year after the last day of service as an elected official for appointment to any full-time, compensated employment with SCAG.

Bylaws adopted by the Joint County-City SCAG Committee:

March 27, 1964

Bylaws amended by the SCAG General Assembly:

February 24, 1966

November 4, 1966

February 24, 1967

February 18, 1970

September 24, 1970

February 16, 1973

September 12, 1974

February 27, 1975

March, 8, 1977

October 6, 1977

March 3, 1978

October 6, 1978

March 16, 1979

October 2, 1980

April 29, 1982

April 26, 1984

January 29, 1987

March 21, 1989

March 22, 1990

April 21, 1991

February 27, 1992

March 12, 1993

March 4, 1994

March 3, 1995

July 3, 1996

October 9, 1997

April 16, 1998

September 3, 1998

April 8, 1999

April 6, 2000

May 1, 2003

September 4, 2003

May 4, 2004

May 5, 2005

May 4, 2006

May 3, 2007

May 8, 2008

May 7, 2009

May 6, 2010

May 5, 2011

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NO. 536
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE MEETING
FEBRUARY 2, 2012

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN THE OFFICE OF REGIONAL COUNCIL SUPPORT.

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held its meeting at the Southern California Association of Governments, 818 W. 7th Street, 12th Floor, Board Room, Los Angeles, CA 90017. The meeting was called to order by President Pam O'Connor, Santa Monica, District 41, at approximately 11:48 a.m. There was a quorum.

Members Present

Hon. Pam O'Connor, President	<i>Santa Monica</i>	District 41
Hon. Glen Becerra, 1 st Vice-President	<i>Simi Valley</i>	District 46
Hon. Greg Pettis, 2 nd Vice-President	<i>Cathedral City</i>	District 2
Hon. Larry McCallon, Immediate Past President	<i>Highland</i>	District 7
Hon. Michael Antonovich		Los Angeles County
Hon. Shawn Nelson		Orange County
Hon. Jeff Stone		Riverside County
Hon. Gary Ovitt		San Bernardino County
Hon. Linda Parks		Ventura County
Hon. Jerry Amante	<i>Tustin</i>	OCTA
Hon. Brad Mitzelfelt	<i>San Bernardino County</i>	SANBAG
Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
Hon. Jim Hyatt	<i>Calimesa</i>	District 3
Hon. Ronald Loveridge	<i>Riverside</i>	District 4
Hon. Ronald Roberts	<i>Temecula</i>	District 5
Hon. Paul Eaton	<i>Montclair</i>	District 9
Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
Hon. Joel Lautenschleger	<i>Laguna Hills</i>	District 13
Hon. Sukhee Kang	<i>Irvine</i>	District 14
Hon. Leslie Daigle	<i>Newport Beach</i>	District 15
Hon. Michele Martinez	<i>Santa Ana</i>	District 16
Hon. John Nielsen	<i>Tustin</i>	District 17
Hon. Leroy Mills	<i>Cypress</i>	District 18
Hon. Kris Murray	<i>Anaheim</i>	District 19
Hon. Sharon Quirk-Silva	<i>Fullerton</i>	District 21
Hon. Brett Murdock	<i>Brea</i>	District 22
Hon. Bruce Barrows	<i>Cerritos</i>	District 23
Hon. Gene Daniels	<i>Paramount</i>	District 24
Hon. David Gafin	<i>Downey</i>	District 25
Hon. Lillie Dobson	<i>Compton</i>	District 26
Hon. Frank Gurulé	<i>Cudahy</i>	District 27

Members Present - continued

Hon. Judy Dunlap	<i>Inglewood</i>	District 28
Hon. Steven Neal	<i>Long Beach</i>	District 29
Hon. James Johnson	<i>Long Beach</i>	District 30
Hon. Stan Carroll	<i>La Habra Heights</i>	District 31
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Keith Hanks	<i>Azusa</i>	District 33
Hon. Barbara Messina	<i>Alhambra</i>	District 34
Hon. Donald Voss	<i>La Cañada/Flintridge</i>	District 36
Hon. Paula Lantz	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
Hon. Frank Quintero	<i>Glendale</i>	District 42
Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
Hon. Bryan A. MacDonald	<i>Oxnard</i>	District 45
Hon. Carl Morehouse	<i>Ventura</i>	District 47
Hon. Ed P. Reyes	<i>Los Angeles</i>	District 48
Hon. Dennis Zine	<i>Los Angeles</i>	District 50
Hon. Tom LaBonge	<i>Los Angeles</i>	District 51
Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
Hon. Matthew Harper	<i>Huntington Beach</i>	District 64
Hon. Lupe Ramos Watson	<i>Indio</i>	District 66
Hon. Lisa Bartlett	<i>Dana Point</i>	TCA
Mr. Randall Lewis, Ex-Officio		Lewis Operating Group

Members Not Present

Hon. Jack Terrazas		Imperial County
Hon. Mary Craton	<i>Canyon Lake</i>	RCTC
Hon. Jon Harrison	<i>Redlands</i>	District 6
Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. Glenn Duncan	<i>Chino</i>	District 10
Hon. Paul Glaab	<i>Laguna Niguel</i>	District 12
Hon. Andy Quach	<i>Westminster</i>	District 20
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
Hon. Mark Rutherford	<i>Westlake Village</i>	District 44
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
Hon. Paul Koretz	<i>Los Angeles</i>	District 52
Hon. Tony Cárdenas	<i>Los Angeles</i>	District 53
Hon. Richard Alarcón	<i>Los Angeles</i>	District 54
Hon. Bernard Parks	<i>Los Angeles</i>	District 55
Hon. Jan Perry	<i>Los Angeles</i>	District 56
Hon. Herb Wesson, Jr.	<i>Los Angeles</i>	District 57
Hon. Bill Rosendahl	<i>Los Angeles</i>	District 58
Hon. Eric Garcetti	<i>Los Angeles</i>	District 60
Hon. José Huizar	<i>Los Angeles</i>	District 61
Hon. Darcy Kuenzi	<i>Menifee</i>	District 63
Hon. Ginger Coleman	<i>Town of Apple Valley</i>	District 65
Hon. Mario F. Hernandez	<i>San Fernando</i>	District 67
Hon. Mark Calac		Pechanga Band of Luiseño Indians

Staff Present

Hasan Ikhata, Executive Director

Joann Africa, Chief Counsel

Sharon Neely, Deputy Executive Director, Strategy, Policy & Public Affairs

Debbie Dillon, Deputy Executive Director, Administration

Douglas Williford, Deputy Executive Director, Planning and Programs

Wayne Moore, Chief Financial Officer

Huasha Liu, Director of Land Use & Environmental Planning

Rich Macias, Director of Transportation Planning

Sylvia Patsaouras, Interim Director of Regional Services and Public Affairs

Deby Salcido, Officer to the Regional Council

Tess Rey-Chaput, Office of Regional Council Support

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Pam O'Connor, Santa Monica, District 41, called the meeting to order at 11:48 a.m. Immediate Past President Larry McCallon, Highland, District 7, led the Pledge of Allegiance.

Immediate Past President Larry McCallon introduced Nick Birnbaum, a resident of the City of Highland, currently being mentored by Councilmember McCallon.

PUBLIC COMMENT PERIOD

President Pam O'Connor, Santa Monica, District 41, announced that the Public Comment Period will be limited to one (1) minute per speaker due to time constraints to allow for the Draft 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Workshop and Public Hearing to commence immediately after the meeting.

Jean Armbruster, MA, Director, PLACE Program, Los Angeles County Department of Public Health (DPH), stated that DPH has developed an estimate for bike and pedestrian improvements in key areas and range of costs for improvements in the region for SCAG consideration in making resource allocation decisions.

Chris Williamson, AICP, Associate Planner, City of Oxnard, asked regarding Item No. 14, RHNA Procedures for Revision Requests, Appeals and Trade & Transfers, whether multiple jurisdictions would be allowed to file jointly in one revision, appeal, trade and transfer.

Pauline Chow, Esq., Southern California Regional Policy Manager, Safe Routes to School National Partnership, noted a letter they are circulating to various organizations and individuals regarding support for increased funding for Active Transportation; and request for seven (7) specific amendments to include in the Draft 2012 RTP/SCS.

Beth Steckler, Deputy Director, Move L.A., congratulated SCAG staff for their efforts in the Draft 2012 RTP/SCS and encouraged considering local and voter-approved taxes as a revenue source to obtain transportation funding; increase in active transportation and Metrolink rail projects.

Richard Lambros, Managing Director, Southern California Leadership Council (SCLC), commented regarding the positive economic impacts of the Plan; expressed concern regarding local-control of the Plan specifically the Program Environmental Impact Report (PEIR) and its approach; and if the Traffic Analysis Zones (TAZ) mapping reflects local input from the jurisdictions.

Andrew Petitjean, Vice President, Lewis Operating Corp., expressed concerns with the TAZ maps, noticing inconsistencies between maps and entitlements, and would like to resolve this issue with staff.

Colin Heffern, Safe Routes to School, commented regarding unobstructed safe access along the streets and crossings for all people with disabilities so they are able to take full advantage of their neighborhoods.

Rye Baerg, Southern California Regional Policy Manager, Safe Routes to School, thanked SCAG staff for their hard work in preparing the Draft 2012 RTP/SCS; and requested additional funding for active transportation.

Andrew Henderson, Vice President & General Counsel, Building Industry Association of Southern California (BIASC), expressed concerns with the Draft PEIR of the RTP and the TAZ maps on the SCS and requested corrections as unintended consequences may arise.

President Pam O'Connor, Santa Monica, District 41, closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no changes to the order of the agenda items.

PRESIDENT'S REPORT

President O'Connor invited the councilmembers to attend the Draft 2012 RTP/SCS Workshop that was to commence immediately after the meeting, followed by the Public Hearing. She also noted that a memo was circulated to the councilmembers providing schedule of upcoming meetings.

