



## MEETING No. 579

# REGIONAL COUNCIL

### Main Office

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### Officers

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Cheryl Viegas-Walker, El Centro  
  
First Vice President  
Michele Martinez, Santa Ana  
  
Second Vice President  
Margaret Finlay, Duarte  
  
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### Policy Committee Chairs

Community, Economic and  
Human Development  
Bill Jahn, Big Bear Lake  
  
Energy & Environment  
Deborah Robertson, Rialto  
  
Transportation  
Alan Wapner, San Bernardino  
Associated Governments

**Please Note Time and Location**  
**Thursday, May 5, 2016**  
**9:15 a.m. – 10:15 a.m.**

**La Quinta Resort & Club**  
**Flores Ballroom**  
**49-499 Eisenhower Drive**  
**La Quinta, CA 92253**  
**(760) 564-4111**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at [REY@scag.ca.gov](mailto:REY@scag.ca.gov). In addition, regular meetings of the Regional Council may be viewed live or on-demand at <http://www.scag.ca.gov/NewsAndMedia/Pages/SCAGTV.aspx>

Agendas & Minutes for the Regional Council are also available at:  
<http://www.scag.ca.gov/committees/Pages/default.aspx>

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## Regional Council *Members – May 2016*

### Members

### Representing

<b>President</b>	<b>1. Hon. Cheryl Viegas-Walker</b>	<i>El Centro</i>	<b>District 1</b>
<b>1<sup>st</sup> Vice President</b>	<b>2. Hon. Michele Martinez</b>	<i>Santa Ana</i>	<b>District 16</b>
<b>2<sup>nd</sup> Vice President</b>	<b>3. Hon. Margaret E. Finlay</b>	<i>Duarte</i>	<b>District 35</b>
<b>Imm. Past President</b>	<b>4. Hon. Carl E. Morehouse</b>	<i>San Buenaventura</i>	<b>District 47</b>
	5. Hon. Jack Terrazas		Imperial County
	6. Hon. Mark Ridley-Thomas		Los Angeles County
	7. Hon. Michael D. Antonovich		Los Angeles County
	8. Hon. Jim Katapodis		OCTA
	9. Hon. Michelle Steel		Orange County
	10. Hon. Curt Hagman		San Bernardino County
	11. Hon. Linda Parks		Ventura County
	12. Hon. Chuck Washington		Riverside County
	13. Hon. Jan Harnik	<i>Palm Desert</i>	RCTC
	14. Hon. Alan Wapner	<i>Ontario</i>	SANBAG
	15. Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
	16. Hon. Gregory Pettis	<i>Cathedral City</i>	District 2
	17. Hon. Jim Hyatt	<i>Calimesa</i>	District 3
	18. Hon. Clint Lorimore	<i>Eastvale</i>	District 4
	19. Hon. Randon Lane	<i>Murrieta</i>	District 5
	20. Hon. Frank Navarro	<i>Colton</i>	District 6
	21. Hon. Larry McCallon	<i>Highland</i>	District 7
	22. Hon. Deborah Robertson	<i>Rialto</i>	District 8
	23. Hon. Paul Eaton	<i>Montclair</i>	District 9
	24. Hon. Ray Marquez	<i>Chino Hills</i>	District 10
	25. Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
	26. Hon. Mike Munzing	<i>Aliso Viejo</i>	District 12
	27. Hon. Barbara Kogerman	<i>Laguna Hills</i>	District 13
	28. Hon. Steven Choi	<i>Irvine</i>	District 14
	29. Hon. Steve Nagel	<i>Fountain Valley</i>	District 15
	30. Hon. John Nielsen	<i>Tustin</i>	District 17
	31. Hon. Steve Hwangbo	<i>La Palma</i>	District 18



## **Regional Council**

### ***Members – May 2016***

#### **Members**

#### **Representing**

32. Hon. Kris Murray	<i>Anaheim</i>	District 19
33. Hon. Tri Ta	<i>Westminster</i>	District 20
34. Hon. Art Brown	<i>Buena Park</i>	District 21
35. Hon. Marty Simonoff	<i>Brea</i>	District 22
36. Hon. Victor Manalo	<i>Artesia</i>	District 23
37. Hon. Gene Daniels	<i>Paramount</i>	District 24
38. Hon. Sean Ashton	<i>Downey</i>	District 25
39. Hon. José Luis Solache	<i>Lynwood</i>	District 26
40. Hon. Ali Saleh	<i>Bell</i>	District 27
41. Hon. Dan Medina	<i>Gardena</i>	District 28
42. Hon. Rex Richardson	<i>Long Beach</i>	District 29
43. Hon. Lena Gonzalez	<i>Long Beach</i>	District 30
44. Hon. Andrew Sarega	<i>La Mirada</i>	District 31
45. Hon. Margaret Clark	<i>Rosemead</i>	District 32
46. Hon. Gene Murabito	<i>Glendora</i>	District 33
47. Hon. Barbara Messina	<i>Alhambra</i>	District 34
48. Hon. Jonathan Curtis	<i>La Cañada/Flintridge</i>	District 36
49. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
50. Hon. Sam Pedroza	<i>Claremont</i>	District 38
51. Hon. James Gazeley	<i>Lomita</i>	District 39
52. Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
53. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
54. Hon. Jess Talamantes	<i>Burbank</i>	District 42
55. Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
56. Hon. John Sibert	<i>Malibu</i>	District 44
57. Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
58. Hon. Glen Becerra	<i>Simi Valley</i>	District 46
59. Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
60. Hon. Paul Krekorian	<i>Los Angeles</i>	District 49 / Public Transportation Representative
61. Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50



## **Regional Council**

### ***Members – May 2016***

#### **Members**

#### **Representing**

62. Hon. David Ryu	<i>Los Angeles</i>	District 51
63. Hon. Paul Koretz	<i>Los Angeles</i>	District 52
64. Hon. Nury Martinez	<i>Los Angeles</i>	District 53
65. Hon. Felipe Fuentes	<i>Los Angeles</i>	District 54
66. Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
67. Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
68. Hon. Herb J. Wesson, Jr.	<i>Los Angeles</i>	District 57
69. Hon. Mike Bonin	<i>Los Angeles</i>	District 58
70. Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
71. Hon. Mitch O'Farrell	<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. Karen Spiegel	<i>Corona</i>	District 63
75. Hon. Erik Peterson	<i>Huntington Beach</i>	District 64
76. Hon. Ryan McEachron	<i>Victorville</i>	District 65
77. Hon. Michael Wilson	<i>Indio</i>	District 66
78. Hon. Antonio Lopez	<i>San Fernando</i>	District 67
79. Hon. Rusty Bailey	<i>Riverside</i>	District 68
80. Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69
81. Hon. Ross Chun	<i>Aliso Viejo</i>	TCA
82. Hon. Mary "Maxine" Resvaloso	<i>Torres-Martinez Desert Cahuilla Indians</i>	Tribal Government Representative
83. Mr. Randall Lewis	<i>Lewis Group of Companies</i>	Business Representative
84. Hon. Eric Garcetti	<i>Los Angeles</i>	(Member at Large)

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# REGIONAL COUNCIL AGENDA MAY 5, 2016

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*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. Cheryl Viegas-Walker, 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. The President has the discretion to reduce the time limit based upon the number of speakers. The President may limit the total time for all public comments to twenty (20) minutes.

## **REVIEW AND PRIORITIZE AGENDA ITEMS**

### **EXECUTIVE DIRECTOR’S REPORT**

- 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Update
- Sacramento Update

### **PRESIDENT’S REPORT**

## **RECOGNITION OF OUTGOING REGIONAL COUNCIL AND POLICY COMMITTEE MEMBERS**

### **ACTION/DISCUSSION ITEM**

**Page No.**

- |  |                   |          |
|--|-------------------|----------|
| 1. <u>Adoption of the Fiscal Year (FY) 2016-17 Comprehensive Budget</u><br><i>(Basil Panas, Chief Financial Officer)</i> | <b>Attachment</b> | <b>1</b> |
|--|-------------------|----------|

**Recommended Action:** Adopt the Final FY 2016-17 Comprehensive Budget and corresponding Resolution No. 16-579-2. This action authorizes submittal of the Overall Work Program (OWP) to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the California Department of Transportation (Caltrans).

The entire FY 2016-17 OWP may be viewed on SCAG’s website:

<http://www.scag.ca.gov/about/Pages/Overall%20Work%20Program.aspx>

# REGIONAL COUNCIL AGENDA MAY 5, 2016

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## CONSENT CALENDAR

Page No.

### Approval Items

- |   |            |     |
|---|------------|-----|
| 2. <u>Minutes of the April 7, 2016 Regional Council Meeting</u>   | Attachment | 63  |
| 3. <u>Approval for Additional Stipend Payments</u>  | Attachment | 78  |
| 4. <u>AB 2796 (Bloom) – Active Transportation Program - SUPPORT</u>   | Attachment | 80  |
| 5. <u>SCAG Logo Re-design and Branding</u>  | Attachment | 86  |
| 6. <u>Amendment 4 to the Fiscal Year 2015-16 Overall Work Program (OWP)</u>   | Attachment | 96  |
| 7. <u>Line of Credit</u>  | Attachment | 100 |
| 8. <u>SCAG Participation at the Government Finance Officers Association (GFOA) Annual Conference, May 22 – 25, 2016</u> | Attachment | 104 |
| 9. <u>SCAG Participation and Collaboration with C40's Mobility Management Network, July 16 – 23, 2016</u>               | Attachment | 105 |

### Receive & File

- |   |            |     |
|---|------------|-----|
| 10. <u>Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing &amp; Sustainable Communities (AHSC) Program Applicants Update</u> | Attachment | 108 |
| 11. <u>2016 Regional Council and Policy Committees Meeting Schedule</u>   | Attachment | 111 |
| 12. <u>April 2016 – State and Federal Legislative Update</u>  | Attachment | 112 |

## FUTURE AGENDA ITEM/S

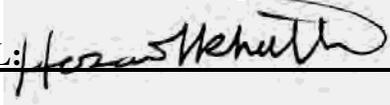
### ADJOURNMENT

*The next regular meeting of the Regional Council is scheduled for Thursday, June 2, 2016 at the SCAG Los Angeles Office.*



**DATE:** May 5, 2016  
**TO:** Regional Council (RC)  
**FROM:** Basil Panas, Chief Financial Officer, [panas@scag.ca.gov](mailto:panas@scag.ca.gov) (213) 236-1817  
**SUBJECT:** Adoption of the Fiscal Year (FY) 2016-17 Comprehensive Budget

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Adopt the Final FY 2016-17 Comprehensive Budget and corresponding Resolution No. 16-579-2. This action authorizes submittal of the Overall Work Program (OWP) to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the California Department of Transportation (Caltrans). The entire FY 2016-17 OWP may be viewed on SCAG's website:

<http://www.scag.ca.gov/about/Pages/Overall%20Work%20Program.aspx>

**EXECUTIVE SUMMARY:**

*On March 3, 2016, the Regional Council approved the Draft FY 2016-17 Comprehensive Budget which included the Draft OWP, the General Fund Budget, the Indirect Cost Budget and the Fringe Benefits Budget. Additionally, the Regional Council authorized the release of the Draft OWP for a 30-day public comment period, and transmittal of the General Fund Budget and Membership Dues Assessment to the General Assembly for adoption on May 5, 2016.*

*The Draft OWP was submitted to FHWA, FTA and Caltrans for their review and comment. The comments received from FHWA and Caltrans were related to clarifying the work plan and were incorporated into the Final OWP. There were no comments from FTA. The Final OWP meets all applicable federal and state requirements.*

*Staff recommends approval of the Final FY 2016-17 Comprehensive Budget in the amount of \$69,475,852, which is \$18.36 million or 36% more than the adopted FY 2015-16 Comprehensive Budget. The budget increase is primarily due to FTA funds for which SCAG is the designated recipient and is required to pass-through to eligible public agencies.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

The main component of the FY 2016-17 Comprehensive Budget is the OWP. The OWP contains several sources of revenue. The major source is the Consolidated Planning Grant (CPG), which is used to meet SCAG's Metropolitan Planning Organization (MPO) requirements, and to address the Planning Emphasis Areas (PEAs) of the Federal and State Department of Transportation.

# REPORT

Table 1 provides a summary of revenue sources and compares revenues in the FY 2016-17 Final Comprehensive Budget to the Draft Comprehensive Budget. Table 2 provides a summary of expenditures by major category and compares expenditures in the FY 2016-17 Final Comprehensive Budget to the Draft Comprehensive Budget, followed by an explanation of the variance.

REVENUE	DRAFT	FINAL	Incr.(Decre)
FHWA PL	\$ 20,149,366	\$ 20,158,721	\$ 9,355
FTA 5303	\$ 9,594,311	\$ 9,764,062	\$ 169,751
FEDERAL OTHER	\$ 2,191,520	\$ 2,895,079	\$ 703,559
STATE OTHER	\$ 731,532	\$ 746,372	\$ 14,840
PASS THROUGH PAYMENTS	\$ 97,379,935	\$ 23,368,912	\$ (74,011,023)
TDA	\$ 5,460,719	\$ 5,216,229	\$ (244,490)
LOCAL FUNDS	\$ 272,097	\$ 361,165	\$ 89,068
IN-KIND COMMITMENTS	\$ 3,487,921	\$ 3,509,419	\$ 21,498
<b>OWP Budget Subtotal</b>	<b>\$ 139,267,401</b>	<b>\$ 66,019,959</b>	<b>\$ (73,247,442)</b>
MEMBERSHIP DUES	\$ 1,960,568	\$ 1,947,181	\$ (13,387)
OTHER GENERAL FUND	\$ 1,509,072	\$ 1,508,712	\$ (360)
<b>Comprehensive Budget Total</b>	<b>\$ 142,737,041</b>	<b>\$ 69,475,852</b>	<b>\$ (73,261,189)</b>

EXPENDITURES	DRAFT	FINAL	Incr.(Decre)
STAFF	\$ 27,786,921	\$ 27,772,528	\$ (14,393)
CONSULTANTS	\$ 8,882,893	\$ 9,635,069	\$ 752,176
PASS THROUGH PAYMENTS	\$ 97,379,935	\$ 23,368,912	\$ (74,011,023)
OTHER	\$ 5,217,652	\$ 5,243,450	\$ 25,798
<b>OWP Budget Subtotal</b>	<b>\$ 139,267,401</b>	<b>\$ 66,019,959</b>	<b>\$ (73,247,442)</b>
GENERAL FUND STAFF	\$ 284,427	\$ 284,272	\$ (155)
GENERAL FUND OTHER	\$ 3,185,213	\$ 3,171,621	\$ (13,592)
<b>Comprehensive Budget Total</b>	<b>\$ 142,737,041</b>	<b>\$ 69,475,852</b>	<b>\$ (73,261,189)</b>

The Draft OWP included approximately \$97.4 million in FTA Section 5339 funds for which SCAG is the designated recipient and is required to pass-through to eligible public agencies. FTA Section 5339 is a formula program that provides funding for capital projects to replace, rehabilitate, and purchase buses and bus-related equipment. The overall variance of \$73.2 million between the Draft and Final OWP mainly results from the decrease of \$74 million in pass-through payments for FTA Section 5339 due to a new regulation that allows eligible operators to apply directly for Section 5339 funds. Therefore, pass-through payments were adjusted to approximately \$23.4 million in the Final OWP to reflect active projects.

# REPORT

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## **FISCAL IMPACT:**

The FY 2016-17 Comprehensive Budget serves to guide the management of the agency's financial resources. The OWP is the instrument that allows SCAG to manage planning projects and budgets. Approval of this document will continue the flow of federal planning funds for FY 2016-17.

## **ATTACHMENTS:**

1. Resolution No. 16-579-2
2. Final FY 2016-17 Comprehensive Budget

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**Officers**

President

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Bill Jahn, Big Bear Lake

Energy & Environment  
Deborah Robertson, Rialto

Transportation

Alan Wapner, San Bernardino  
Associated Governments

**RESOLUTION NO. 16-579-2**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS (SCAG)  
APPROVING ADOPTING THE FISCAL YEAR 2016-17  
COMPREHENSIVE BUDGET**

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

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

**WHEREAS**, SCAG has developed the Fiscal Year (FY) 2016-17 Comprehensive Budget that includes the following budget components: the General Fund Budget; the Overall Work Program (OWP); the Indirect Cost Budget (ICAP); and the Fringe Benefits Budget; and

**WHEREAS**, the OWP is the basis for SCAG’s annual regional planning activities and budget; and

**WHEREAS**, in conjunction with the OWP Agreement and Master Fund Transfer Agreement, the OWP constitutes the annual funding contract between the State of California Department of Transportation (Caltrans) and SCAG for Consolidated Planning Grant (CPG) funding; and

**WHEREAS**, SCAG is also eligible to receive other Federal and/or State grant funds for certain regional transportation planning related activities. For such funding upon award, the funds are implemented through the OWP and SCAG the applicable Federal or State agency shall execute the applicable grant agreement; and

**WHEREAS**, the Regional Council authorized release of the Draft FY 2016-17 OWP for a thirty-day public comment period on March 3, 2016. The Draft FY 2016-17 OWP included proposed funding to SCAG as part of the Caltrans Sustainable Transportation Planning Grant Programs. All comments to the Draft FY 2016-17 OWP have been addressed and incorporated into the Final FY 2016-17 OWP within the Comprehensive Budget; and

**BE IT FURTHER RESOLVED THAT:**

1. The Regional Council hereby authorizes submittal of SCAG's approved FY 2016-17 OWP to the participating State and Federal agencies.
2. The Regional Council hereby authorizes submittal of SCAG's approved FY 2016-17 ICAP to the participating State and Federal agencies.
3. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.
4. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby designated and authorized to execute all related agreements and documents on behalf of the Regional Council.
5. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to make and submit to the applicable funding agencies, the necessary work program, and budget modifications to the FY 2016-17 based on actual available funds and to draw funds as necessary on a line of credit or other requisition basis.
6. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to submit grant applications and execute the applicable grant agreements and any amendments with the applicable Federal or State agency and to implement the grant funds through SCAG's OWP, and this includes submittal and execution of the required Fund Transfer Agreement with Caltrans, as part of the Caltrans Sustainable Transportation Planning Grant Programs.
7. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to make administrative changes required to implement the FY 2016-17 OWP.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 5<sup>th</sup> day of May, 2016.

[Signatures on following page]

---

Cheryl Viegas-Walker  
President, SCAG  
Councilmember, City of El Centro

Attested by:

---

Hasan Ikhata  
Executive Director

Approved as to Form:

---

Joann Africa  
Chief Counsel

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Southern California Association of Governments

**COMPREHENSIVE BUDGET**

Fiscal Year 2016/17

Southern California Association of Governments  
FY 2016/17 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 2016/17.

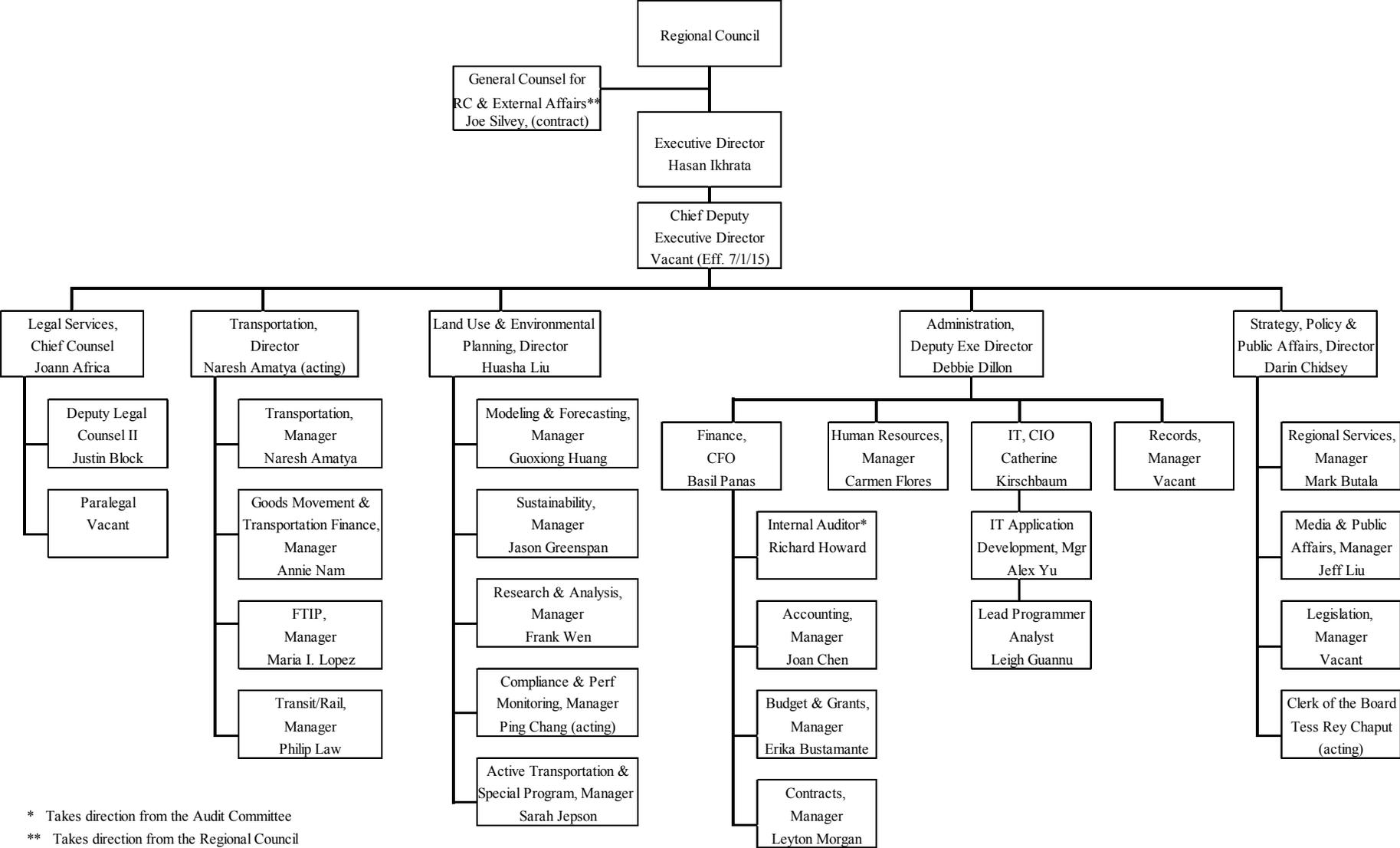
The total budget for the Association consists of:

- **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 Benefits 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



\* Takes direction from the Audit Committee  
 \*\* Takes direction from the Regional Council

## **The SCAG Organization**

The Southern California Association of Governments (SCAG), founded in 1965, is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law, as a Regional Transportation Planning Agency for the six-county Southern California region. Through SCAG, city and county governments throughout Southern California come together to develop solutions to common problems in transportation, housing, air quality, and other issues. SCAG develops long range regional transportation plans including the sustainable communities strategy and growth components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. 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.

In 1992, SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by the federal and state governments, as well as to provide more broad-based representation of Southern California cities and counties. With its expanded membership structure, SCAG created regional districts to provide for more diverse representation. The districts were formed with the intent to serve equal populations and communities of interest. Currently, the Regional Council consists of 86 members.

In addition to the six counties and 191 cities that make up SCAG's region, there are six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. Of the 191 cities, 189 cities are due paying members. Additionally, SCAG Bylaws provides for representation of Native American tribes and Air districts in the region on the Regional Council and Policy Committees. All issues considered by the Regional Council must first come through one or more 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.

SCAG increasingly relies on input from its constituent members, community leaders, and the Southern California citizenry. SCAG 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 FY 2016/17 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 2016/17 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 and Sustainability 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 Goals ....continued*

### **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*

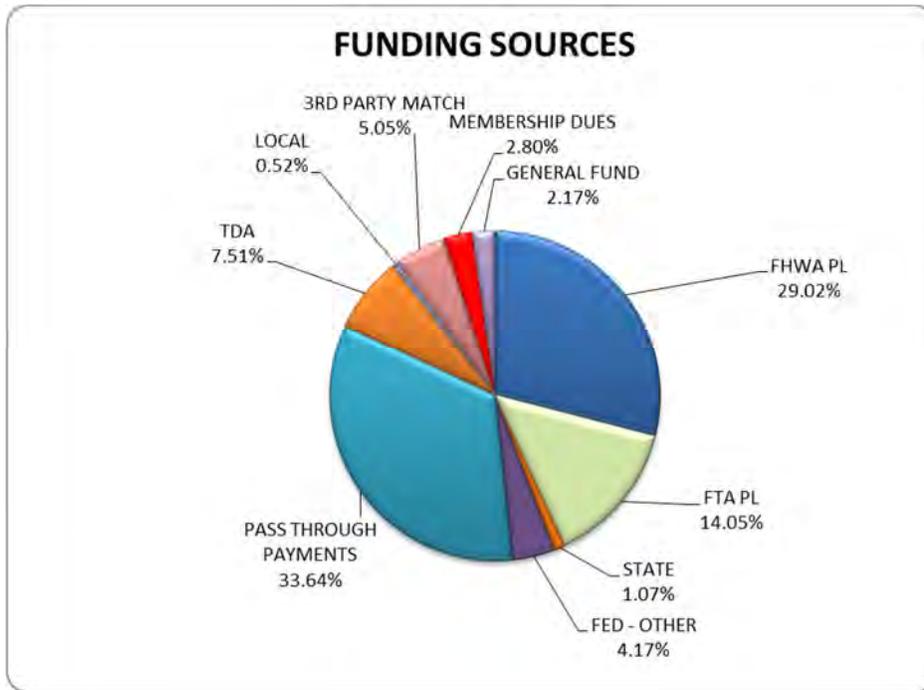
#### ***Objectives***

- 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 employees
- Periodically review and enhance Project Management Practices