New Members

Regional Councilmember

Hon. Jerry Amante, Tustin, representing OCTA

Regional Council District Election

Hon. Glen Becerra, Simi Valley, District 46 (Re-elected)

Hon. Frank Quintero, Glendale, District 42 (Re-elected)

New Committee Appointments

Appointments to CEHD

Hon. John Mirisch, Beverly Hills, representing Westside Cities COG

Hon. Jess Talamantes, Burbank, representing San Fernando Valley COG

Appointments to LCMC

Hon. Shawn Nelson, Orange County

Hon. Paul Glaab, Laguna Niguel, District 12

EXECUTIVE DIRECTOR'S REPORT

Hasan Ikhata, Executive Director, reported that he attended several meetings related to the Draft 2012 RTP/SCS and noted that there were issues raised at these meetings. Mr. Ikhata also thanked Councilmember Ron Loveridge, Riverside, District 4, for attending the memorial services for former SCAG President, Rosanna Scott, City of Riverside.

After providing background information, Mr. Ikhrata introduced Chairman Dario Frommer, California Transportation Commission (CTC).

1. California Transportation Commission (CTC) 2011 Annual Report to the California Legislature, 2011 Statewide Transportation Needs Assessment

Chairman Frommer provided information regarding CTC, which is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. He also stated that the CTC advises and assists the Secretary of Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. An active participant in the initiation and development of State and Federal legislation, the CTC seeks to secure financial stability for the State's transportation needs. Chairman Frommer also provided information of CTC's current allocation of funds for specific projects in the Southern California region. While the CTC is aware of the region's apparent maintenance funding needs, Chairman Frommer stated that funding for transit and rail are needed as well. Using the information from the RTPs developed by Metropolitan Planning Organizations (MPOs); working with Caltrans across the state; and collaborating with transportation agencies, he stated that CTC produced a 10-Year Plan estimating what is needed; cost estimates; and how much revenue may be achieved to improve transportation needs. Chairman Frommer noted that it is important to prioritize projects and foster cooperation between state, regional, and local agencies. He also noted that in seeking revenue sources, there is a need to look for an alternative funding source and cited the Vehicle Miles Travelled (VMT) user fee as an example. Chairman Frommer stated that the CTC was also discussing other examples for increasing of local revenues that included lowering the threshold for sales tax increments to 55% and using bonding capacity and expanding to local agencies. Lastly, he thanked the councilmembers and encouraged local government and local agencies to be engaged in this process.

Councilmember Dennis Zine, Los Angeles, District 50, commented regarding the elimination of funding for redevelopment agencies (RDA) and its pending litigation. As an example, Councilmember Zine cited the predicament of the roads and sidewalks of the City of Los Angeles. Chairman Frommer responded that regulatory reliefs may be conveyed to Sacramento and that the legislators may be receptive.

Councilmember Glen Becerra, 1st Vice-President, Simi Valley, District 46, thanked Chairman Frommer and appreciated the regulatory reforms mentioned in the discussion that will require a very strong leadership as there is a sense of obligation that the public's monies are spent prudently and efficiently. Vice President Becerra stated that he appreciated the comments expressed regarding the VMT user fee.

President O'Connor thanked Chairman Frommer, and Mr. Ikhrata presented a token of appreciation to CTC Chairman Dario Frommer.

2. 2012 RTP/SCS Economic and Job Creation Strategy Update

Hasan Ikhrata, Executive Director, introduced Dr. Wallace Walrod, Vice-President, Economic Development and Research, Orange County Business Council. Dr. Walrod provided an update to his presentation in December 2011. He reported on the initial economic analysis and stated that transportation is critical for the region's key industries; its job creation infrastructure investment; efficiency benefits and cost benefit analysis. After close collaboration with the economic team, he

reported that they have developed a methodology to respond to the councilmembers' concerns that were expressed at the December 2011 meeting and subsequently, incorporated SCAG's Travel Demand Model into the Regional Economic Models, Inc. (REMI). He reported on the cost per capita per day and cost benefit analysis including travel time, vehicle operating cost, and emission cost savings. He discussed the summary of results on employment and economic benefits types and the projected REMI Model results. Dr. Walrod reported on the job creation benefit that is projected to grow within the life of the Plan including its impacts of revenue options with no reinvestment. Dr. Walrod concluded his presentation summarizing the per capita cost; per capita benefit; the construction and network benefits; and user fee impacts.

Mr. Randall Lewis, Ex-Officio, Lewis Operating Group, appreciated the information presented by Dr. Walrod and the economists' effort in the study.

COMMITTEE REPORTS/ACTION ITEMS

Executive/Administration Committee (EAC) Report

3. Support of SB 659 (Padilla-Hernandez) and SB 654 (Steinberg) regarding Redevelopment Authority (RDA) Abolishment Legislation

2nd Vice-President Greg Pettis, Cathedral City, District 2, reported that the EAC recommended support of SB 654 (Steinberg) allowing for RDA retention for affordable housing and authorize SCAG President to transmit letters to the Governor and Legislative leadership. He also reported that SB 659 (Padilla) did not pass in the Legislature.

A motion was made (Pettis) to: 1) Support SB 654 (Steinberg) allowing for RDA retention of assets for affordable housing as described; and 2) authorize the SCAG President to transmit letters to the Governor and Legislative leadership. The motion was SECONDED (Millhouse) and UNANIMOUSLY approved.

Councilmember John Nielsen, Tustin, District 17, recommended support and amending to include support of funding sources for jurisdictions that have to develop raw land or redevelop military bases in order to fulfill the affordable housing requirements and Regional Housing Needs Assessment (RHNA) requirements.

Councilmember Judy Dunlap, Inglewood, District 28, asked staff to provide input relating to the appropriateness of the motion, which is on the floor, with regard to current assets of the redevelopment agencies.

Sharon A. Neely, Deputy Executive Director, Strategy, Policy and Public Affairs, responded that the Legislative Analyst's Office stated that there is approximately \$750M statewide that would be impacted by the passage of this bill that is available and define its assets that could be retained that would impact the budget if approved. Furthermore, Ms. Neely stated that she would report back on the financial impacts of the proposed amendments and that the Legislative/Communications and Membership Committee (LCMC) will be meeting on February 21, 2012 and the matter could be discussed at the time, if acceptable, and the LCMC will report back at the March 1, 2012 Regional Council meeting.

Councilmember John Nielsen, Tustin, District 17, asked if this recommendation will be tabled until March 1, 2012. 2nd Vice-President Greg Pettis, Cathedral City, District 2, responded that SB 651 (Steinberg) is not an urgency bill and will proceed its normal course.

President O'Connor stated that a motion has been made and will direct staff and the committee that the LCMC will discuss the recommendation at the February 21, 2012 meeting and report back at the March 1, 2012 Regional Council meeting.

4. Approve the California High Speed Rail Authority (CHSRA) Memorandum of Understanding (MOU) with CHSRA and Southern California Transportation Agencies

2nd Vice-President Greg Pettis, Cathedral City, District 2, reported that the EAC recommended: 1) authorizing the Executive Director to execute the MOU with CHSRA and Southern California Transportation Agencies; and 2) staff will report regularly on the status of the MOU as described in the report.

Councilmember Keith Millhouse, Moorpark, VCTC, Chair of the HSR Subcommittee, provided additional information in regard to the proposed MOU and emphasized the key issue of the MOU is to obtain funds for the high-speed rail in Southern California and if the MOU is not agreed, there is a potential to lose funds that would be available for improvements that are necessary whether or not the high-speed rail materializes because these improvements will benefit the existing rail system.

Councilmember Paula Lantz, Pomona, District 38, expressed concerns regarding specific language in the MOU that the agency is obligated to support the high-speed rail no matter what; no identified pathway of the high-speed rail; and that there is no definition of CHSRA's obligations which may be open for a challenge; and that there is no language in the MOU that would safeguard the agency or the other entities that could opt to withdraw from the MOU. Therefore, Councilmember Lantz stated that she could not support the measure.

Councilmember Steven Hofbauer, Palmdale, District 43, recommended pursuing a Resolution to support and maintain the Antelope Valley Alignment and noting CHSRA's agreement to abandon the Grapevine Alignment. Councilmember Millhouse acknowledged adding this matter in the agenda for discussion at a future HSR Subcommittee meeting.

Councilmember Marsha McLean, Santa Clarita, commented regarding a letter from the City of Santa Clarita dated January 20, 2012, sent to SCAG with recommendations and suggestions relating to the MOU and that it contain performance language directly tied to the next RTP update as opposed to the year 2020 language currently contained in the document to allow assessment of progress in year 2017.

A motion was made (Pettis) to approve the California High Speed Rail Authority (CHSRA) Memorandum of Understanding (MOU) with CHSRA and Southern California Transportation Agencies. The motion was SECONDED (McCallon) and was approved by a MAJORITY VOTE with three (3) in OPPOSITION (Lantz, Clark, Nielsen).

Nominating Committee Report

5. Nominations for the 2012-2013 SCAG Officers

Supervisor Gary Ovitt reported that the committee recommended the following 2012-2013 SCAG Officer Nominations: President, Glen Becerra, Simi Valley, District 46; First Vice-President, Greg Pettis, Cathedral City, District 2; and Second Vice-President Carl Morehouse, Ventura, District 47.

A motion was made (Ovitt) to approve the Nominations for the 2012-2013 SCAG Officers. Motion was SECONDED (O'Connor) and was UNANIMOUSLY approved.

President O'Connor thanked the Nominating Committee Chair and members.

Community, Economic and Human Development Committee (CEHD) Report

6. Draft Regional Housing Needs Assessment (RHNA) Allocation Plan

A motion was made (Jahn) to approve the distribution of the draft RHNA Allocation Plan. The motion was SECONDED (Morehouse) and was UNANIMOUSLY approved.

Energy and Environment Committee (EEC) Report

No action to be reported.

Transportation Committee (TC) Report

No action to be reported.

Legislative/Communications and Membership Committee (LCMC) Report

9. SCAG Sponsorship of Annual Event: California State University of San Bernardino (CSUSB) "2012 Southern California Transportation & Logistics Summit" on March 9, 2012 (\$1,250)

Councilmember Judy Mitchell, Rolling Hills Estate, District 40, reported that the LCMC recommended approval of Consent Calendar Approval Item No. 9. A motion was made (Mitchell) to approve SCAG Sponsorship of Annual Event: California State University of San Bernardino (CSUSB) "2012 Southern California Transportation & Logistics Summit" on March 9, 2012 (\$1,250). Motion was SECONDED (O'Connor) and UNANIMOUSLY approved.

Councilmember Mitchell also noted that material has been distributed to the councilmembers relating to Receive and File Item No. 17, January State and Federal Legislative Update.

CONSENT CALENDAR

Approval Items

President O'Connor noted that Item No. 9 has been approved; Item No. 8 should be listed under Receive and File; and will pull Item No. 14, Regional Housing Needs Assessment (RHNA) Procedures for Revision Requests, Appeals and Trade & Transfers, for discussion.

A motion was made (O'Connor) to approve the remainder of the Consent Calendar. Motion was SECONDED (Millhouse) and UNANIMOUSLY approved.

7. Minutes of the January 5, 2012 Meeting

10. Amendments \$75,000 or Greater Requiring RC Approval: Contract No. 12-008-C1, Interactive Web Design for Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS); and Contract No. 11-034—C1, RTP/SCS Outreach
11. Contracts \$200,000 or Greater: Contract No 12-019-C1, Monthly Managed Information Technology (IT) Services
12. Contracts \$200,000 or Greater: Contract No. 12-020-C1, On-call Bench Contract for Transportation Modeling and Air Quality Related Services
13. California Strategic Growth Council Sustainable Communities Planning Grant and Incentive Program Application
15. Policies for Regional Housing Needs Assessment (RHNA) Transfers Due to Annexations and Incorporations

Receive & File

8. Draft FY 2012/13 Comprehensive Budget
16. Contracts/Purchase Orders and/or Amendments Between \$5,000 - \$200,000
17. December 2011 State and Federal Legislative Update

President O'Connor asked Joann Africa, Chief Counsel, to provide information on Consent Calendar Item No. 14, Regional Housing Needs Assessment (RHNA) Procedures for Revision Requests, Appeals and Trade & Transfers. Ms. Africa clarified that this matter may be brought back to reflect amendments in regard to the trade and transfers process and to define the meaning of "geographically contiguous," in light of recent questions received by staff on the matter. In response to the public comment made by Chris Williamson, AICP, Associate Planner, City of Oxnard, whether multiple jurisdictions would be allowed to file jointly in one revision, appeal, trade and transfer, Ms. Africa stated that the law does not provide for joint filings of appeals or revisions requests. However, in regard to trade and transfers, Ms. Africa stated that this involves two or more jurisdictions agreeing to the trade. Therefore, with respect to trades and transfers, multiple jurisdictions may submit jointly.

A motion as made (Jahn) to approve the Regional Housing Needs Assessment (RHNA) Procedures for Revision Requests, Appeals and Trade & Transfers. Motion was SECONDED (Pettis) and UNANIMOUSLY approved.

INFORMATION ITEM18. CFO Monthly Report

A written report was received.

CLOSED SESSION19. Conference with Legal Counsel-Anticipated Litigation

Initiation of litigation pursuant to Government Code Section 54956.9(c)-one potential case

At the conclusion of the Closed Session, Joann Africa, Chief Counsel, reported that the Regional Council had authorized staff to file a Joint Motion to intervene with the South Coast Air Quality Management District in support of the U.S. Environmental Protection Agency in the case of *Physicians for Social Responsibility, et al. v. EPA* (Ninth Circuit, Case No. 12-70079).

20. Public Employee Performance Evaluation

Pursuant to Government Code 54957(b), Title Executive Director

At the conclusion of the Closed Session, Ms. Africa reported that staff provided the Regional Council with an update regarding the evaluation process and that there was no final action taken at this time.

ADJOURNMENT

There being no further business, the Regional Council meeting adjourned at 1:08 p.m.



Deby Salcido, Officer to the Regional Council

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:

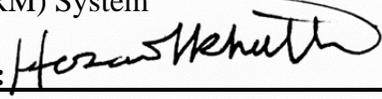
None

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

Consultant/Contract #

Brite Global Inc.,
(12-025-C1)

Contract Purpose

The consultant shall provide software maintenance, system enhancements, and help desk support of SCAG's CRM system.

Contract

Amount

\$450,371
Subject to audit

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.

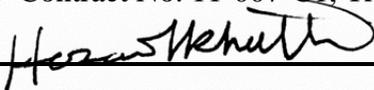
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DATE: March 1, 2012

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: 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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**Executive/Administration
Committee Chair**

Pam O'Connor, Santa Monica

Policy Committee Chairs

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

Energy & Environment
Margaret Clark, Rosemead

Transportation
Paul Glaab, Laguna Niguel

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, (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



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

Main Office

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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]

Officers

President
Pam O’Connor, Santa Monica

First Vice President
Glen Becerra, Simi Valley

Second Vice President
Greg Pettis, Cathedral City

Immediate Past President
Larry McCallon, Highland

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Bill Jahn, Big Bear Lake

Energy & Environment
Margaret Clark, Rosemead

Transportation
Paul Glaab, Laguna Niguel

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					\$ -
									\$ -	\$ -	\$ -	\$ -

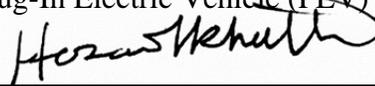
DATE: March 1, 2012

TO: 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: Regional Council (RC)
Transportation Committee (TC)

BY: Rich Macias, Director of Transportation Planning, 213-236-1805, macias@scag.ca.gov

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

SUBJECT: High Desert Corridor Partnership Memorandum of Understanding (MOU)

RECOMMENDED ACTIONS:

For Regional Council:

Authorize the Executive Director to sign the High Desert Corridor Partnership MOU.

For Transportation Committee:

Recommend that the RC authorize the Executive Director to sign the High Desert Corridor Partnership MOU.

EXECUTIVE SUMMARY:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) has invited SCAG to join the High Desert Corridor Project Team, whose other members would consist of LACMTA, the State of California Department of Transportation, High Desert Corridor Joint Powers Authority, County of Los Angeles, County of San Bernardino, San Bernardino Associated Governments, Town of Apple Valley, City of Adelanto, City of Lancaster, City of Palmdale, and the City of Victorville. The MOU details each participating agency's role, and commits SCAG to play an advisory and support role to move the project forward in a timely manner.

STRATEGIC PLAN:

This item support 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:

Over the course of the past few years, various parties across the SCAG region have committed funding and taken actions to advance the High Desert Corridor Project. Specifically, on May 8, 2008, the RC adopted the 2008 Regional Transportation Plan (RTP), which includes the High Desert Corridor. On September 12, 2008, the Los Angeles County Metropolitan Transportation Authority (LACMTA) entered into a MOU with the High Desert Corridor Joint Powers Authority (HDCJPA) to provide \$500,000 to support the HDCJPA's efforts to seek innovative funding to decrease the time and money needed to construct the High Desert Corridor/E-220, which was amended and restated on February 7, 2011 by LACMTA and HDCJPA. On November 2008, Los Angeles County voters approved Measure R, a one-half (½) cent local sales tax that will provide \$33 million for the environmental clearance for a portion of the project that extends from SR-14 to I-15. On October 22, 2009, the LACMTA Board adopted the 2009 Long-Range Transportation Plan (LRTP), which included a portion of the project that extends from SR-14 to I-15 in its Constrained Element.

REPORT

On December 10, 2009, the LACMTA Board approved \$2 million from the \$33 million Measure R Funds to conduct a Strategic Assessment and Business Case Development for the project. On May 13, 2010, HDCJPA transferred an \$800,000 Federal demonstration earmark originally received by the City of Victorville through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to the State of California Department of Transportation (Caltrans) for use on this project. On May 27, 2010, the LACMTA Board adopted \$750,000 from the \$33 million in Measure R Funds for community outreach to supplement Caltrans standard efforts for the environmental clearance. The City of Victorville has also received six (6) Federal demonstration earmarks totaling \$15.6 million for the project from US-395 to SR-18/Bear Valley Road, of which approximately \$6 million has been expended on environmental clearance efforts in this segment. The City of Victorville plans to transfer the remaining \$9.6 million to Caltrans to complete the environmental clearance work in this segment. On December 1, 2011, the RC approved the release of the Draft 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which includes the High Desert Corridor.

Efforts are currently underway to proceed with the Project Approval/Environmental Documentation (PA/ED) in the form of an Environmental Impact Report/Statement of an east/west expressway/freeway/possible toll route connecting the SR-14 and SR-18/Bear Valley Road, and Caltrans is currently advancing a PA/ED on the portion of the project along the SR-138 from the SR-14 to 100th Street East. The various parties involved desire that a PA/ED for the entire length of the project be completed.

In order to facilitate the collaboration of the various parties, and to clearly define the roles, responsibilities, and any funding commitments of each party, LACMTA has prepared the proposed High Desert Corridor Partnership MOU with input from the various parties. The MOU formally creates a project team that comprises LACMTA, who would assume a project management role; Caltrans, who would assume a project management role for the EIR/S; HDCJPA; County of Los Angeles; County of San Bernardino; San Bernardino Associated Governments; Town of Apple Valley; City of Adelanto; City of Lancaster; City of Palmdale; City of Victorville; and SCAG. The MOU commits SCAG to the following:

- A. Coordinate with and inform the Project Team on the timing, need, and appropriateness of reflecting Project updates in the RTP and the FTIP while meeting federal and state requirements in order to allow the Project to move forward in a timely manner.
- B. Facilitate policy review as necessary by SCAG's Regional Council and Transportation Committee before final adoption of key deliverables.
- C. Support and assist with grant applications as well as seeking other funding sources when appropriate opportunities become available.
- D. Provide materials and services within SCAG's capabilities to facilitate and support implementation of the Project.
- E. Participate in outreach activities.
- F. Assist in the Business Case Development as requested by LACMTA.
- G. Act as a technical advisor for the Project.
- H. Assist and provide data and technical assistance to the Parties.
- I. Review and provide comment on Project deliverables.
- J. Participate in Project Team meetings.

REPORT

The MOU does not commit SCAG to providing any funding, or to providing any services beyond SCAG's current capabilities. It is expected that one of the primary purposes of SCAG's participation in the High Desert Corridor Project Team would be to allow SCAG to closely follow the progress of the project in order to anticipate potential RTP amendments that may need to be made in order to allow the project to move forward in a timely fashion. Therefore, staff recommends that the Executive Director be authorized to sign this High Desert Corridor Partnership MOU.

FISCAL IMPACT:

Work associated with this item is funded in the FY2011-12 Overall Work Program under WBS No. 010-0170A "RTP Support, Development, and Implementation."