# THE FY 2016/17 COMPREHENSIVE BUDGET

## How the Budget is Funded

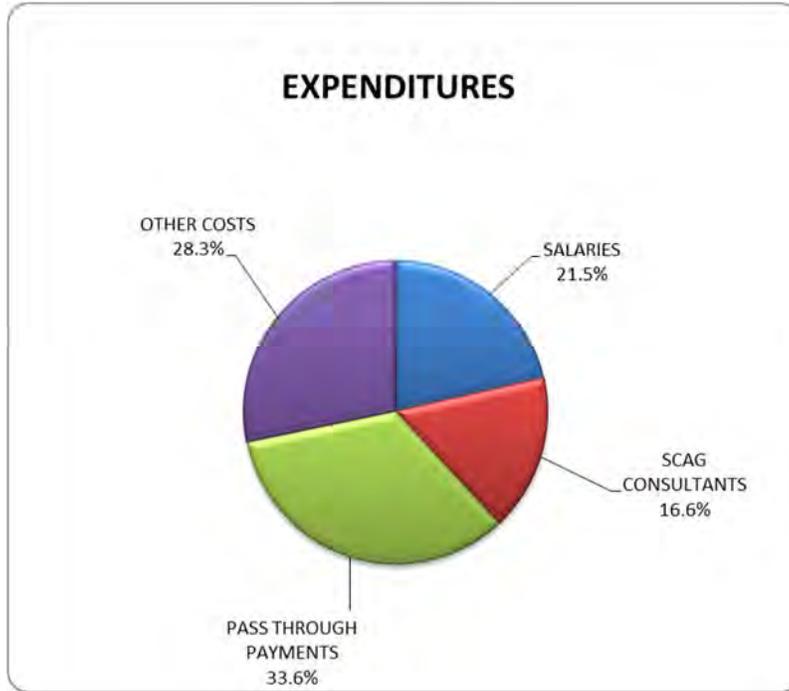
SCAG receives most of its funding from the Federal Consolidated Planning Grant (CPG) which consists of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds (PL). More information on CPG is detailed on page 14. The following chart illustrates the source and relative value funding sources.



FUNDING SOURCE	AMOUNT
FHWA PL	20,158,721
FTA PL	9,764,062
STATE	746,372
FED - OTHER	2,895,079
PASS THROUGH PAYMENTS	23,368,912
TDA	5,216,229
LOCAL	361,165
3RD PARTY MATCH	3,509,419
MEMBERSHIP DUES	1,947,181
GENERAL FUND	1,508,712
<b>TOTAL REVENUES</b>	<b>69,475,852</b>

## How the Budget is Allocated

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



EXPENDITURES	AMOUNT
SALARIES	\$ 14,912,007
SCAG CONSULTANTS	11,562,085
PASS THROUGH PAYMENTS	23,368,912
OTHER COSTS*	19,632,848
<b>TOTAL EXPENDITURES</b>	<b>\$ 69,475,852</b>

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

## Comprehensive Line Item Budget: FY 14 thru FY 17 Proposed

GL Account	Line Item	FY14 Actuals	FY15 Actuals	FY16 Adopted	FY17 Proposed	% Incr. (Decr)
500XX	Staff	\$ 11,972,646	13,173,470	\$ 14,667,963	\$ 14,912,007	2%
54300	SCAG consultant	6,306,506	12,351,099	18,521,405	11,562,085	-38%
54340	Legal	99,928	200,853	435,000	320,000	-26%
54350	Professional services	1,734,359	517,678	277,200	-	-100%
54360	Pass-Through Payments	-	5,090,058	-	23,368,912	
55210	Software support	463,414	760,825	637,027	744,568	17%
55220	Hardware support	179,823	157,018	79,777	64,320	-19%
55240	Repair - maintenance	35,178	36,774	30,000	26,450	-12%
5528X	3rd party contribution	2,958,698	3,116,023	3,656,899	3,509,419	-4%
55400	Office rent 818-office	1,527,123	1,508,726	1,582,877	1,660,000	5%
55410	Office rent satellite	140,072	147,477	171,490	245,883	43%
55420	Equipment leases	71,487	81,832	126,186	124,500	-1%
55430	Equipment repair-maintenance	15,417	30,155	13,323	11,323	-15%
55435	Security Services			-	100,000	
55440	Insurance	24,443	43,236	144,683	154,999	7%
55441	Payroll / bank fees	21,448	26,987	25,000	35,000	40%
55445	Taxes		2,152	-	6,200	
55460	Materials & equipment < \$5,000	71,703	265,107	49,500	17,500	-65%
55510	Office supplies	138,377	96,746	100,000	98,800	-1%
55520	Graphic supplies	4,985	10,577	2,000	12,000	500%
55530	Telephone	186,510	172,190	175,000	175,000	0%
55540	Postage	62	10,040	10,000	10,000	0%
55550	Delivery services	5,125	6,782	5,000	6,250	25%
55600	SCAG memberships	103,047	132,157	193,401	216,825	12%
55610	Professional memberships	11,572	13,148	13,700	15,000	9%
55620	Resource materials / subscriptions	202,118	218,989	877,727	964,205	10%
55700	Depreciation - furniture & fixture	51,532	43,002	45,000	40,000	-11%
55710	Depreciation - computer	124,907	72,188	75,000	70,000	-7%
55715	Amortization - software	37,642	108,791	108,791	173,140	59%
55720	Amortization - lease	5,532	8,235	10,000	8,000	-20%
55730	Capital outlay	-	-	542,106	1,355,619	150%
55800	Recruitment - advertising	9,859	44,744	15,000	50,000	233%
55801	Recruitment - other	14,786	23,706	25,000	25,000	0%
55810	Public notices	43,249	26,505	55,000	35,000	-36%
55820	Staff training	53,521	54,694	81,500	81,500	0%
55830	Conferences/workshops	40,868	24,269	41,850	86,350	106%
55860	Scholarships	14,000	14,000	32,000	32,000	0%
55910	RC/committee meetings	-	15,034	25,000	25,000	0%
55912	RC Retreat	3,000	5,214	-	5,000	
55914	RC General Assembly	339,782	467,779	500,000	500,000	0%

## Comprehensive Line Item Budget: FY 14 thru FY 17 Proposed (Continued...)

GL Account	Line Item	FY14 Actuals	FY15 Actuals	FY16 Adopted	FY17 Proposed	% Incr. (Decr)
55915	Demographic Workshop	13,051	18,064	13,000	18,000	38%
55916	Economic Summit	64,951	77,899	57,000	80,000	40%
55917	Labor Summit	13,408	-	13,500	-	-100%
55920	Other meeting expense	72,271	100,892	96,200	118,200	23%
55930	Miscellaneous other	144,781	60,929	137,000	38,000	-72%
55940	Stipend-RC meetings	177,570	179,340	230,000	220,752	-4%
55950	Temporary help	6,751	86,415	148,748	38,500	-74%
55980	Contingency - General Fund	(29,637)	307,031	-	-	
56100	Printing	13,987	26,007	92,000	123,000	34%
58100	Travel	163,234	203,567	353,320	434,674	23%
58101	Travel - local	45,442	50,295	66,050	50,150	-24%
58110	Mileage	97,562	97,876	117,725	113,325	-4%
58150	Staff lodging expense	1,443	-	3,000	-	-100%
58200	Travel-registration	2,318	34,055	4,500	5,500	22%
58450	SCAG rental vehicles	609	320	2,000	-	-100%
58800	RC sponsorships	96,040	147,050	112,750	135,000	20%
60110	Retirement-PERS	2,778,887	3,199,530	3,772,724	3,901,253	3%
60120	Retirement-PARS	51,238	69,606	69,375	70,762	2%
60200	Health ins. - active employees	1,200,276	1,214,580	1,334,400	1,334,400	0%
60201	Health ins. - retirees PAYGO	488,747	500,231	570,065	622,256	9%
60202	Health ins. - retirees GASB 45	398,254	402,138	359,375	335,764	-7%
60210	Dental insurance	156,872	165,836	192,758	196,485	2%
60220	Vision insurance	43,883	46,399	55,322	54,926	-1%
60225	Life insurance	75,351	80,610	76,153	84,219	11%
60240	Medicare tax employers	138,436	151,879	204,631	205,985	1%
60245	Social security tax employers	7,850	15,820	42,496	54,022	27%
60300	Tuition reimbursement	3,745	26,931	16,416	27,360	67%
60310	Transit passes	122,519	132,159	139,068	148,147	7%
60320	Carpool reimbursement	1,925	1,890	2,520	1,260	-50%
60400	Workers compensation insurance	74,777	113,924	147,170	154,489	5%
60405	Unemployment compensation insurance	47,464	35,046	50,000	35,000	-30%
60410	Miscellaneous employee benefits	56,223	54,793	52,660	52,527	0%
60415	SCAG 457 match	120,675	115,592	113,000	111,500	-1%
60450	Benefits administrative fees	3,486	3,825	3,743	4,043	8%
60500	Automobile allowance	16,200	16,200	9,600	12,420	29%
	Indirect Cost Carryover			(892,242)	(153,922)	-83%
	<b>Total</b>	<b>33,683,308</b>	<b>46,814,985</b>	<b>51,117,432</b>	<b>69,475,852</b>	<b>36%</b>

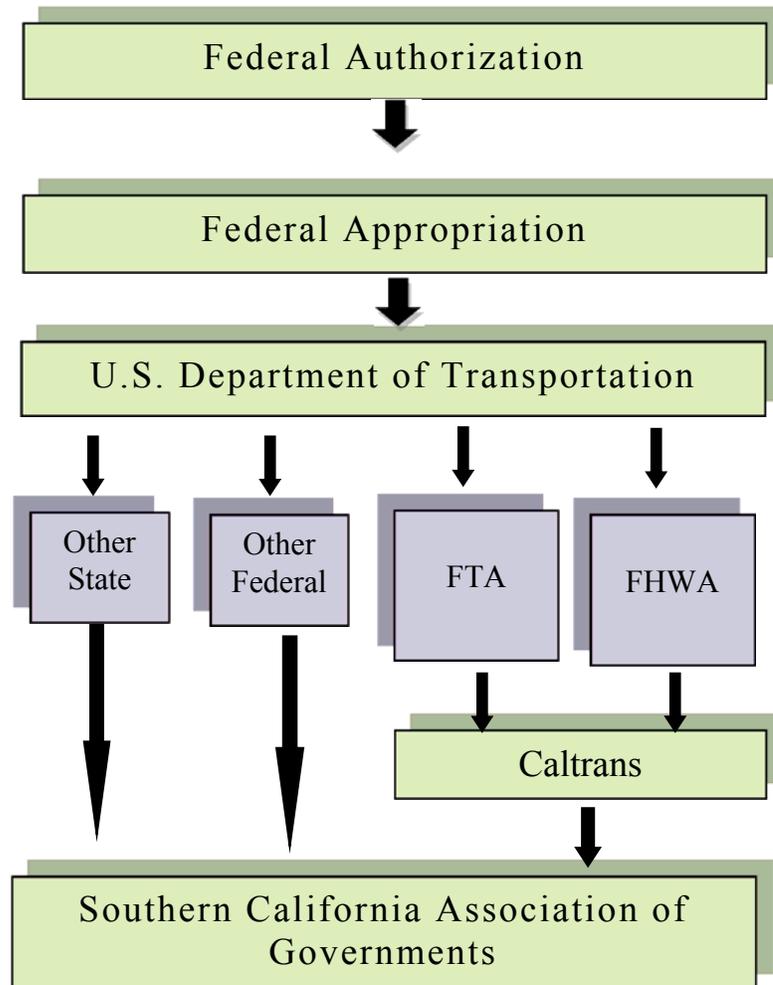
Totals may not add due to rounding

# SECTION II - BUDGET COMPONENTS

## THE OVERALL WORK PROGRAM (OWP)

### The Flow of Funds

Traditionally, the majority of OWP funding has come to SCAG via the Federal appropriations process. Some funding has been directly allocated to SCAG, and some has “passed through” via the California Department of Transportation (Caltrans), as shown below.



In addition to this, in FY 2016/17, SCAG will be passing through to other agencies an amount far greater than its traditional budget. SCAG will pass through to other agencies, FTA discretionary and formula grant funds in the amount of \$23 million.