ATTACHMENT:

High Desert Corridor Partnership MOU

MEMORANDUM OF UNDERSTANDING AMONG
THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

HIGH DESERT CORRIDOR JOINT POWERS AUTHORITY

COUNTY OF LOS ANGELES

COUNTY OF SAN BERNARDINO

THE SAN BERNARDINO ASSOCIATED GOVERNMENTS

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

TOWN OF APPLE VALLEY

CITY OF ADELANTO

CITY OF LANCASTER

CITY OF PALMDALE

AND

CITY OF VICTORVILLE

REGARDING THE HIGH DESERT CORRIDOR FROM THE SR-14 IN LOS
ANGELES COUNTY TO THE SR-18/BEAR VALLEY ROAD IN SAN
BERNARDINO COUNTY

RECITALS:

This Memorandum of Understanding (“MOU”) is made by and among the Los Angeles County Metropolitan Transportation Authority (“LACMTA”), State of California acting through its Department of Transportation (“STATE”), High Desert Corridor Joint Powers Authority (“HDCJPA”), County of Los Angeles acting through its Department of Public Works (“LACDPW”), County of San Bernardino acting through its Department of Public Works (“SBCDPW”), San Bernardino Associated Governments (“SANBAG”), Southern California Association of Governments (“SCAG”), Town of Apple Valley, City of Adelanto, City of

Lancaster, City of Palmdale and City of Victorville are collectively referred to as the “Parties”.

1. WHEREAS, the High Desert Corridor/E-220 is officially designated in Section 1304 of the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (“SAFETEA-LU”) as a High Priority Corridor on the National Highway System from Los Angeles, California to Las Vegas, Nevada via Palmdale and Victorville in California;
2. WHEREAS, the Parties are undertaking the Project Approval/Environmental Document (“PA/ED”) for the High Desert Corridor (“HDC”) that extends from State Route (SR) 14 to SR-18 / Bear Valley Road (the “Project”). Attachment 1 contains the proposed alternatives corridor map and is incorporated herein by this reference;
3. WHEREAS, in November 2006, the Counties of Los Angeles and San Bernardino entered into a joint powers authority agreement to create the HDCJPA to provide for the planning, design, construction, financing, operation and maintenance of public and/or private transportation and utility corridor(s) from Los Angeles County in the vicinity of the Cities of Palmdale and/or Lancaster to San Bernardino County in the vicinity of the City of Victorville, Town of Apple Valley, and City of Adelanto;
4. WHEREAS, SCAG is a joint powers agency established pursuant to Section 6500 et seq. of the California Government Code, and is the designated Metropolitan Planning Organization (“MPO”) pursuant to 23 U.S.C. §134(d) for the Counties of Imperial, Los Angeles, Orange, Ventura, Riverside, and San Bernardino, and is required by 23 U.S.C. §134(a), 49 U.S.C. §5301 et seq., 23 CFR §450.312, and 49 CFR §613.100 to maintain a continuing, cooperative, and comprehensive transportation planning process in its development of the Regional Transportation Plan (“RTP”) and the Federal Transportation Improvement Program (“FTIP”);
5. WHEREAS, SANBAG is the Council of Governments and transportation planning agency for the County of San Bernardino, responsible for the County’s Comprehensive Transportation Plan and the Transportation Improvement Program (“TIP”);
6. WHEREAS, the STATE, acting through its Department of Transportation, is responsible for approving, funding, and helping to implement those transportation programs in that portion of Southern California which includes all of Los Angeles, Ventura, Riverside and San Bernardino Counties to further statewide transportation policy;

7. WHEREAS, the LACMTA is the transportation planning and programming agency for Los Angeles County and is responsible for Los Angeles County's Long Range Transportation Plan ("LRTP") and the Los Angeles County TIP;
8. WHEREAS, the Town of Apple Valley and the Cities of Victorville, Adelanto, Lancaster and Palmdale have representatives on the HDCJPA Board of Directors and are cities that will be directly affected by the High Desert Corridor/E-220 construction and operations. Each city desires to see the Project be advanced;
9. WHEREAS, on September 12, 2008, LACMTA entered into an MOU with the HDCJPA to provide \$500,000 to support the HDCJPA's efforts to seek innovative funding to decrease the time and money needed to construct the High Desert Corridor/E-220, which was amended and restated on February 7, 2011 by LACMTA and HDCJPA;
10. WHEREAS, on November 2008, Los Angeles County voters approved Measure R, a one-half (½) cent local sales tax that will provide \$33 million for the environmental clearance for a portion of the Project that extends from SR-14 to Interstate (I) -15;
11. WHEREAS, on October 22, 2009, the LACMTA Board adopted the 2009 LRTP, which included a portion of the Project that extends from SR-14 to I -15 in its "Constrained" Element;
12. WHEREAS, on December 10, 2009, the LACMTA Board approved \$2 million in Measure R Funds from the \$33 million to conduct a Strategic Assessment and Business Case Development ("Business Case Development") for the Project;
13. WHEREAS, through the SAFETEA-LU Act, the City of Victorville received an \$800,000 Federal demonstration earmark which it transferred to the HDCJPA. On May 13, 2010, the HDCJPA authorized the execution of an agreement to transfer authorization of the \$800,000 Federal demonstration earmark to STATE for use on the Project;
14. WHEREAS, on May 27, 2010, the LACMTA Board adopted \$750,000 in Measure R Funds from the \$33 million for community outreach to supplement STATE standard efforts for the environmental clearance;
15. WHEREAS, the City of Victorville received six (6) Federal demonstration earmarks totaling \$15.6 million for the Project from US-395 to SR-18/Bear Valley Road;
16. WHEREAS, the City of Victorville has expended approximately \$6 million from the Federal demonstration earmarks on efforts for the environmental clearance on the Project from US-395 to SR-18/Bear Valley Road, the

remaining approximately \$9.6 million will be transferred to STATE to complete the environmental clearance for the Project from US-395 to SR-18/Bear Valley Road;

17. WHEREAS, the Parties intend to work together and with other appropriate governmental and non-governmental agencies to create a cooperative framework to coordinate the appropriate aspects of the Project;
18. WHEREAS, the Parties acknowledge that efforts are underway to proceed with the Project Approval/Environmental Documentation (“PA/ED”) in the form of an Environmental Impact Report/Statement (“EIR/S”) of an east/west expressway/freeway/possible toll route connecting the SR-14 and SR-18/Bear Valley Road;
19. WHEREAS, the STATE is currently advancing a PA/ED on the portion of the Project along the SR-138 from the SR-14 to 100th Street East and the Parties desire that a PA/ED for the entire length of the Project be completed. The STATE has the delegated authority from the Federal Highway Administration (“FHWA”) to approve environmental documents, which will help to accelerate the Project’s process; and
20. WHEREAS, the purpose of this MOU is to effectuate the collaboration of the Parties as it relates to the Project and to define the roles and responsibilities and funding commitments, if any, of the Parties with regard to the Project.

AGREEMENT:

NOW, THEREFORE, the Parties hereby agree, that the recitals are incorporated by reference as if set forth in full herein and, as follows:

1. This MOU shall be effective on, the date of full execution by mutual agreement of the Parties.
2. The Parties agree that the Project's governance structure shall consist of a project team ("Project Team") consisting of LACMTA in charge of Project Management, STATE in charge of EIR/S Project Management, HDCJPA, and County of Los Angeles, County of San Bernardino, SANBAG, SCAG, Town of Apple Valley, City of Adelanto, City of Lancaster, City of Palmdale and City of Victorville, participating as further detailed herein.
3. The Parties shall each appoint a representative to the Project Team.
4. The Parties shall provide services and materials within individual agency capabilities to facilitate and support implementation of the Project to the extent described in the roles and responsibilities.
5. The Parties shall participate in stakeholder outreach to the extent described in the roles and responsibilities.
6. The Parties shall assist in the analysis of the viability and appropriateness of a public private partnership approach to the Project to the extent described in the roles and responsibilities.
7. The Parties shall act as technical advisor for the completion of the Project to the extent described in the roles and responsibilities.
8. The Parties shall assist and provide data and technical assistance to partner agencies as appropriate to the extent described in the roles and responsibilities.
9. If additional funding is required to complete the portion of the Project from US-395 to SR-18/ Bear Valley Road, the City of Victorville, Town of Apple Valley and City of Adelanto shall not be obligated to contribute additional funding.
10. If excess Federal demonstration earmark funds from the City of Victorville remain after the completion of the Project, said funding will be made available 50% to the City of Victorville and 50% to the Town of Apple Valley for purchase of right of way for the Project within each agency's jurisdiction.
11. The Parties are tasked with the following roles and responsibilities:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY:

- A. Provide \$33 million for PA/ED from SR-14 to SR-18/Bear Valley, of which a portion of these funds will be designated to perform the Business Case Development and supplemental outreach efforts.
- B. Manage the contract for supplemental outreach efforts in support of the environmental clearance which will utilize a portion of the Measure R funds programmed for the Project.
- C. Entered into a Funding Agreement MOU.MR550, Caltrans Agreement No. 07-4895, dated April 1, 2010, with STATE for the Project, wherein the parties agree in more detail than is provided herein for the funding of the STATE's efforts hereunder.
- D. Oversee and manage the STATE's efforts to environmentally clear the Project.
- E. Review materials produced by the STATE for quality and completeness before forwarding to the Project Team.
- F. Participate in Project Team meetings.
- G. If the STATE so requests, the LACMTA "Bench" may be utilized to contract for specific task order component(s) of the Project. If the LACMTA Bench is used, the expense shall be paid for with funds programmed to the Project. The "Bench" is an established qualified list of candidates for contracts under Request For Interest/Qualifications to the contractor.
- H. Utilize, to the maximum extent possible, environmental and engineering documentation prepared by the City of Victorville / Town of Apple Valley for the eastern portion of the High Desert Corridor/E-220 of the Project.
- I. Ensure that the Project defined purpose and need conforms to the intent of the Federal demonstration earmarks designated for the Project.
- J. Contract for and direct performance of the Business Case Development analysis.
- K. Meet with HDCJPA, the Town of Apple Valley, City of Adelanto, City of Victorville, City of Palmdale and City of Lancaster, in conjunction with HDCJPA and the State Project Management Staff prior to each Project Team meeting if requested by any of those parties.

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION:

- A. Entered into a Funding Agreement MOU.MR550, Caltrans Agreement No. 07-4895, dated April 1, 2010, with LACMTA to enable Project funds to reimburse the STATE for Project work.
- B. Act as the Lead Agency for the National Environmental Protection Act (“NEPA”) and California Environmental Quality Act (“CEQA”) to ensure completion of the Project.
- C. Enter into a Cooperative Agreement with HDCJPA for the transfer of \$800,000 of Federal demonstration earmark funds, earmarked to the High Desert Corridor/E-220 and obtain authorization to proceed, (E-76 approval).
- D. Coordinate with Project Team members affected by the Project.
- E. Provide traffic data to LACMTA for use of the Project’s Business Case Development.
- F. Review outreach materials for accuracy and participate in outreach activities.
- G. Participation in Project Team meetings.
- H. If in-house resources are not available to complete specific technical components of the Project, utilize the STATE’s “Bench” to contract for these specific Project components. If the STATE’s Bench lacks the needed resource, utilize LACMTA’s Bench.
- I. Utilize, to the maximum extent possible, environmental and engineering documentation prepared by the City of Victorville / Town of Apple Valley for the eastern portion of the High Desert Corridor/E-220 of the Project.
- J. Enter into a Cooperative Agreement with the City of Victorville for the transfer of the remaining Federal demonstration earmarks, estimated at \$9.6 million, to STATE for the Project.
- K. Upon transfer of the remaining Federal demonstration earmarks, obtain authorization to proceed, (E-76 approval).
- L. Utilize STATE Toll Credits, or other fund source, to provide the entire match for the Federal demonstration earmarks transferred from the City of Victorville and the HDCJPA to STATE.

- M. Ensure that the Project's defined purpose and need conforms to the intent of the Federal demonstration earmarks.

- N. Meet with HDCJPA, the Town of Apple Valley, City of Adelanto, City of Victorville, City of Palmdale, and City of Lancaster, in conjunction with LACMTA and HDCJPA, prior to each Project Team meeting, if requested by any one of those parties.

HIGH DESERT CORRIDOR JOINT POWERS AUTHORITY:

- A. Review, have input and comment on materials and work products for the Project before they are forwarded to the Project Team.
- B. Meet with the Town of Apple Valley, City of Adelanto, City of Victorville, and City of Lancaster in conjunction with LACMTA and State Project Management Staff, prior to each Project Team meetings if requested by any one of those parties.
- C. Enter into a Cooperative Agreement with STATE for the transfer of Federal demonstration earmark funds, subject to the concurrence from the sponsoring Congressman, of \$800,000, from the HDCJPA to STATE for the completion of the Project.
- D. Provide materials and services within individual agency capabilities to facilitate and support implementation of the Project.
- E. Assist with outreach consultant efforts, identify stakeholders, and participate in outreach activities.
- F. Assist in the Business Case Development as requested by LACMTA.
- G. Act as a technical advisor for the Project.
- H. Assist and provide data and technical assistance to the parties.
- I. Review and provide comment on Project deliverables.
- J. Participate in Project Team meetings.

LOS ANGELES COUNTY:

- A. Cooperate on the Project to ensure that impacts to any County roadways or any other County facilities are appropriately addressed.
- B. Provide materials and services within individual County agency capabilities to facilitate and support implementation of the Project.
- C. Participate in outreach activities.
- D. Assist in the Business Case Development as requested by LACMTA.
- E. Act as a technical advisor for the Project.
- F. Assist and provide data and technical assistance to the Parties.
- G. Review and provide comment on Project deliverables.
- H. Participate in Project Team meetings.

SAN BERNARDINO COUNTY:

- A. Cooperate on the Project to ensure that impacts to any County roadways or any other County facilities are appropriately addressed.
- B. Provide materials and services within individual County agency capabilities to facilitate and support implementation of the Project.
- C. Participate in outreach activities.
- D. Assist in the Business Case Development as requested by LACMTA.
- E. Act as a technical advisor for the Project.
- F. Assist and provide data and technical assistance to the Parties.
- G. Review and provide comment on Project deliverables.
- H. Participate in Project Team meetings.

SAN BERNARDINO ASSOCIATED GOVERNMENTS:

- A. Coordinate with and inform the Project Team on the timing, need, and appropriateness of reflecting Project updates in the RTP and FTIP while meeting federal and state requirements in order to allow the Project to move forward in a timely manner.
- B. Facilitate policy review as necessary by SANBAG Board of Directors and SANBAG policy committees before final adoption of key deliverables.
- C. Support and assist with grant applications as well as seeking other funding sources when appropriate opportunities become available.
- D. Provide materials and services within individual County agency capabilities to facilitate and support implementation of the Project.
- E. Participate in outreach activities.
- F. Assist in the Business Case Development as requested by LACMTA.
- G. Act as a technical advisor for the Project.
- H. Assist and provide data and technical assistance to the Parties.
- I. Review and provide comment on Project deliverables.
- J. Participate in Project Team meetings.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS:

- A. Coordinate with and inform the Project Team on the timing, need, and appropriateness of reflecting Project updates in the RTP and the FTIP while meeting federal and state requirements in order to allow the Project to move forward in a timely manner.
- B. Facilitate policy review as necessary by SCAG's Regional Council and Transportation Committee before final adoption of key deliverables.
- C. Support and assist with grant applications as well as seeking other funding sources when appropriate opportunities become available.
- D. Provide materials and services within SCAG's capabilities to facilitate and support implementation of the Project.
- E. Participate in outreach activities.
- F. Assist in the Business Case Development as requested by LACMTA.
- G. Act as a technical advisor for the Project.
- H. Assist and provide data and technical assistance to the Parties.
- I. Review and provide comment on Project deliverables.
- J. Participate in Project Team meetings.

TOWN OF APPLE VALLEY

- A. Ensure the Project's scope includes the entirety of the previously defined High Desert Corridor/E-220 from US-395 to SR-18/Bear Valley Road.
- B. Cooperate on the Project to ensure that impacts to any Town of Apple Valley roadways or facilities within the Town of Apple Valley's jurisdiction are adequately mitigated.
- C. Collaborate with STATE on all aspects of interchanges and intersections included in the Project within the Town of Apple Valley's jurisdiction, in accordance with all policies, procedures, practices and standards the STATE would normally follow.
- D. City Engineer, or his/her representative, to have opportunity to meet with LACMTA, STATE Project management, and HDCJPA staff prior to each Project Team meeting.
- E. Provide materials and services within individual agency capabilities to facilitate and support implementation of the Project.
- F. Participate in outreach activities.
- G. Assist in the Business Case Development as requested by LACMTA.
- H. Act as a technical advisor for the Project.
- I. Assist and provide data and technical assistance to the Parties.
- J. Provide data and review deliverables, work products and technical studies to ensure environmental clearance conforms to Project's purpose and need.
- K. Review, have input, and comment on materials and work products for the Project areas within the Town of Apple Valley's jurisdiction before they are forwarded to the Project Team.
- L. Participate in Project Team meetings.

CITY OF ADELANTO

- A. Ensure the Project scope includes the entirety of the previously defined High Desert Corridor/E-220 from US-395 to SR-18/Bear Valley Road.
- B. Cooperate on the Project to ensure that impacts to any City of Adelanto roadways or facilities within the City of Adelanto's jurisdiction are adequately mitigated.
- C. Collaborate with STATE on all aspects of interchanges and intersections included in the Project within the City of Adelanto's jurisdiction, in accordance with all policies, procedures, practices, and standards the STATE would normally follow.
- D. City Engineer, or his/her representative, to have opportunity to meet with LACMTA, STATE Project management, and HDCJPA staff prior to each Project Team meeting.
- E. Provide materials and services within individual agency capabilities to facilitate and support implementation of the Project.
- F. Participate in outreach activities.
- G. Assist in the Business Case Development as requested by LACMTA.
- H. Act as a technical advisor for the Project.
- I. Assist and provide data and technical assistance to the Parties.
- J. Provide data and review deliverables, work products and technical studies to ensure environmental clearance conforms to Project's purpose and need.
- K. Review, have input, and comment on materials and work products for the Project areas within the City of Adelanto's jurisdiction before they are forwarded to the Project Team.
- L. Participate in Project Team meetings.

CITY OF LANCASTER

- A. Cooperate on the Project to ensure that impacts to any City of Lancaster roadways or facilities within the City of Lancaster's jurisdiction are adequately mitigated.
- B. Collaborate with STATE on all aspects of interchanges and intersections included in the Project within the City of Lancaster's jurisdiction, in accordance with all policies, procedures, practices and standards the STATE would normally follow.
- C. City Engineer, or his/her representative, to have opportunity to meet with LACMTA, STATE Project management, and HDCJPA staff prior to each Project Team meeting.
- D. Provide materials and services within individual agency capabilities to facilitate and support implementation of the Project.
- E. Participate in outreach activities.
- F. Assist in the Business Case Development as requested by LACMTA.
- G. Act as a technical advisor for the Project.
- H. Assist and provide data and technical assistance to the Parties.
- I. Provide data and review deliverables, work products and technical studies to ensure environmental clearance conforms to Project's purpose and need.
- J. Review, have input, and comment on materials and work products for the Project areas within the City of Lancaster's jurisdiction before they are forwarded to the Project Team.
- K. Participate in Project Team meetings.

CITY OF PALMDALE

- A. Cooperate on the Project to ensure that impacts to any City of Palmdale roadways or facilities within the City of Palmdale's jurisdiction are adequately mitigated.
- B. Collaborate with STATE on all aspects of interchanges and intersections included in the Project within the City of Palmdale's jurisdiction, in accordance with all policies, procedures, practices and standards the STATE would normally follow.
- C. Public Works Director or his/her representative, to have opportunity to meet with LACMTA, STATE Project management, and HDCJPA staff prior to each Project Team meeting.
- D. Provide materials and services within individual agency capabilities to facilitate and support implementation of the Project.
- E. Participate in outreach activities.
- F. Assist in the Business Case Development as requested by LACMTA.
- G. Act as a technical advisor for the Project.
- H. Assist and provide data and technical assistance to the Parties.
- I. Provide data and review deliverables, work products and technical studies to ensure environmental clearance conforms to Project's purpose and need.
- J. Review, have input, and comment on materials and work products for the Project areas within the City of Palmdale's jurisdiction before they are forwarded to the Project Team.
- K. Participate in Project Team meetings.