## 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 (FHWA PL)**

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 competitively award grants to MPOs for projects that demonstrate consistency with the following state and federal transportation planning goals:

### **State Transportation Planning Goals**

- **Improve Multimodal Mobility and Accessibility for All People:** Expand the system and enhance modal choices and connectivity to meet the State's future transportation demands.
- **Preserve the Multimodal Transportation System:** Maintain, manage, and efficiently utilize California's existing transportation system.
- **Support a Vibrant Economy:** Maintain, manage, and enhance the movement of goods and people to spur the economic development and growth, job creation, and trade.
- **Improve Public Safety and Security:** Ensure the safety and security of people, goods, services, and information in all modes of transportation.
- **Foster Livable and Healthy Communities and Promote Social Equity:** Find transportation solutions that balance and integrate community values with transportation safety and performance, and encourage public involvement in transportation decisions.
- **Practice Environmental Stewardship:** Plan and provide transportation services while protecting our environment, wildlife, historical, and cultural assets.

### **Federal Transportation Planning Goals**

- **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.**
- **Increase the safety of the transportation system for motorized and non-motorized users.**
- **Increase the security of the transportation system for motorized and non-motorized users.**
- **Increase the accessibility and mobility of people and freight.**
- **Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.**
- **Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.**
- **Promote efficient system management and operation.**
- **Emphasize the preservation of the existing transportation system.**

These discretionary grants may be used for a wide range of transportation planning purposes that address local and regional transportation needs and issues. The implementation of these grants should ultimately lead to the adoption, initiation, and

programming of transportation improvements. The Caltrans Division of Transportation Planning provides the following transportation planning grants:

- Strategic Partnerships
- Sustainable Communities

## **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.

### **Pass-Through Funds**

As the Designated Recipient of these FTA funds, SCAG is required to pass them through to eligible public agencies. SCAG administers these grant programs which provide capital funding to replace, rehabilitate and purchase buses, vans, and fixed guideway, as well as to construct related facilities and to purchase related equipment.

## 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
- Focuses on the SCAG regional planning goals and objectives

The OWP serves as the planning structure that SCAG must adhere to for the state fiscal year, which is July 1 through June 30 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 regional planning projects and expenditures of funds)
- An early reference for members of the public to know the “who/what/when/where/how much” for the SCAG regional planning activities

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

### 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 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	Adopted FY16	Proposed FY17	Incr (Decr)
500XX Staff	\$ 9,003,375	\$ 9,075,690	\$ 72,315
54300 SCAG consultant	16,519,663	9,635,069	\$ (6,884,594)
54350 Professional services	277,200	-	\$ (277,200)
54360 Pass Through Payments	-	23,368,912	\$ 23,368,912
55210 Software support	176,566	247,231	\$ 70,665
55280 Third party contribution	3,656,899	3,509,419	\$ (147,480)
55520 Graphic supplies	-	10,000	\$ 10,000
55600 SCAG membership	6,000	6,000	\$ -
55620 Resource materials/subscriptions	832,000	910,000	\$ 78,000
55810 Public notices	50,000	30,000	\$ (20,000)
55830 Conferences/workshops	10,000	50,000	\$ 40,000
55920 Other meeting expense	26,000	70,000	\$ 44,000
55930 Miscellaneous other	40,000	20,000	\$ (20,000)
55950 Temporary Help	110,248	-	\$ (110,248)
56100 Printing	61,000	60,000	\$ (1,000)
58100 Travel	206,500	273,300	\$ 66,800
58101 Travel-local	28,600	10,000	\$ (18,600)
58110 Mileage	48,500	43,000	\$ (5,500)
58200 Travel-registration	4,500	4,500	\$ -
<b>Sub-total</b>	<b>\$ 31,057,051</b>	<b>\$ 47,323,121</b>	<b>\$ 16,266,070</b>
50011 Fringe benefits	\$ 6,283,923	\$ 6,393,174	\$ 109,251
50012 Indirect costs	\$ 10,887,276	\$ 12,303,664	\$ 1,416,388
<b>Total</b>	<b>\$ 48,228,250</b>	<b>\$ 66,019,959</b>	<b>\$ 17,791,709</b>

Totals may not add due to rounding

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

Work Element		FY17 Proposed Budget		
		Total*	SCAG	SCAG Consultant
10	System Planning	1,042,715	1,042,715	-
15	Transportation Finance	1,022,591	672,591	350,000
20	Environmental Planning	618,308	618,308	-
25	Air Quality and Conformity	471,161	471,161	-
30	Federal Transportation Improvement Program (FTIP)	2,210,831	2,210,831	-
45	Geographic Information System (GIS)	2,999,340	2,219,100	780,240
50	Active Transportation Planning	957,459	957,459	-
55	Regional Forecasting and Policy Analysis	1,962,630	1,552,630	410,000
60	Corridor Planning	120,220	120,220	-
65	Sustainability Program	1,212,909	922,253	290,656
70	Modeling	5,427,630	4,677,630	750,000
80	Performance Assessment & Monitoring	887,137	887,137	-
90	Public Information & Communications	1,417,395	1,292,395	125,000
95	Regional Outreach and Public Participation	2,640,490	2,240,490	400,000
100	Intelligent Transportation System (ITS)	44,907	44,907	-
120	OWP Development & Administration	4,075,709	4,075,709	-
130	Goods Movement	1,797,010	1,447,010	350,000
140	Transit and Rail Planning	2,372,351	1,089,551	1,282,800
145	Sustainable Communities and Strategic Partnerships Grant Program	2,268,776	49,934	2,218,842
150	Collaborative Projects	5,271,173	4,676,173	595,000
225	Special Grant Projects	1,493,671	603,640	890,031
230	Regional Aviation and Airport Ground Access Planning	512,714	512,714	-
260	JARC/New Freedom Program Administration	22,150	22,150	-
265	Express Travel Choices Phase II	838,851	171,351	667,500
266	Regional Significant Locally - Funded Projects	628,813	103,813	525,000
267	Clean Cities Program	41,956	41,956	-
270	FTA Discretionary and Formula Grant Programs	23,661,062	23,661,062	-
<b>Total Direct Costs</b>		<b>66,019,959</b>	<b>56,384,890</b>	<b>9,635,069</b>

Totals may not add due to rounding

\*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/Sustainable Communities Strategy (RTP/SCS) 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, and update the RTP/SCS. 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 2016/17 will be to manage, guide, and monitor the implementation of the 2016 RTP/SCS and ensure that the Plan continues to remain consistent with state and federal requirements while addressing the region's transportation needs.

#### **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 through the RTP planning horizon, and addressing system level operation and maintenance cost analyses along with capital cost evaluation of transportation investments. In FY 2016/17, this work program will involve continued development of the 2016 RTP financial plan implementation strategies including evaluation of business cases.

#### **Strategic Plan:**

Supports Goal #2 – Obtain Regional Transportation and Sustainability

Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

**020 ENVIRONMENTAL PLANNING**

**Manager:** Ping Chang

**Program Objective:**

Prepare environmental documentation to ensure regulatory compliance with applicable federal and state laws. Review environmental plans, programs and projects of regional significance. Monitor changes in environmental compliance requirements. Integrate the most recent environmental policies into planning programs such as environmental justice. Enhance the intergovernmental review database to support planning programs such as performance monitoring.

**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:** Ping Chang

**Program Objective:**

Perform regional transportation conformity and GHG emission analyses. Ensure that the RTP/SCS, FTIP and their amendments meet federal transportation conformity requirements and state SB 375 regional GHG emission reduction targets. 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 AQMPs/SIPs, including developing transportation conformity emission budgets to meet federal conformity requirements. 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. Continue the process to ensure the timely implementation of TCMs. 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:** Maria I. Lopez

**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 2015 FTIP was federally approved and found to conform on December 15, 2015. The FTIP contains approximately \$31.8 billion worth of projects programmed in FY 2014/2015 - 2019/2020. 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 the process by which the Regional Transportation Plan is implemented. 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. Staff expects federal approval of the 2017 FTIP in December 2016, at which time the 2015 FTIP will expire.

**Strategic Plan:**

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

045

**GEOGRAPHIC INFORMATION SYSTEM (GIS)**

**Manager:** Frank Wen

**Program Objective:**

To support SCAG's ongoing role as a Regional Information Center and manager 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 to provide training, data updating/sharing/standardizing and other GIS services to our local jurisdictions. Work will continue on the implementation of an Enterprise GIS system (including GIS hardware/software, GIS database, and GIS applications) 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 current RTP/SCS, and development of the 2020 RTP/SCS and other planning activities.

**Strategic Plan:**

Supports Goal #4 – Develop, Maintain and Promote the Utilization of State of the

**050 ACTIVE TRANSPORTATION PLANNING**

**Manager:** Sarah Jepson

**Program Objective:**

The 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) includes a significant increase in funding for Active Transportation to meet regional greenhouse reduction targets, enhance mobility, and improve public health. For FY 2016/17, staff will focus on activities that support the delivery of more active transportation projects in the region, including by administering Cycle 2 and 3 of the regional component of the Statewide Active Transportation Program, supporting countywide active transportation planning as part of joint-work programs with county transportation commissions, and providing technical assistance directly to cities through grants awarded through SCAG's Sustainability Program. Staff will also work with Caltrans, counties and individual cities to help fund and implement multi-jurisdictional active transportation projects that are part of the RTP/SCS.

Staff will continue to lead the implementation of a Regional Active Transportation Safety and Encouragement Campaign with resources awarded from Cycle 1 of the Active Transportation Program and the Mobile Source Air Pollution Reduction Review Committee (MSRC). The Campaign will be implemented in partnership with the six county health departments and six county transportation commissions and aims to increase levels of active transportation while reducing collisions. Staff will continue participation with Caltrans Strategic Highway Safety Plan Challenge Area development and monitoring.

Efforts will also be continued to expand regional capability to measure the impact of active transportation investments, including through better data collection, modeling and co-benefit analysis (focusing on greenhouse gas emissions, public health and the economy).

This program also supports planning and analysis in other key policy areas including water, public health and energy, as related to the development and implementation of the RTP/SCS. Planning around public health will be expanded through expanded outreach to local partners and by providing resources and tools to local agencies.

**Strategic Plan:**

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

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

**Manager:** Frank Wen

**Program Objective:**

The key focus of this work element is to develop regional and county-level population, household and employment estimates and projections, which will be used for the implementation of the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), and development of the 2020 Plan. Essential to the program is the development of state-of-the-art growth forecasting methodologies and technical tools, which have set the standard for regional growth forecasting. This program also addresses the following: show growth forecasts in terms of population, employment, households and how underlying growth assumptions and scenarios 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.

**Manager:** Naresh Amatya

**Program Objective:**

Provide input to the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on the design concept and scope of major transportation corridor 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:** Jason Greenspan

**Program Objective:**

SCAG's Sustainability Program is a core effort for implementing the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The program demonstrates that the region can achieve both mobility and air quality goals through local land use and policy changes along with targeted transportation investments. Overall objectives of the Sustainability Program are met through the following projects:

**Sustainability Program Call for Proposals:** Collaborative assistance to member local governments and communities for coordinating sustainable transportation, land use and regional policies and issues in local planning. Emphases will include local and regional planning for greenhouse gas reductions, locally-applied "Green Region Initiative" strategies, public health impacts related to transportation activities, and assistance in General Plan updates.

**Greenhouse Gas Reduction Fund (GGRF) Technical Assistance:** Help ensure state greenhouse gas reduction fund monies are available to Southern California region jurisdictions and stakeholders, particularly disadvantaged communities, and that funded projects support goals of the 2016 RTP/SCS, mitigate climate change, and advance state and federal transportation planning priorities.

**Local Technical Assistance:** Facilitation of the Toolbox Tuesdays Training Series to build local capacity in innovative and integrated transportation and planning tools.

**SCAG Sustainability Awards:** Awards Program for outstanding examples of integrated transportation and land use planning, implementing the 2016 RTP/SCS at the local level.

**CEO Sustainability Working Group:** Policy coordination among SCAG and CTCs for various sustainability issues related to implementation of the RTP/SCS and CTC Joint Work Programs, such as First mile/Last mile, complete streets, climate action plans, adaptation, and active transportation.

**Civic Sparks Program:** Serve as Regional Coordinator for Civic Sparks Program and host program fellows.

**Strategic Plan:**

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

070

**MODELING**

**Manager:** Guoxiong Huang

**Program Objective:**

Provide data and modeling services for the development and implementation of the 2016 RTP/SCS, FTIP, and other major land use and transportation planning initiatives. Develop tools and collect data for scenario development and the creation of small area growth forecasts. Promote communications between SCAG and local jurisdictions to facilitate local input and reach consensus on the region's demographic and employment growth forecast. Provide member agencies tools to analyze the impacts of their land use and planning decisions. Develop, maintain and improve SCAG's modeling tools to more effectively forecast travel demand and estimate resulting air quality. Maintain a leadership role in the Southern California modeling community by coordinating the Region's modeling activities and by providing technical assistance and data services to member agencies and other public institutions. Promote model consistency through an active subregional modeling program. Continue ongoing modeling collaboration with SCAG's partners to advance the region's modeling practices.