CITY OF VICTORVILLE

- A. Enter into a Cooperative Agreement with STATE for the transfer of the remaining Federal demonstration earmark funds, subject to the concurrence from the sponsoring Congressman, of approximately \$9.6 million, from the City of Victorville to STATE for the PROJECT.
- B. Ensure the Project's scope includes the entirety of the previously defined High Desert Corridor/E-220 from US-395 to SR-18/Bear Valley Road.
- C. Cooperate on the Project to ensure that impacts to any City of Victorville roadways or facilities within the City of Victorville's jurisdiction are adequately mitigated.
- D. Collaborate with STATE on all aspects of interchanges and intersections included in the Project within the City of Victorville's jurisdiction, in accordance with all policies, procedures, practices and standards the STATE would normally follow.
- E. City Engineer, or his/her representative, to have opportunity to meet with LACMTA, STATE Project management, and HDCJPA staff prior to each Project Team meeting.
- F. Provide materials and services within individual agency capabilities to facilitate and support implementation of the Project.
- G. Participate in outreach activities.
- H. Assist in the Business Case Development as requested by LACMTA.
- I. Act as a technical advisor for the Project.
- J. Assist and provide data and technical assistance to the Parties.
- K. Provide data and review deliverables, work products and technical studies to ensure environmental clearance conforms to Project's purpose and need.
- L. Review, have input, and comment on materials and work products for the Project areas within the City of Victorville's jurisdiction before they are forwarded to the Project Team.
- M. Participate in Project Team meetings.

12. The Parties agree that the Project Team will provide technical guidance and direction on the Project. The LACMTA Project Manager will be responsible for chairing Project Team meetings. Meeting schedules will be developed collaboratively by the Project Team.
13. The Parties agree that each person selected to be a member of the Project Team shall have the relevant expertise in the technical aspects of the Project.
14. For the preparation of the Project, all applicable Federal laws will be carried out by STATE under its assumption of responsibility pursuant to 23 U. S. C. 327. As such, on behalf of the Federal Highway Administration (“FHWA”), STATE will be the lead agency with respect to the federal National Environmental Protection Act (“NEPA”), and the lead agency for the California Environmental Quality Act (“CEQA”).
15. Any notice required or permitted under this MOU, shall be in writing and shall be deemed served if sent by registered mail addressed as follows, unless otherwise notified in writing of a change of address:

Arthur T. Leahy
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-25-1
Los Angeles, CA 90012
Attention: Douglas R. Failing

Brad Mitzelfelt
Chairman
High Desert Corridor Joint Powers Authority
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410
Attention: Laurie Hunter

Michael Miles
District Director
California Department of Transportation, District 7
100 S. Main Street
Los Angeles, CA 90012
Attention: Osama Megalla

James Hart
City Manager
City of Adelanto
11600 Air Expressway
Adelanto, CA 92301
Attention: Nathan Coapstick

Frank W. Robinson
Town Manager
Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, CA 92307
Attention: Brad Miller

Doug Robertson
City Manager
City of Victorville
14343 Civic Drive
PO Box 5001
Victorville, CA 92393
Attention: Brian Gengler

Mark V. Bozigian
City Manager
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534
Attention: Nicole Rizzo

Stephen H. Williams
City Manager
City of Palmdale
38300 Sierra Highway
Palmdale, CA 93550
Attention: Mike Behen

Gail Farber
Director
Los Angeles County Department of Public Works
900 S. Fremont Avenue
Alhambra, CA 91803
Attention: John Walker

Granville M. Bowman
Director
San Bernardino County Department of Public Works
825 East Third Street
San Bernardino, CA 92415
Attention: Mazin Kasey

Ty Schuiling
Executive Director
San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410
Attention: Duane Baker

Hasan Ikhata
Executive Director
Southern California Association of Governments
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017
Attention: Ryan Kuo

16. This MOU may be executed in counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument.
17. Each of the Parties acknowledges that it has read and reviewed this MOU and that it has the opportunity to confer with counsel in the negotiation of this MOU. Accordingly, this MOU shall be construed neither for nor against any Party. When the context of this MOU requires, (a) the plural and singular numbers shall be deemed to include the other; (b) the masculine, feminine, and neutral genders shall be deemed to include the others; (c) “or” is not exclusive; (d) “includes” and “including” are not limiting; and (e) all things that in law or usage are considered as incidental to this contract, or as necessary to carry it into effect, are implied even if some of them and not others are expressly mentioned herein.

IN WITNESS WHEREOF, the Parties have caused this MOU to be duly executed and delivered as of the last date set forth below by the undersigned Parties.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Arthur T. Leahy
Chief Executive Officer

Date: _____

APPROVED AS TO FORM:

Andrea Sheridan Ordin
County Counsel

Deputy

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

Michael Miles
District Director

Date: _____

HIGH DESERT CORRIDOR JOINT POWERS AUTHORITY

Brad Mitzelfelt
Chairman

Date: _____

APPROVED AS TO FORM:

Michelle Blakemore
General Counsel for HDCJPA

LOS ANGELES COUNTY

Michael D. Antonovich
Mayor, County of Los Angeles

Date: _____

ATTEST:

SACHI A. HAMAI
Executive Officer of the
Board of Supervisors of the
County of Los Angeles

Deputy

SAN BERNARDINO COUNTY

Josie Gonzales
Chair, Board of Supervisors

Date: _____

APPROVED AS TO FORM:

Gean Renee Baslle
General Counsel

SAN BERNARDINO ASSOCIATED GOVERNMENTS

Ty Schuiling
Executive Director

Date: _____

APPROVED AS TO FORM:

Penny Alexander
SANBAG Counsel

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Hasan Ikhata
Executive Director

Date: _____

APPROVED AS TO FORM:

Joann Africa
Chief Legal Counsel

TOWN OF APPLE VALLEY

Frank W. Robinson
Town Manager

Date: _____

APPROVED AS TO FORM:

John Brown
Town Attorney

By: _____

ATTEST:

Lavond Pareson
Town Clerk

CITY OF ADELANTO

James Hart
City Manager

Date: _____

APPROVED AS TO FORM:

Cari Thomas
Mayor

ATTEST:

Cindy Herrea
City Clerk

CITY OF LANCASTER

Mark V. Bozigian
City Manager

Date: _____

APPROVED AS TO FORM:

David McEwen
City Attorney

ATTEST:

Geri Bryan
Town Clerk

CITY OF PALMDALE

Stephen H. Williams
City Manager

Date: _____

APPROVED AS TO FORM:

City Attorney

ATTEST:

Rebecca J. Smith
City Clerk

CITY OF VICTORVILLE

Doug Robertson
City Manager

Date: _____

APPROVED AS TO FORM:

City Attorney

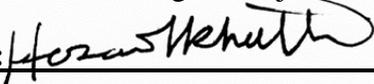
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DATE: March 1, 2012

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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Will Kempton
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: Contracts/Purchase Orders and/or Amendments between \$5,000 - \$200,000

EXECUTIVE DIRECTOR'S APPROVAL: *Horacio Hernandez*

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: 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>	1,987,263,500	2,520,000,000
(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>	248,600,000	504,000,000
(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>	10,000,000	
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	3,808,733,955	3,808,733,955	3,808,733,955	3,808,733,955	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%)	3,808,733,955	3,765,401,521	3,829,179,495	3,808,733,955	3,808,733,955	3,808,733,955

*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

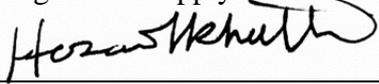
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DATE: March 1, 2012

TO: Energy and Environment Committee (EEC)
Regional Council (RC)

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

SUBJECT: Safe, Clean, and Reliable Drinking Water Supply Act of 2012 Bond Proposition

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDATION:
For information only; no action required.

EXECUTIVE SUMMARY:
Status update to Safe, Clean, and Reliable Drinking Water Supply Act of 2012, approved for the November 6, 2012 ballot which, if approved by voters, would authorize \$11.14 billion to finance a safe drinking water and water supply reliability program.

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:
Originally passed in 2010 for the November 2, 2010 ballot, the bond proposition (SB 2 X7, 2010 Legislative Session) would have enacted the Safe, Clean, and Reliable Drinking Water Supply Act of 2010, which, if approved by the voters, would have authorized the issuance of bonds in the amount of \$11.14 billion pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program. The bill provided for the submission of the bond act to the voters at the November 2, 2010 statewide general election. Former Governor Arnold Schwarzenegger requested that the bond proposition be postponed, and on August 10, 2010, Governor Schwarzenegger signed the California State Legislature's postponement of the vote (AB 1265, 2010 Legislative Session), which moved the bond proposition to the November 6, 2012 statewide general election.