**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:** Ping Chang

**Program Objective:**

Provide performance assessment and monitoring of the SCAG region (particularly the implementation of the 2016 RTP/SCS) 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 and support plan implementation 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:** Jeff Liu

**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.

**095 REGIONAL OUTREACH AND PUBLIC PARTICIPATION**

**Manager:** Mark Butala

**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.

**Strategic Plan:**

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

**100 INTELLIGENT TRANSPORTATION SYSTEMS (ITS)**

**Manager:** Philip Law

**Program Objective:**

Continue to monitor progress of the adopted Regional ITS Architecture and document potential needs for future amendments. Seek to provide training and educational opportunities to 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.

**120 OWP DEVELOPMENT & ADMINISTRATION**

**Manager:** Erika Bustamante

**Program Objective:**

Develop, administer, and monitor the Overall Work Program (OWP). The OWP is a required function of SCAG as the Metropolitan Planning Organization (MPO) for this region 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.

**130 GOODS MOVEMENT**

**Manager:** Annie Nam

**Program Objective:**

This work program focuses on integrating freight related transportation initiatives into the regional transportation planning process. In FY 2016/17, this work program will involve continuing efforts to refine and support the implementation of a comprehensive regional goods movement plan and strategy. This strategy includes proposals set forth in the 2016 RTP/SCS. Specific initiatives include further assessment of the East-West Freight Corridor and analyses of urban delivery constraints in key locations within the region. This work program will also involve staff support of FAST Act initiatives for freight.

**Strategic Plan:**

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

**Manager:** Philip Law

**Program Objective:**

Support and engage transit and rail operations in corridor and regional planning efforts and in further refining the transit and rail strategies in the 2016 RTP/SCS. Monitor FTA rulemaking related to new provisions in the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and coordinate with transit operators to address new requirements related to transit safety and transit asset management, as they relate to metropolitan transportation planning. Assess and monitor regional transit system performance. Work with transit operators through the Regional Transit Technical Advisory Committee to ensure stakeholder input and participation in the metropolitan transportation planning process, consistent with the SCAG MOUs 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:** Erika Bustamante

**Program Objective:**

Identify and address statewide/interregional transportation deficiencies in the state highway system to improve mobility and strengthen intergovernmental relationships. In addition to transportation planning, the projects will strengthen economy, build sustainable communities, and promote public participation leading to programming and implementation of transportation improvement projects.

**Strategic Plan:**

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

## 150 Collaborative Projects

**Manager:** Frank Wen

### **Program Objective:**

Collaborative Projects is a new effort to foster project-based cooperation across the five departments under the Land Use & Environmental Planning Division, with the goal of streamlining resources to provide enhanced services to jurisdictions and regional stakeholders. Projects included here involve substantial outreach with local staff (cities, counties, CTCs, and state/federal partners), aim to implement the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS), and to initiate the planning process for the 2020 RTP/SCS. Planning efforts are focused by topic: Partnership for Sustainability, Cap and Trade, Comprehensive Monitoring, and Scenario Planning & Local Input: Pathways to the 2020 RTP/SCS.

### **Strategic Plan:**

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

## 225 SPECIAL GRANT PROJECTS

**Manager:** Alfonso Hernandez

### **Program Objective:**

To fund and participate in environmental and transportation specialized projects with funding from discretionary grants and/or local funds contributed by other entities. Grants assist the region and local agencies to better integrate land use, technology and transportation planning to develop alternatives for addressing growth, sustainability and to assess efficient infrastructure investments that meet community needs.

### **Strategic Plan:**

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

**Manager:** Naresh Amatya

**Program Objective:**

Develop strategies for implementing the 2040 regional aviation demand forecasts and an updated regional airport ground access projects and policies included in the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

**Strategic Plan:**

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

**Manager:** Erika Bustamante

**Program Objective:**

SCAG is the Designated Recipient of Federal Transit Agency (FTA) Job Access and Reverse Commute (JARC) and New Freedom program funds under 49 USC Sections 5316 and 5317, respectfully, for large urbanized areas (UZAs) with populations of 200,000 or more in Riverside and San Bernardino Counties, including Riverside-San Bernardino, Indio-Cathedral City-Palm Springs, Temecula-Murrieta, and Los Angeles-Long Beach-Santa Ana UZAs. As the Designated Recipient, SCAG is responsible for apportioning the county-level allocations of program funds and provides technical assistance in determining eligible projects.

As of Fiscal Year 2013, the new two-year transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), consolidated certain transit programs and eliminated others. Under MAP-21, the JARC and New Freedom programs have been consolidated as follows:

- The Urbanized Area (5307) program now allows funding to be used for activities that were eligible under the JARC program.
- The Elderly and Disabled Program (5310) merges with the New Freedom Program, and funding formulas are modified in light of new eligibilities and program features.

Due to the consolidation of these two programs, SCAG will continue approving eligible JARC/New Freedom projects until programs funds have been programmed and expended, and current active projects are closed out.

**Strategic Plan:**

Supports Goal #2 – Obtain Regional Transportation and Sustainability 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 assessment of 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.

**266 REGIONAL SIGNIFICANT LOCALLY-FUNDED PROJECTS**

**Manager:** Erika Bustamante

**Program Objective:**

This work program funds projects with local funds that are not eligible for Federal planning funds. In FY16/17 this work program focuses on the development of the Project Initiation Document (PID) phase for the proposed East West Freight Corridor. The purpose of the PID is to initiate the necessary project studies to move into the Project Approval and Environmental Document (PA&ED) phase.

**Strategic Plan:**

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

**Manager:** Jason Greenspan

**Program Objective:**

Administer 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 on going funds from DOE and funds from the California Energy Commission (CEC). Partner with public and private entities to displace petroleum gasoline use by encouraging purchase of alternative vehicles, increasing efficiency of existing fleet vehicles, and reduction of vehicle miles traveled (VMT).

**Strategic Plan:**

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

**Manager:** Erika Bustamante

**Program Objective:**

To fund and participate in specialized transportation programs and projects in which SCAG is the Designated Recipient and required to pass through grant funds from the Federal Transit Administration (FTA) to eligible public agencies. SCAG administers these various grant programs which provide capital funding to replace, rehabilitate and purchase buses, vans, fixed guideway, as well as to construct related facilities and purchase related equipment.

**Strategic Plan:**

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

# THE GENERAL FUND BUDGET (GF)

## What is the General Fund Budget?

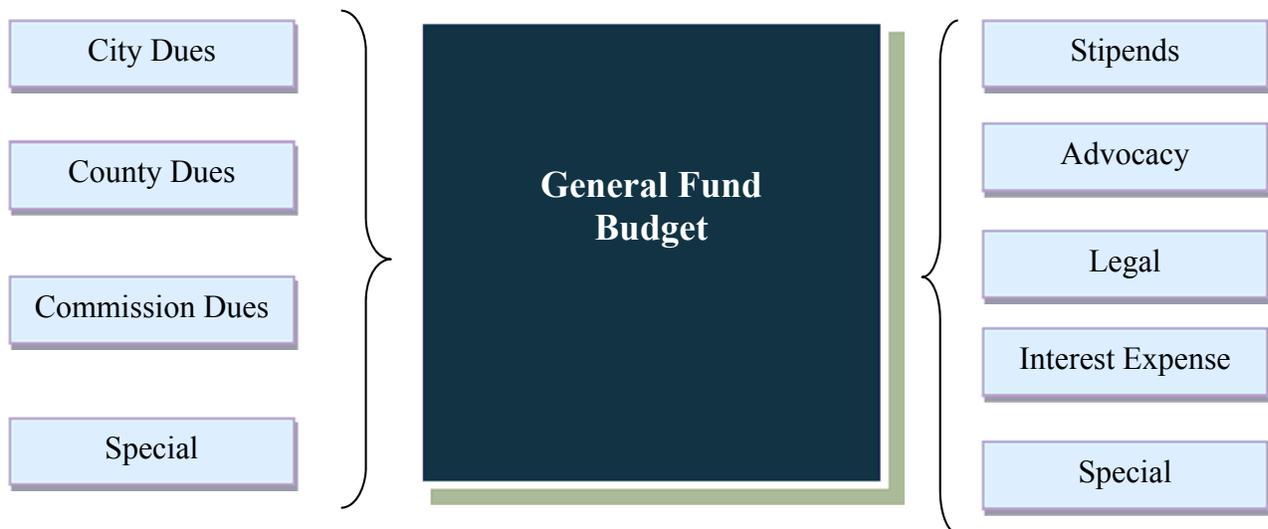
The General Fund (GF) has been established to provide support to the Regional Council and its Subcommittees for the costs of stipends and travel; to fund costs not eligible for grant reimbursement (i.e., interest); to provide a source of working capital; to finance program expenditures, which must be 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.

The Regional Council (RC) is responsible for conducting the affairs of SCAG 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 Chief Financial Officer. 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 GF 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 SCAG in amounts sufficient to provide the funds required by the GF budget.

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



## General Fund Line Item Budget

The following table shows GF revenues and expenditures by task.

		FY15 ACTUAL	FY16 ADOPTED BUDGET	FY17 PROPOSED BUDGET	FY16 ADOPTED TO FY17 PROPOSED INCR (DECR)
<b>REVENUE:</b>	Membership Dues:				
	Counties	292,357	293,957	297,899	3,942
	Cities	1,484,363	1,508,619	1,544,282	35,663
	Commissions	85,000	85,000	85,000	-
	Transportation Corridor Agency	10,000	10,000	10,000	-
	Air Districts	-	25,000	10,000	(15,000)
	Sub-total	\$ 1,871,720	\$ 1,922,576	\$ 1,947,181	\$ 24,605
	Interest	75,652	60,000	60,000	-
	Other	61,961	80,000	80,000	-
	General Assembly Sponsorships & Registrations	345,195	284,500	284,500	-
Leasehold Improvements Reimbursement	-	542,106	1,084,212	542,106	
Sub-total	\$ 482,808	\$ 966,606	\$ 1,508,712	\$ 542,106	
<b>Total Revenues</b>		\$ 2,354,528	\$ 2,889,182	\$ 3,455,893	\$ 566,711
<b>EXPENDITURES:</b>					
<b>Task .01 Regional Council</b>	<b>Regional Council:</b>				
	Staff Time	2,157	18,297	18,412	115
	Conferences	11,686	15,000	15,000	-
	Legal Services	105,931	100,000	120,000	20,000
	Miscellaneous Other	420	3,000	1,000	(2,000)
	Other Meeting Expense	28,992	20,000	20,000	-
	Printing	2,230		2,500	2,500
	RC/Committee Meeting	15,034	25,000	25,000	-
	RC Retreat	5,214		5,000	5,000
	Stipends	179,340	230,000	220,752	(9,248)
	Travel - Outside	47,538	35,000	35,000	-
	Travel - Local	22,504	25,000	25,000	-
	Travel > per diem	-	3,000	-	(3,000)
	Travel - Reg Fees	520		1,000	1,000
	Mileage - Local	18,326	20,000	20,000	-
Task sub-total	\$ 439,893	\$ 494,297	\$ 508,664	\$ 14,367	
<b>Task 0.02 Legislative</b>	<b>External Legislative:</b>				
	Staff Time	-	6,035	5,784	(251)
	Federal Lobbyist	-	202,383	239,000	36,617
	Other Meeting Expense	15,135	20,000	20,000	-
	State Lobbyist	89,461	91,000	100,000	9,000
Task sub-total	\$ 104,596	\$ 319,418	\$ 364,784	\$ 45,366	
<b>Task .03 RHNA</b>	<b>RHNA:</b>				
	Staff Time	34,616	31,568	-	(31,568)
	Legal Services	6,240	-	-	-
Task sub-total	\$ 40,856	\$ 31,568	\$ -	\$ (31,568)	

## General Fund Line Item Budget (Continued...)

		FY15 ACTUAL	FY16 ADOPTED BUDGET	FY17 PROPOSED BUDGET	FY16 ADOPTED TO FY17 PROPOSED INCR (DECR)
<b>Task .04 Other</b>	<b>Other:</b>				
	Staff Time	380	8,142	8,161	19
	Bank Fees	12,694	15,000	15,000	-
	Contingency	307,031	-	-	-
	Demographic Workshop	18,064	13,000	18,000	5,000
	Economic Summit	77,899	57,000	80,000	23,000
	Labor Summit	-	13,500	-	(13,500)
	Miscellaneous Other	22,426	11,000	11,000	-
	Office Supplies	24,147	20,000	25,000	5,000
	Other Meeting Expense	46,822	20,000	-	(20,000)
	Professional Memberships	12,832	13,700	15,000	1,300
	SCAG Consultant	68,467	-	-	-
	SCAG Memberships	5,038	5,250	21,250	16,000
	Scholarships	14,000	32,000	32,000	-
	Sponsorships	147,050	112,750	135,000	22,250
Travel	11,518	15,000	15,000	-	
Travel - Local	1,730	1,000	1,000	-	
Mileage - Local	261	1,000	1,000	-	
	Task sub-total	\$ 770,360	\$ 338,342	\$ 377,411	\$ 39,069
<b>Task .06 GA</b>	<b>General Assembly</b>				
	Staff Time	10,124	11,043	11,286	243
	General Assembly	467,779	500,000	500,000	-
	Miscellaneous Other	7,456	-	-	-
	Printing	18,277	5,000	5,000	-
	Travel - Local	571	-	-	-
	Mileage	1,180	2,500	2,500	-
	Task sub-total	\$ 505,385	\$ 518,543	\$ 518,786	\$ 243
<b>Task .07 LHI</b>	<b>Leasehold Improvements</b>				
	Leasehold Improvements	-	542,106	1,084,212	542,106
	Task sub-total	\$ -	\$ 542,106	\$ 1,084,212	\$ 542,106
<b>Task .10 Capital Outlay &gt; \$5K</b>	<b>Capital Outlay &gt; \$5K</b>				
	Staff Time	33,158	-	-	-
	Capital Outlay	-	-	271,407	271,407
	SCAG Consultant	73,028	-	-	-
		\$ 106,186	\$ -	\$ 271,407	\$ 271,407
<b>Task .11 Public Records Administration</b>	<b>Public Records Administration</b>				
	Staff Time	594	12,905	12,982	78
		\$ 594	\$ 12,905	\$ 12,982	\$ 78

## General Fund Line Item Budget (Continued...)

		FY15 ACTUAL	FY16 ADOPTED BUDGET	FY17 PROPOSED BUDGET	FY16 ADOPTED TO FY17 PROPOSED INCR (DECR)
<b>Task .12</b> <b>ICTC Safe Route</b> <b>to School Plan</b>	<b>ICTC Safe Route to School Plan</b>				
	SCAG Consultant	64,564	-	-	-
		\$ 64,564	\$ -	\$ -	\$ -
<b>Task .13</b> <b>Sustainability</b> <b>Project</b>	<b>Sustainability Project</b>				
	SCAG Consultant	158,281	275,000	-	(275,000)
		\$ 158,281	\$ 275,000	\$ -	\$ (275,000)
<b>Task .14</b> <b>International</b> <b>Collaboration</b>	<b>International Collaboration</b>				
	Staff Time	-	33,071	33,918	848
	Other Meeting Expense	-	5,000	5,000	-
	Printing	-	5,000	5,000	-
	Travel	-	-	5,000	5,000
		\$ -	\$ 43,071	\$ 48,918	\$ 5,848
<b>Task .15</b> <b>Enhanced</b> <b>Infrastructure</b> <b>Financing District</b>	<b>Enhanced Infrastructure Financing District</b>				
	Miscellaneous Other	-	75,000	-	(75,000)
	SCAG Consultant	-	-	75,000	75,000
		\$ -	\$ 75,000	\$ 75,000	\$ -
<b>Total for all tasks</b>		\$ 2,190,716	\$ 2,650,249	\$ 3,262,164	\$ 611,915
Allocated Fringe Benefits		59,233	89,195	67,792	(21,403)
Allocated Indirect Costs		104,579	149,739	125,937	(23,802)
<b>Total</b>		\$ 2,354,528	\$ 2,889,182	\$ 3,455,893	\$ 566,711

Totals may not add due to rounding

# THE FRINGE BENEFITS BUDGET (FB)

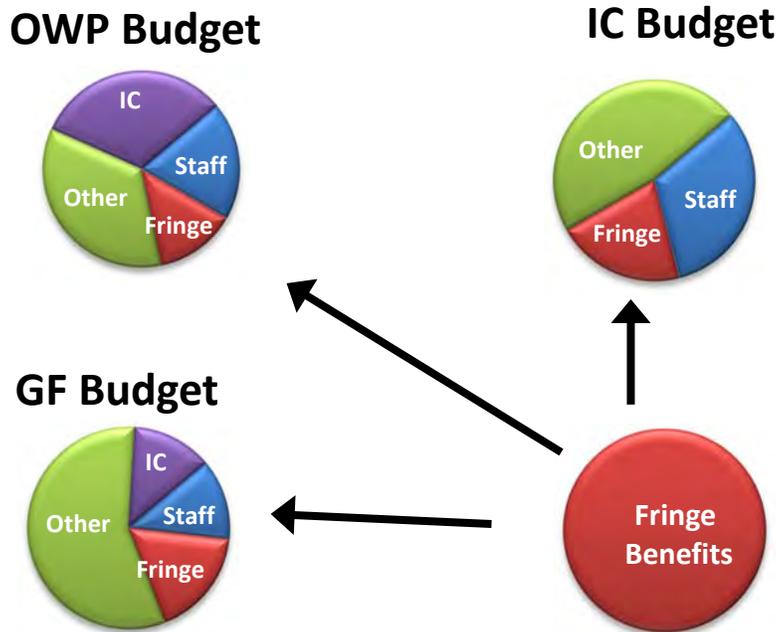
## What is the Fringe Benefits Budget?

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 \$748.73 (74.87%).



## The Fringe Benefits Budget

The following table shows the FB line item budget.

GL Account	Line Item	Adopted FY16	Proposed FY17	Incr (Decr)
60002	Sick leave	313,659	282,871	(30,788)
60004	PFH	235,027	237,300	2,273
60003	Holiday	541,970	551,880	9,911
60001	Vacation	743,964	774,708	30,744
60110	PERS	3,772,724	3,901,253	128,529
60120	PARS	69,375	70,762	1,387
60200	Health insurance - actives	1,334,400	1,334,400	-
60201	Health insurance - retirees PAYGO	570,065	622,256	52,191
60202	Health insurance - retirees GASB 45	359,375	335,764	(23,611)
60210	Dental insurance	192,758	196,485	3,727
60220	Vision insurance	55,322	54,926	(396)
60225	Life insurance	76,153	84,219	8,066
60240	Medicare tax - employers	204,631	205,985	1,354
60245	Social security tax employers	42,496	54,022	11,526
60300	Tuition reimbursement	16,416	27,360	10,944
60310	Bus passes	139,068	148,147	9,079
60320	Carpool reimbursement	2,520	1,260	(1,260)
60400	Workers compensation	147,170	154,489	7,319
60405	Unemployment compensation Insurance	50,000	35,000	(15,000)
60410	Miscellaneous employee benefits	52,660	52,527	(133)
60415	SCAG 457 match	113,000	111,500	(1,500)
60450	Benefits administrative fees	3,743	4,043	300
60500	Automobile allowance	9,600	12,420	2,820
		9,046,096	9,253,577	207,481

Totals may not add due to rounding

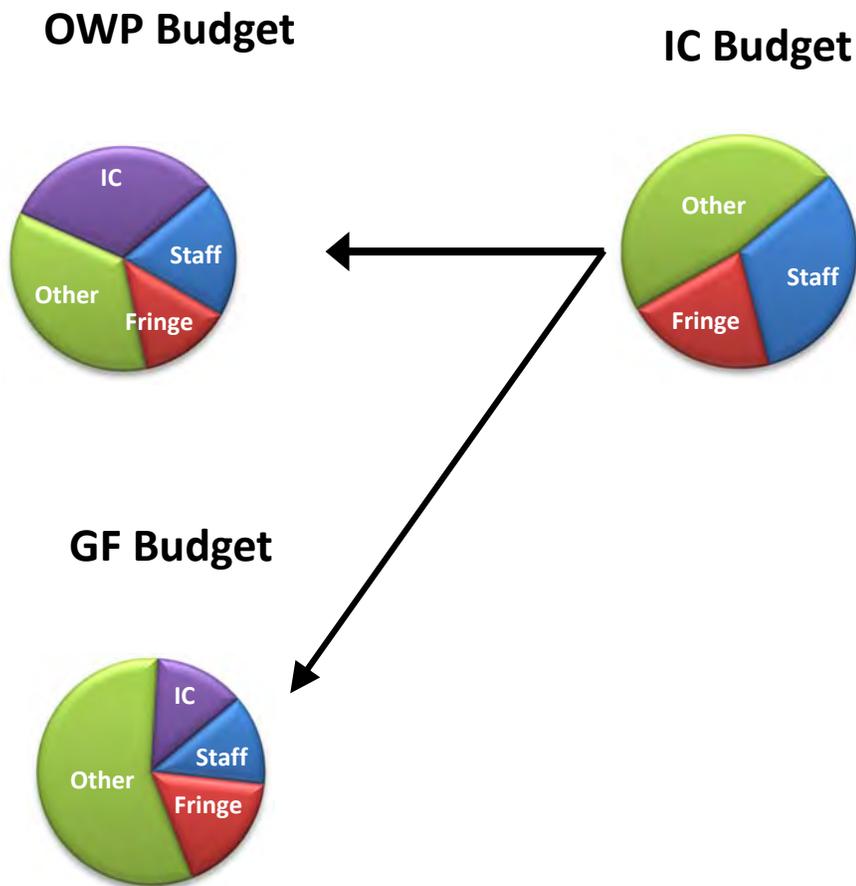
## THE INDIRECT COST BUDGET (IC)

### What is the Indirect Cost Budget?

The Indirect Cost Budget is established to provide funding for staff salaries, fringe benefits and other non-labor costs that are not attributable to an individual direct program project, except on a pro-rata basis. The Indirect Cost Allocation Plan (ICAP) is based on Caltrans guidelines and requires their 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 \$795.38 (79.54%). A review of the comprehensive line item budget chart on page 11 shows the impact of this concept. Notice that the OWP (pg.18) and General Fund (pg.35) 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

The following table shows the IC budget by category.

GL Account	Cost Category	Adopted FY16	Proposed FY17	Incr (Decr)
	Staff	\$ 3,708,908	\$ 3,899,015	\$ 190,107
54300	SCAG consultant	1,433,359	1,513,016	79,657
54340	Legal	335,000	200,000	(135,000)
55210	Software support	460,461	497,337	36,876
55220	Hardware support	79,777	64,320	(15,457)
55240	Repair- maintenance	30,000	26,450	(3,550)
55400	Office rent 818-office	1,582,877	1,660,000	77,123
55410	Office rent satellite	171,490	245,883	74,393
55420	Equipment leases	126,186	124,500	(1,686)
55430	Equip repairs and maintenance	13,323	11,323	(2,000)
55435	Security Services	-	100,000	100,000
55440	Insurance	144,683	154,999	10,316
55441	Payroll / bank fees	10,000	20,000	10,000
55445	Taxes	-	6,200	6,200
55460	Materials & equipment <\$5K	49,500	17,500	(32,000)
55510	Office supplies	80,000	73,800	(6,200)
55520	Graphic Supplies	2,000	2,000	-
55530	Telephone	175,000	175,000	-
55540	Postage	10,000	10,000	-
55550	Delivery services	5,000	6,250	1,250
55600	SCAG memberships	182,151	189,575	7,424
55620	Resource materials	45,727	54,205	8,478
55700	Depreciation - furniture & fixture	45,000	40,000	(5,000)
55710	Depreciation - computer	75,000	70,000	(5,000)
55715	Amortization - software	108,791	173,140	64,349
55720	Amortization - lease	10,000	8,000	(2,000)
55800	Recruitment adverting	15,000	50,000	35,000
55801	Recruitment - other	25,000	25,000	-
55810	Public notices	5,000	5,000	-
55820	Staff training	81,500	81,500	-
55830	Conferences/workshops	16,850	21,350	4,500
55920	Other meeting expense	5,200	3,200	(2,000)
55930	Miscellaneous other	8,000	6,000	(2,000)
55950	Temporary help	38,500	38,500	-
56100	Printing	21,000	50,500	29,500
58100	Travel	96,821	106,374	9,553
58101	Travel - local	11,450	14,150	2,700
58110	Mileage	45,725	46,825	1,100
58450	SCAG rental vehicles	2,000	-	(2,000)
	Sub-total	\$ 9,256,279	\$ 9,790,912	\$ 534,633
50011	Fringe benefits	2,672,978	2,792,611	119,633
	Unrecovered overhead	(892,242)	(153,922)	738,320
	Total	\$ 11,037,015	\$ 12,429,601	\$ 1,392,586

Totals may not add due to rounding

## 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 (IT) 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.

# SECTION III - APPENDICES

## DESCRIPTION OF SCAG BUDGET LINE ITEMS

Account/Line Item	Description
500XX Staff	Staff wages including non-worktime.
54300 SCAG Consultant	Outside experts retained to provide special expertise.
54340 Legal	Outside legal experts retained to provide special expertise.
54350 Professional Services	Other services provided by outside professionals.
54360 Pass-Through Payments	Payments received by SCAG but passed through to other agencies.
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.
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.
55435 Security Services	The cost of physical security services at SCAG's locations.
55440 Insurance	SCAG's liability insurance.