Specifics of the Bill
The bill (SB 2 X7, by way of AB 1265) authorizes a \$11.14 billion water infrastructure bond for the November 2012 ballot. The Legislative Analyst's Office estimates annual debt service on the water bond to range from \$724.7 million to \$809.3 million. The water bond, if approved by voters, would allocate the funds as follows:

CHAPTER 5 - Drought Relief	\$455,000,000
- Drought Relief Projects	\$190,000,000
- Economic impact from drought	\$90,000,000
- Small Community wastewater	\$75,000,000
- Safe Drinking Water Revolving Loan	\$80,000,000
- New River	\$20,000,000

REPORT

CHAPTER 6 - Regional Supply	\$1,400,000,000
- IRWMP - allocated	\$1,000,000,000
- (Unallocated/Interregional)	\$50,000,000
- Local Conveyance	\$350,000,000
CHAPTER 7 - Delta	\$2,250,000,000
- Projects, including	\$750,000,000
- Ag economy (out of projects pot)	[\$250,000,000]
- Ecosystem/BDCP	\$1,500,000,000
CHAPTER 8 - Statewide Water System Operational Improvement (Water Storage)	\$3,000,000,000
CHAPTER 9 - Conservation and Watershed Protection	\$1,785,000,000
CHAPTER 10 - Groundwater Protection and Water Quality	\$1,000,000,000
CHAPTER 11 - Recycling	\$1,250,000,000
- Recycling	\$1,000,000,000
- Conservation	\$250,000,000
TOTAL	\$11,140,000,000

Out of the \$11.14 billion, there are nearly \$2 billion in earmarks that were included in order to win the votes necessary to get the bill to the Governor’s desk. Chapter 9 contains the following earmarks:

Chapter 9 - Conservation and Watershed Protection	
State Coastal Conservancy	\$255,000,000
WCB – Water Rights	\$100,000,000
WCB – Watershed	\$215,000,000
Los Angeles & San Gabriel Rivers	\$75,000,000
Santa Monica Mountains Conservancy	\$75,000,000
Baldwin Hills	\$20,000,000
Santa Monica Bay – SMMC	\$25,000,000
Coastal Salmon	\$50,000,000
Lake Tahoe	\$100,000,000
Farmland Conservation/Watershed Coordinator	\$20,000,000
River Parkways	\$50,000,000
Sierra Nevada	\$75,000,000
Salton Sea	\$100,000,000
Climate Change Planning	\$10,000,000
Watershed Education Centers	\$30,000,000
Waterfowl	\$10,000,000
CDF	\$100,000,000
Klamath	\$250,000,000
Siskiyou County	\$20,000,000
CSU Fresno/Cal Poly	\$50,000,000
Ocean Protection	\$50,000,000
CVP – Salmonid	\$60,000,000
Public Infrastructure Mitigation	\$50,000,000
TOTAL	\$1,785,000,000

The fears that led to the postponement of the bond proposition to the 2012 ballot are still relevant and there has been discussion in Sacramento over reducing the size of the proposition. Assemblyman Kevin Jeffries has proposed cutting the funding of each project in the proposition by 25%. State Senate Pro Tempore Darrell Steinberg purportedly is not opposed to trimming funding. The Jeffries proposal was killed in an Assembly subcommittee, but Senator Steinberg may revive it and try to find support for a bond calling for \$7–\$8 billion in new debt (instead of the \$11.14 billion currently proposed).

REPORT

Modifying the bond proposition, however, could be a difficult task. Even when taking into consideration potential opposition from the public over the size of the bond, or how the money will be spent (i.e., earmarks), a change in the proposition would require a two-thirds vote of the Legislature. The crafting of this legislation was the result of extensive, broad-based bipartisan negotiation by leadership of both parties, and thus, changing its substantive provisions by two-thirds vote likely will be a very challenging task. There are currently no legislative vehicles proposing to amend the water bond appearing on the November ballot.

Finally, there is also discussion that Governor Jerry Brown might prefer to postpone the water bond proposition again (to the November 2014 ballot) because of another tax increase initiative that will also likely be on the November 6, 2012 ballot.

ATTACHMENT:

None

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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: 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.

REPORT

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**

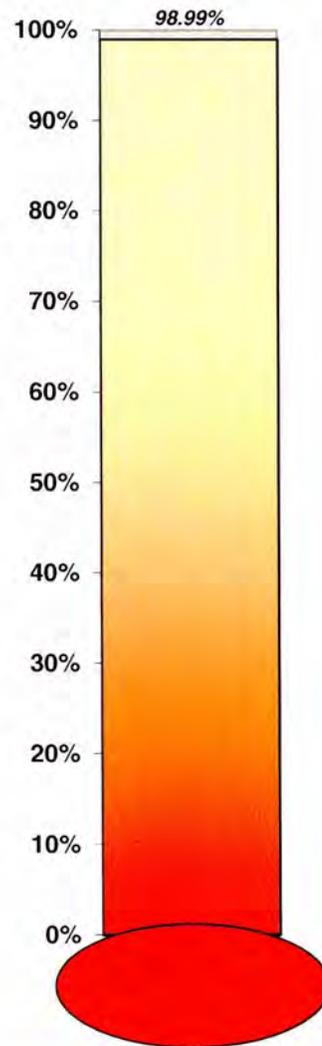
OVERVIEW

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

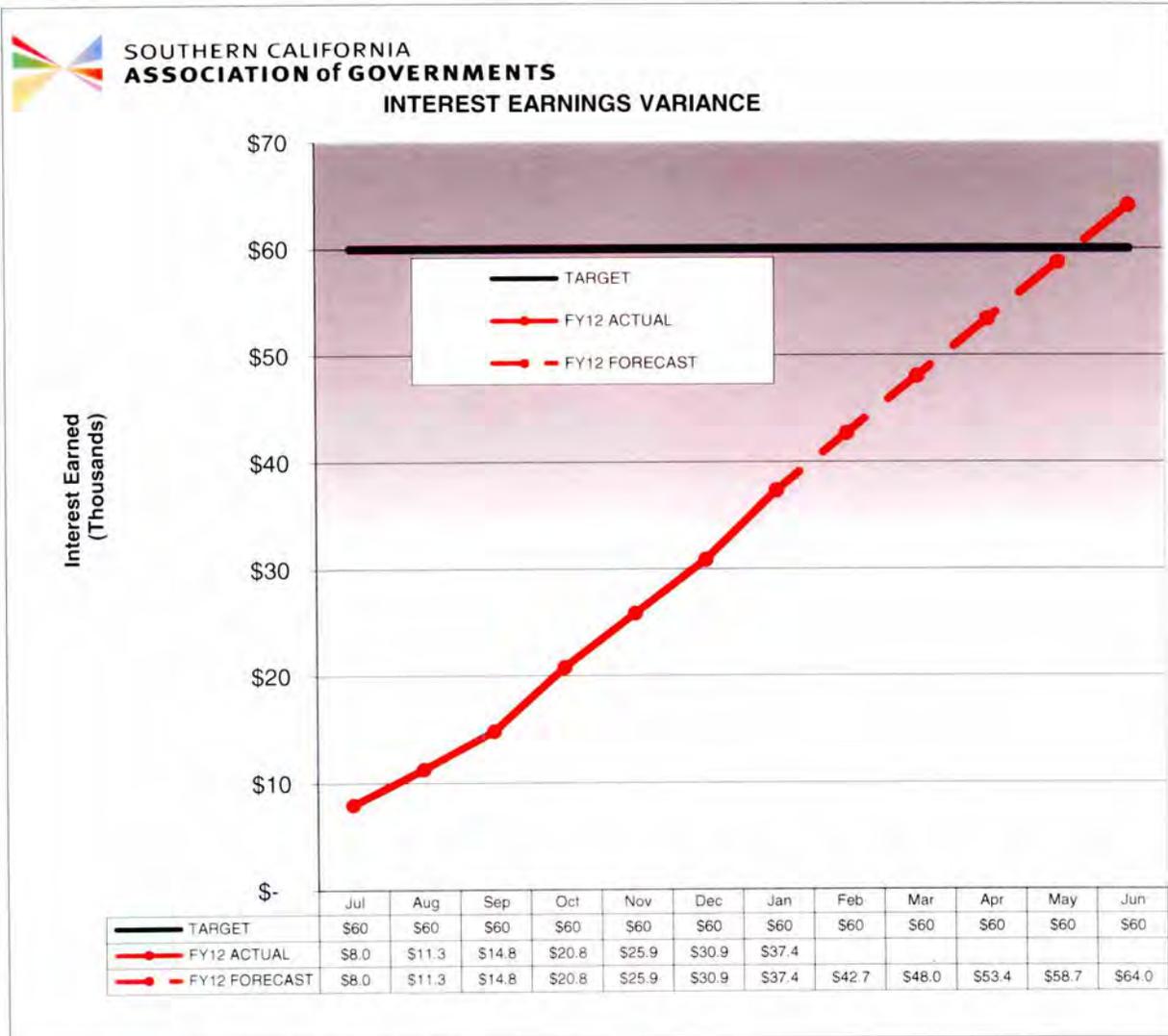
SUMMARY

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.