<b>Account/Line Item</b>	<b>Description</b>
55441 Payroll / Bank Fees	Fees paid for payroll processing & bank services.
55445 Taxes	Personal property taxes levied on SCAG's assets.
55460 Materials & Equipment <\$5,000	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 Professional Memberships	Fees paid on behalf of SCAG employees to belong to certain professional organizations.
55620 Resource Materials / Subscriptions	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 using account 55730, Capital Outlay. The cost is recovered when depreciation is charged to a grant using this account.
55710 Depreciation - Computer	See above.
55715 Amortization - Software	To account for amortization of software.
55720 Amortization - Lease	To account for amortization of leasehold 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.

<b>Account/Line Item</b>	<b>Description</b>
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.
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.
55860 Scholarships	Contributions by SCAG to offset the educational expense of selected students.
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.
55915 Demographic Workshop	Pays for the meeting expenses of the annual workshop that addresses demographic issues.
55916 Economic Summit	Pays for the meeting expenses of the annual summit that addresses economic issues.
55917 Labor Summit	Pays for the meeting expenses of the annual summit that addresses labor issues.
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 Meeting	Stipends paid to RC Members for attending meetings.
55950 Temporary Help	SCAG occasionally uses employment agencies to provide short term staffing.
55980 Contingency – General Fund	Funds available for unforeseen spending.
56100 Printing	Pays for outside printing costs of SCAG publications and brochures.

<b>Account/Line Item</b>	<b>Description</b>
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.
58200 Travel-Registration Fees	Pays for conference and seminar registration fees.
58450 SCAG Rental Vehicles	Rental vehicle costs.
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 Insurance-Retirees PAYGO	Retiree health insurance premiums paid to CalPERS.
60202 Health Insurance-Retirees GASB 45	Retiree health insurance premiums paid to the California Employers' Retiree Benefit Trust, as computed by an actuary.
60210 Dental Insurance	SCAG contribution for employee dental insurance.
60220 Vision Insurance	SCAG contribution for employee vision insurance.
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.

Account/Line Item	Description
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.
60400 Workers Compensation Insurance	This is mandated insurance for employees that provides a benefit for work-related injuries.
60405 Unemployment Comp Insurance	Payments for unemployment insurance claims filed by former employees.
60410 Miscellaneous Employee Benefits	The cost of SCAG's Employee Assistance Program.
60415 SCAG 457 Match	SCAG managers and directors receive 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 2016 - 17**

as of March 16, 2016

	<u>UNINC POP COUNTIES/TOTAL POP CITIES</u>	<u>ASSESSMENTS 2016-17</u>
<b><u>COUNTIES (6)</u></b>		
IMPERIAL	37,785	6,839
LOS ANGELES	1,046,557	127,471
ORANGE	124,014	35,958
RIVERSIDE	368,823	57,588
SAN BERNARDINO	299,110	51,428
VENTURA	97,497	18,615
<b>SUB-TOTAL</b>	<b>1,973,786</b>	<b>297,899</b>
 <b><u>CITIES (189) &amp; TRIBES (3)</u></b>		
ADELANTO	33,084	3,423
AGOURA HILLS	20,625	2,072
ALHAMBRA	84,697	7,984
ALISO VIEJO	50,204	4,936
ANAHEIM	351,433	31,802
APPLE VALLEY	71,396	6,808
ARCADIA	57,500	5,581
ARTESIA	16,776	1,732
AVALON	3,820	438
AZUSA	48,385	4,775
BALDWIN PARK	76,715	7,278
BANNING	30,491	3,194
BARSTOW	23,407	2,318
BEAUMONT	42,481	4,253
BELL	35,972	3,678
BELLFLOWER	77,741	7,369
BELL GARDENS	42,667	4,270
BEVERLY HILLS	34,677	3,564
BIG BEAR LAKE	5,165	556
BLYTHE	18,909	1,921
BRADBURY	1,082	196
BRAWLEY	26,273	2,821
BREA	43,328	4,328
BUENA PARK	82,767	7,813
BURBANK	105,543	10,075

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
PROPOSED MEMBERSHIP ASSESSMENT SCHEDULE  
FOR THE FISCAL YEAR 2016 - 17**

as of March 16, 2016

	UNINC POP COUNTIES/TOTAL <u>POP CITIES</u>	ASSESSMENTS <u>2016-17</u>
CALABASAS	23,943	2,366
CALEXICO	41,033	4,126
CALIMESA	8,353	838
CALIPATRIA	7,466	760
CAMARILLO	67,154	6,434
CANYON LAKE	10,901	1,213
CARSON	92,636	8,685
CATHEDRAL CITY	52,903	5,174
CERRITOS	49,741	4,895
CHINO	84,465	7,963
CHINO HILLS	77,596	7,356
CLAREMONT	35,920	3,674
COACHELLA	43,917	4,380
COLTON	53,384	5,217
COMMERCE	13,003	1,399
COMPTON	98,082	9,166
CORONA	160,287	14,912
COSTA MESA	113,455	10,775
COVINA	48,619	4,796
CUDAHY	24,142	2,383
CULVER CITY	39,579	3,997
CYPRESS	49,184	4,846
DANA POINT	34,208	3,523
DESERT HOT SPRINGS	28,134	2,986
DIAMOND BAR	56,400	5,843
DOWNEY	113,363	10,766
DUARTE	21,668	2,165
EASTVALE	60,633	5,857
EL CENTRO	44,847	4,463
EL MONTE	115,064	10,917
EL SEGUNDO	16,897	1,743
FILLMORE	15,441	1,614
FONTANA	204,312	18,802
FOUNTAIN VALLEY	57,021	5,538
FULLERTON	141,042	13,212
GARDEN GROVE	174,774	16,192
GARDENA	60,082	5,809
GLENDALE	195,799	18,050
GLENDORA	51,290	5,032

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
PROPOSED MEMBERSHIP ASSESSMENT SCHEDULE  
FOR THE FISCAL YEAR 2016 - 17**

as of March 16, 2016

	UNINC POP COUNTIES/TOTAL <u>POP CITIES</u>	ASSESSMENTS <u>2016-17</u>
GRAND TERRACE	12,352	1,341
HAWAIIAN GARDENS	14,456	1,527
HAWTHORNE	86,644	8,156
HEMET	82,253	7,768
HERMOSA BEACH	19,750	1,995
HESPERIA	92,177	8,644
HIDDEN HILLS	1,901	268
HIGHLAND	54,332	5,301
HOLTVILLE	6,246	652
HUNTINGTON BEACH	198,389	18,279
HUNTINGTON PARK	59,033	5,716
IMPERIAL	17,446	1,791
INDIAN WELLS	5,194	559
INDIO	84,201	7,940
INDUSTRY	438	139
INGLEWOOD	111,795	10,628
IRVINE	250,384	22,873
IRWINDALE	1,466	230
JURUPA VALLEY	98,885	9,237
LA CANADA FLINTRIDGE	20,535	2,064
LA HABRA	62,079	5,985
LA HABRA HEIGHTS	5,420	579
LA MIRADA	49,178	4,845
LA PALMA	15,965	1,661
LA PUENTE	40,478	4,077
LA QUINTA	39,694	4,007
LA VERNE	32,228	3,348
LAGUNA BEACH	23,355	2,314
LAGUNA HILLS	30,994	3,239
LAGUNA NIGUEL	64,836	6,229
LAGUNA WOODS	16,652	1,721
LAKE ELSINORE	58,426	5,662
LAKE FOREST	80,070	7,575
LAKESWOOD	81,224	7,677
LANCASTER	159,878	14,876
LAWNSDALE	33,228	3,436
LOMA LINDA	23,751	2,349
LOMITA	20,630	2,073
LONG BEACH	470,292	42,304

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
PROPOSED MEMBERSHIP ASSESSMENT SCHEDULE  
FOR THE FISCAL YEAR 2016 - 17**

as of March 16, 2016

	UNINC POP COUNTIES/TOTAL <u>POP CITIES</u>	ASSESSMENTS <u>2016-17</u>
LOS ALAMITOS	11,779	1,291
LOS ANGELES	3,904,657	346,254
LYNWOOD	70,980	6,772
MALIBU	12,865	1,387
MANHATTAN BEACH	35,619	3,647
MAYWOOD	27,758	2,953
MENIFEE	85,385	8,044
MISSION VIEJO	96,652	9,040
MONROVIA	37,162	3,784
MONTCLAIR	38,458	3,898
MONTEBELLO	63,527	6,113
MONTEREY PARK	61,777	5,958
MOORPARK	35,727	3,657
MORENO VALLEY	200,670	18,481
MORONGO-MISSION INDIANS	1,109	198
MURRIETA	107,279	10,229
NEEDLES	4,940	536
NEWPORT BEACH	87,249	8,209
NORCO	25,891	2,788
NORWALK	106,630	10,172
OJAI	7,612	773
ONTARIO	168,777	15,663
OXNARD	206,148	18,965
PALM DESERT	51,053	5,011
PALM SPRINGS	46,611	4,618
PALMDALE	155,657	14,503
PALOS VERDES ESTATES	13,665	1,457
PARAMOUNT	55,051	5,364
PASADENA	140,879	13,198
PERRIS	72,908	6,942
PICO RIVERA	63,873	6,144
PLACENTIA	52,427	5,132
POMONA	151,713	14,155
PORT HUENEME	22,768	2,262
RANCHO CUCAMONGA	174,064	16,130
RANCHO MIRAGE	17,889	1,831
RANCHO PALOS VERDES	42,358	4,243
PECHANGA BAND OF LUISENO INDIANS	800	171
REDLANDS	70,398	6,720

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**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
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FOR THE FISCAL YEAR 2016 - 17**

as of March 16, 2016

	UNINC POP COUNTIES/TOTAL <u>POP CITIES</u>	ASSESSMENTS <u>2016-17</u>
REDONDO BEACH	67,717	6,483
RIALTO	102,092	9,771
RIVERSIDE	317,307	28,786
ROLLING HILLS	1,895	267
ROLLING HILLS ESTATES	8,184	823
ROSEMEAD	54,762	5,339
SAN BERNARDINO	213,933	19,652
SAN BUENAVENTURA	109,338	10,411
SAN CLEMENTE	65,399	6,278
SAN DIMAS	34,072	3,510
SAN FERNANDO	24,222	2,390
SAN GABRIEL	40,313	4,062
SAN JACINTO	45,895	4,555
SAN JUAN CAPISTRANO	36,223	3,701
SAN MARINO	13,341	1,429
SANTA ANA	335,264	30,373
SANTA CLARITA	209,130	19,228
SANTA FE SPRINGS	17,349	1,783
SANTA MONICA	92,185	8,645
SANTA PAULA	30,556	3,200
SEAL BEACH	24,684	2,431
SIERRA MADRE	11,094	1,230
SIGNAL HILL	11,411	1,258
SIMI VALLEY	126,483	11,926
SOUTH EL MONTE	20,426	2,055
SOUTH GATE	96,057	8,987
SOUTH PASADENA	26,011	2,798
STANTON	39,219	3,965
TEMECULA	108,920	10,374
TEMPLE CITY	36,134	3,693
THOUSAND OAKS	129,349	12,179
TORRANCE	147,706	13,801
TORRES MARTINEZ BAND OF CAHUILLA INDIANS	4,075	460
TUSTIN	79,601	7,533
TWENTYNINE PALMS	25,846	2,784
UPLAND	75,787	7,196
VERNON	122	111
VICTORVILLE	121,168	11,456
VILLA PARK	5,960	627

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
PROPOSED MEMBERSHIP ASSESSMENT SCHEDULE  
FOR THE FISCAL YEAR 2016 - 17**

as of March 16, 2016

	UNINC POP COUNTIES/TOTAL <u>POP CITIES</u>	ASSESSMENTS <u>2016-17</u>
WALNUT	30,112	3,161
WEST COVINA	107,828	10,277
WEST HOLLYWOOD	35,072	3,599
WESTLAKE VILLAGE	8,386	841
WESTMINSTER	92,106	8,638
WESTMORELAND	2,333	306
WILDOMAR	34,148	3,517
WHITTIER	86,538	8,146
YORBA LINDA	67,719	6,483
YUCCA VALLEY	21,355	2,137
YUCAIPA	52,942	5,178
SUB-TOTAL	<u>16,476,665</u>	<u>1,544,282</u>
GRAND TOTAL-ASSESSMENTS	<u>18,450,451</u>	<u>1,842,181</u>
<b><u>COMMISSIONS</u></b>		
SANBAG	2,104,291	25,000
RCTC	2,308,441	25,000
VCTC	848,073	10,000
Transportation Corridor Agency		10,000
OCTA	3,147,655	25,000
Air Districts		10,000
SUB-TOTAL		<u>105,000</u>
TOTAL MEMBERSHIP AND ASSESSMENTS		<u><u>1,947,181</u></u>