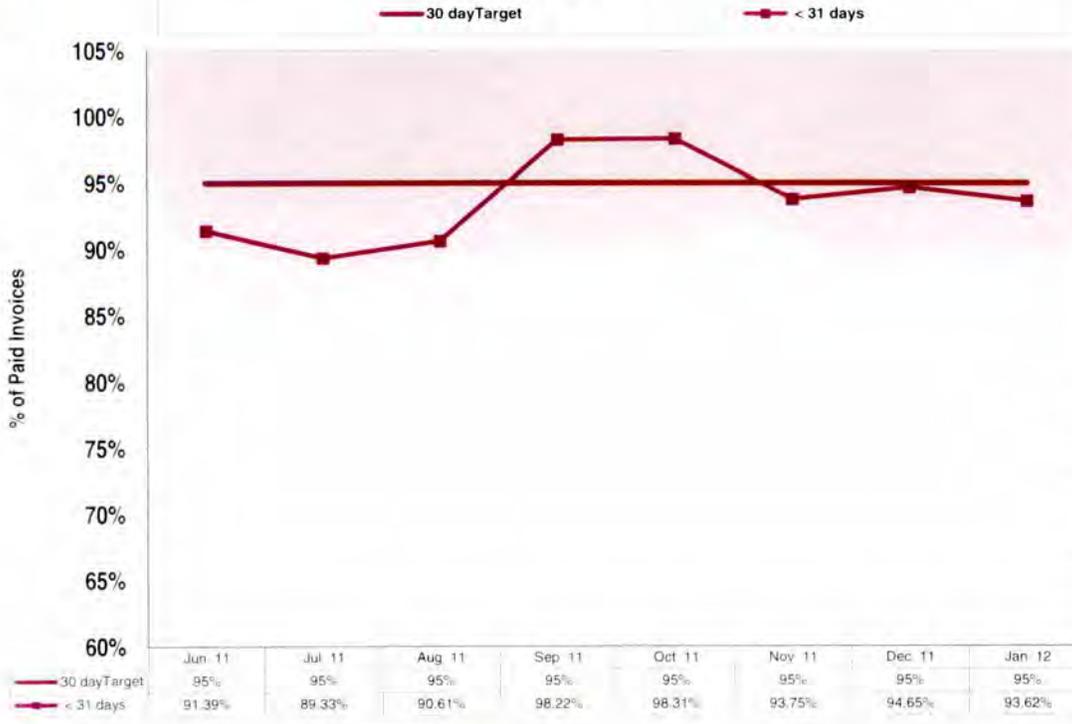
SUMMARY

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

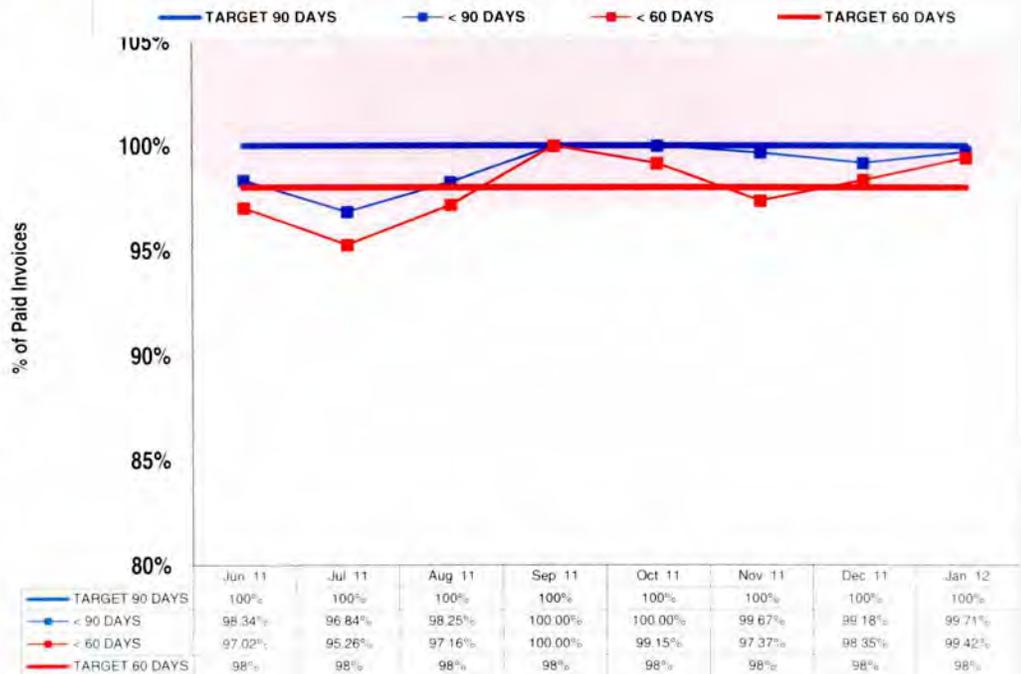
93.62% of January 2012's payments were made within 30 days of invoice receipt.

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

Actual



INVOICE AGING



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.

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



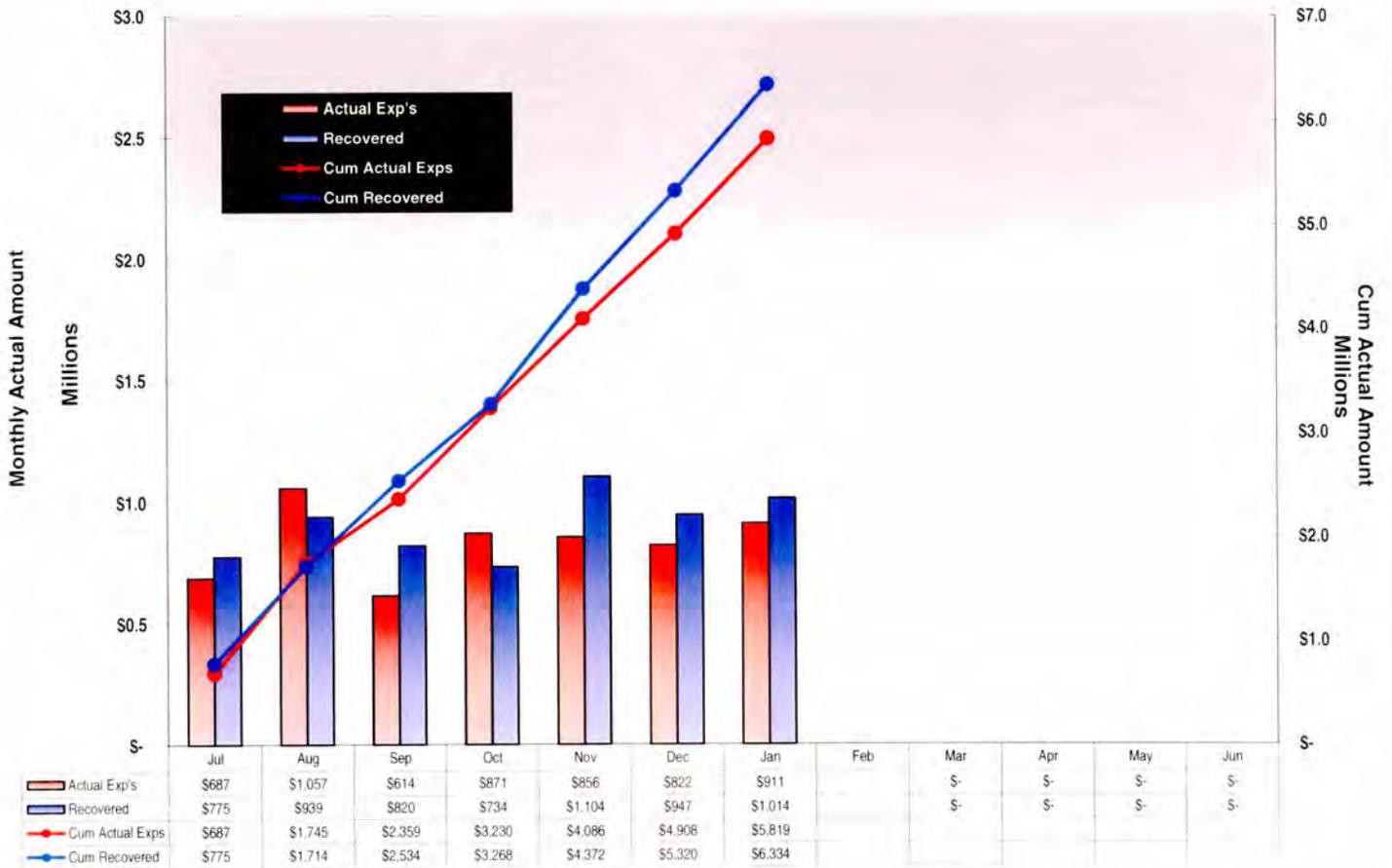
INDIRECT COSTS

		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

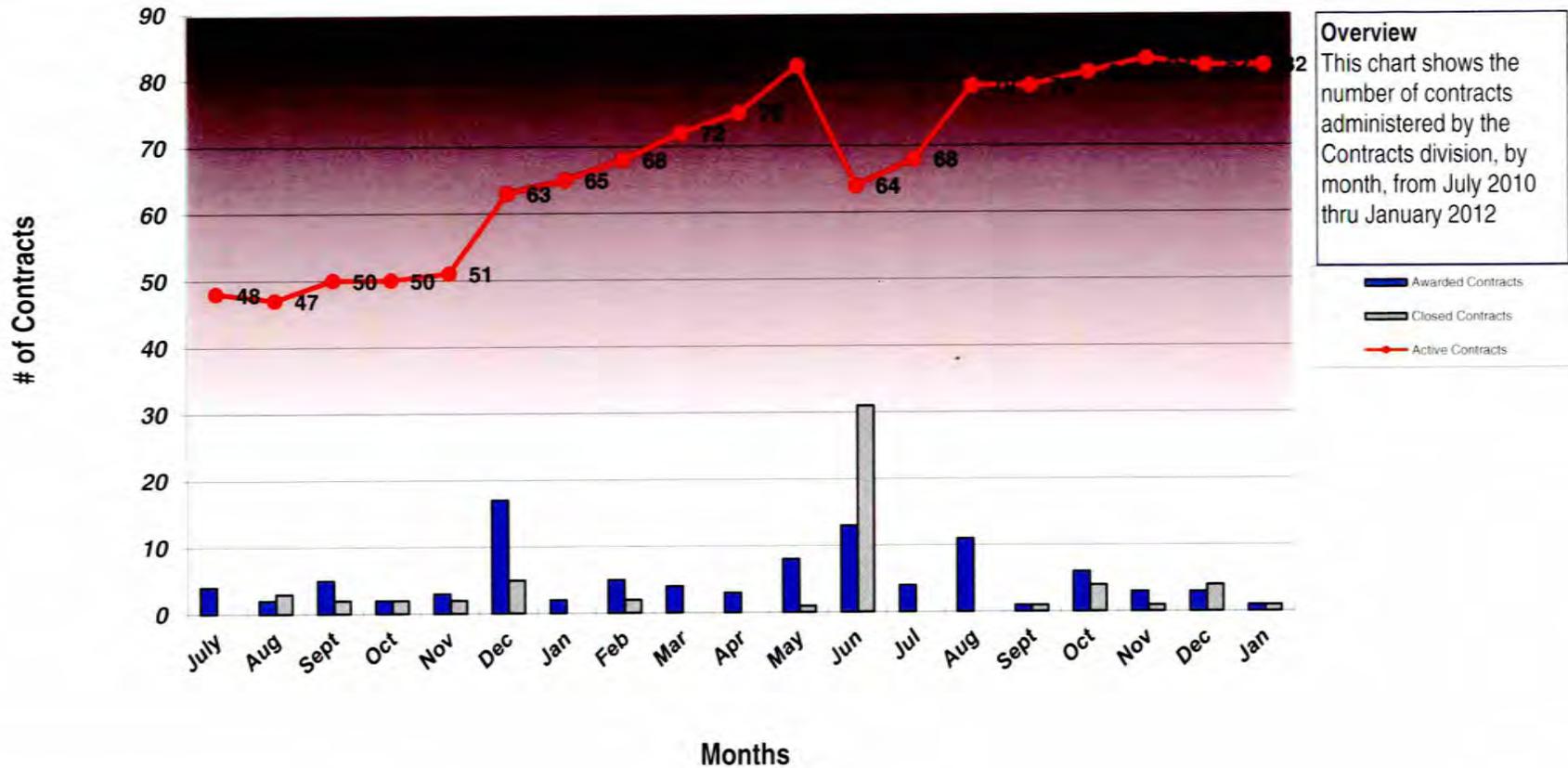
A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

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