## SCAG Salary Schedule

Classification	Minimum	Ranges		Maximum	Maximum Hourly	Time Base	
		Minimum Hourly	Midpoint				
Accountant I	56,484.06	27.16	64,949.25	31.23	73,414.43	35.30	Monthly
Accountant II	61,558.22	29.60	70,790.72	34.03	80,023.22	38.47	Monthly
Accountant III	68,340.27	32.86	78,587.60	37.78	88,834.93	42.71	Monthly
Accounting Systems Analyst	75,716.37	36.40	87,077.54	41.86	98,438.70	47.33	Monthly
Accounting Technician	44,207.07	21.25	50,840.61	24.44	57,474.14	27.63	Hourly
Administrative Assistant	46,072.42	22.15	52,972.61	25.47	59,872.80	28.79	Hourly
Assistant Analyst to the Ex Director	63,548.16	30.55	73,070.40	35.13	82,592.64	39.71	Monthly
Assistant Internal Auditor	75,649.60	36.37	86,985.60	41.82	98,321.60	47.27	Monthly
Assistant Regional Planner	60,503.04	29.09	69,588.48	33.46	78,673.92	37.82	Monthly
Assistant to the Executive Director	102,061.44	49.07	117,374.40	56.43	132,687.36	63.79	Monthly
Associate Analyst to the Ex Director	75,479.04	36.29	86,798.40	41.73	98,117.76	47.17	Monthly
Associate Regional Planner	70,536.96	33.91	81,120.00	39.00	91,703.04	44.09	Monthly
Budget and Grants Analyst I	61,695.30	29.66	70,948.38	34.11	80,201.47	38.56	Monthly
Budget and Grants Analyst II	72,359.87	34.79	83,217.47	40.01	94,075.07	45.23	Monthly
Chief Economic Advisor	96,320.64	46.31	110,772.48	53.26	125,224.32	60.20	Monthly
Chief Counsel/Director of Legal Services	176,351.55	84.78	202,807.90	97.50	229,264.26	110.22	Monthly
Chief Deputy Executive Director	192,745.60	92.67	221,657.44	106.57	250,569.28	120.47	Monthly
Chief Financial Officer	167,834.37	80.69	193,011.94	92.79	218,189.50	104.90	Monthly
Chief Information Officer	159,751.49	76.80	183,722.66	88.33	207,693.82	99.85	Monthly
Chief Modeler	101,200.32	48.65	116,380.37	55.95	131,560.42	63.25	Monthly
Chief of Research and Forecasting	101,200.32	48.65	119,669.41	57.53	138,138.49	66.41	Monthly
Clerk of the Board	87,141.60	41.90	100,206.91	48.18	113,272.22	54.46	Monthly
Contracts Administrator I	61,695.30	29.66	70,948.38	34.11	80,201.47	38.56	Monthly
Contracts Administrator II	72,359.87	34.79	83,217.47	40.01	94,075.07	45.23	Monthly
Contracts and Purchasing Assistant	50,065.60	24.07	57,581.47	27.68	65,097.34	31.30	Hourly
Database Administrator	80,900.35	38.89	93,033.10	44.73	105,165.84	50.56	Monthly
Department Manager	119,683.20	57.54	137,635.68	66.17	155,588.16	74.80	Monthly
Deputy Director (Division)	146,770.62	70.56	168,787.42	81.15	190,804.22	91.73	Monthly
Deputy Executive Director	183,396.93	88.17	210,914.91	101.40	238,432.90	114.63	Monthly
Deputy Legal Counsel I	97,341.92	46.80	111,948.72	53.82	126,555.52	60.84	Monthly
Deputy Legal Counsel II	116,809.88	56.16	134,338.04	64.59	151,866.20	73.01	Monthly
Division Director	159,751.49	76.80	183,722.66	88.33	207,693.82	99.85	Monthly
Executive Director	FLAT		325,751.30	156.61	325,751.30	156.61	Monthly
GIS Analyst	69,888.00	33.60	80,371.20	38.64	90,854.40	43.68	Monthly
Grants Administrator	87,568.00	42.10	100,692.80	48.41	113,817.60	54.72	Monthly
Graphics Designer	54,667.44	26.28	62,867.88	30.22	71,068.32	34.17	Monthly
Human Resources Analyst	65,660.40	31.57	75,503.48	36.30	85,346.56	41.03	Monthly
Internal Auditor	136,780.80	65.76	157,297.92	75.62	177,815.04	85.49	Monthly
Lead Accountant	95,517.97	45.92	109,849.38	52.81	124,180.78	59.70	Monthly
Lead Budget & Grants Analyst	87,560.51	42.10	100,686.14	48.41	113,811.78	54.72	Monthly
Lead Graphics Designer	65,033.28	31.27	74,782.66	35.95	84,532.03	40.64	Monthly
Lead Operations Technician	63,927.55	30.73	73,519.06	35.35	83,110.56	39.96	Monthly
Lead Programmer Analyst	93,760.37	45.08	107,820.96	51.84	121,881.55	58.60	Monthly
Legislative Analyst I	55,901.04	26.88	64,285.00	30.91	72,668.96	34.94	Monthly
Legislative Analyst II	66,976.00	32.20	77,022.40	37.03	87,068.80	41.86	Monthly

## SCAG Salary Schedule

Classification	Minimum	Ranges		Maximum	Maximum	Time Base	
		Minimum Hourly	Midpoint Hourly				Midpoint Hourly
Legislative Analyst III	77,476.88	37.25	89,090.04	42.83	100,703.20	48.42	Monthly
Legislative Analyst IV	87,858.16	42.24	101,038.08	48.58	114,218.00	54.91	Monthly
Management Analyst	71,736.08	34.49	82,500.08	39.66	93,264.08	44.84	Monthly
Member Relations Officer I	55,901.04	26.88	64,285.00	30.91	72,668.96	34.94	Monthly
Member Relations Officer II	66,976.00	32.20	77,022.40	37.03	87,068.80	41.86	Monthly
Member Relations Officer III	77,476.88	37.25	89,090.04	42.83	100,703.20	48.42	Monthly
Member Relations Officer IV	87,858.16	42.24	101,038.08	48.58	114,218.00	54.91	Monthly
Office Assistant	39,717.60	19.10	45,681.17	21.96	51,644.74	24.83	Hourly
Office Services Specialist	39,717.60	19.10	45,681.17	21.96	51,644.74	24.83	Hourly
Operations Supervisor	75,420.80	36.26	84,156.80	40.46	92,892.80	44.66	Monthly
Operations Technician	39,717.60	19.10	45,681.17	21.96	51,644.74	24.83	Hourly
Operations Technician II	47,684.83	22.93	54,834.00	26.36	61,983.17	29.80	Hourly
Operations Technician III	53,280.86	25.62	61,271.81	29.46	69,262.75	33.30	Hourly
Planning Technician	56,784.00	27.30	65,307.84	31.40	73,831.68	35.50	Hourly
Program Manager I	95,397.12	45.86	109,699.20	52.74	124,001.28	59.62	Monthly
Program Manager II	102,061.44	49.07	117,374.40	56.43	132,687.36	63.79	Monthly
Programmer Analyst	69,702.67	33.51	80,161.54	38.54	90,620.40	43.57	Monthly
Public Affairs Specialist I	55,901.04	26.88	64,285.00	30.91	72,668.96	34.94	Monthly
Public Affairs Specialist II	66,976.00	32.20	77,022.40	37.03	87,068.80	41.86	Monthly
Public Affairs Specialist III	77,476.88	37.25	89,090.04	42.83	100,703.20	48.42	Monthly
Public Affairs Specialist IV	87,858.16	42.24	101,038.08	48.58	114,218.00	54.91	Monthly
Receptionist	39,717.60	19.10	45,681.17	21.96	51,644.74	24.83	Hourly
Regional Planner Specialist	89,157.12	42.86	102,523.20	49.29	115,889.28	55.72	Monthly
Senior Accountant	75,642.11	36.37	86,987.26	41.82	98,332.42	47.28	Monthly
Senior Administrative Assistant	53,280.86	25.62	61,271.81	29.46	69,262.75	33.30	Hourly
Senior Analyst to the Ex Director	85,363.20	41.04	98,167.68	47.20	110,972.16	53.35	Monthly
Senior Budget & Grants Analyst	79,598.27	38.27	91,541.63	44.01	103,484.99	49.75	Monthly
Senior Contracts Administrator	79,598.27	38.27	91,541.63	44.01	103,484.99	49.75	Monthly
Senior Economist	87,260.16	41.95	100,351.68	48.25	113,443.20	54.54	Monthly
Senior Graphic Designer	61,641.22	29.64	70,885.15	34.08	80,129.09	38.52	Monthly
Senior Human Resources Analyst	79,988.48	38.46	91,996.32	44.23	104,004.16	50.00	Monthly
Senior Management Analyst	78,912.08	37.94	90,752.48	43.63	102,592.88	49.32	Monthly
Senior Operations Technician	58,616.06	28.18	67,401.36	32.40	76,186.66	36.63	Monthly
Senior Programmer Analyst	84,940.75	40.84	97,673.78	46.96	110,406.82	53.08	Monthly
Senior Regional Planner	77,600.64	37.31	89,244.48	42.91	100,888.32	48.50	Monthly
Senior Regional Planner Specialist	95,397.12	45.86	109,699.20	52.74	124,001.28	59.62	Monthly
Transportation Modeler I	59,654.40	28.68	68,602.56	32.98	77,550.72	37.28	Monthly
Transportation Modeler II	70,536.96	33.91	81,120.00	39.00	91,703.04	44.09	Monthly
Transportation Modeler III	83,241.60	40.02	95,734.08	46.03	108,226.56	52.03	Monthly
Transportation Modeler IV	95,397.12	45.86	109,699.20	52.74	124,001.28	59.62	Monthly
Transportation Modeling Prog Mgr	102,061.44	49.07	117,374.40	56.43	132,687.36	63.79	Monthly
Web/Graphic Designer	60,136.13	28.91	69,155.42	33.25	78,174.72	37.58	Monthly

**NO. 578**  
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**  
**REGIONAL COUNCIL**  
**MINUTES OF THE MEETING**  
**THURSDAY, APRIL 7, 2016**

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: [www.scag.ca.gov/scagtv/index.htm](http://www.scag.ca.gov/scagtv/index.htm)**

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held its meeting at the SCAG Los Angeles office. There was a quorum.

**Members Present**

Hon. Cheryl Viegas-Walker, President	<i>El Centro</i>	District 1
Hon. Michele Martinez, 1 <sup>st</sup> Vice President	<i>Santa Ana</i>	District 16
Hon. Margaret E. Finlay, 2 <sup>nd</sup> Vice President	<i>Duarte</i>	District 35
Hon. Carl Morehouse, Immediate Past President	<i>San Buenaventura</i>	District 47
Hon. Michael D. Antonovich		Los Angeles County
Hon. Jim Katapodis		OCTA
Hon. Curt Hagman		San Bernardino County
Hon. Linda Parks		Ventura County
Hon. Chuck Washington		Riverside County
Hon. Alan Wapner	<i>Ontario</i>	SANBAG
Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
Hon. Jim Hyatt	<i>Calimesa</i>	District 3
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. Paul Eaton	<i>Montclair</i>	District 9
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Mike Munzing	<i>Aliso Viejo</i>	District 12
Hon. Barbara Kogerman	<i>Laguna Hills</i>	District 13
Hon. Steven Choi	<i>Irvine</i>	District 14
Hon. Steve Hwangbo	<i>La Palma</i>	District 18
Hon. Kris Murray	<i>Anaheim</i>	District 19
Hon. Tri Ta	<i>Westminster</i>	District 20
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Victor Manalo	<i>Artesia</i>	District 23
Hon. Gene Daniels	<i>Paramount</i>	District 24
Hon. Sean Ashton	<i>Downey</i>	District 25
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Dan Medina	<i>Gardena</i>	District 28



**Members Present – continued**

Hon. Andrew Sarega	<i>La Mirada</i>	District 31
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Gene Murabito	<i>Glendora</i>	District 33
Hon. Barbara Messina	<i>Alhambra</i>	District 34
Hon. Jonathan Curtis	<i>La Cañada Flintridge</i>	District 36
Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
Hon. Pam O’Connor	<i>Santa Monica</i>	District 41
Hon. Jess Talamantes	<i>Burbank</i>	District 42
Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
Hon. John Sibert	<i>Malibu</i>	District 44
Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
Hon. Felipe Fuentes	<i>Los Angeles</i>	District 54
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Karen Spiegel	<i>Corona</i>	District 63
Hon. Erik Peterson	<i>Huntington Beach</i>	District 64
Hon. Ryan McEachron	<i>Victorville</i>	District 65
Hon. Antonio Lopez	<i>San Fernando</i>	District 67
Hon. Rusty Bailey	<i>Riverside</i>	District 68
Hon. Ross Chun	<i>Aliso Viejo</i>	TCA
Mr. Randall Lewis	<i>Lewis Group of Companies</i>	Business Representative

**Members Not Present**

Hon. Jack Terrazas		Imperial County
Hon. Mark Ridley-Thomas		Los Angeles County
Hon. Michelle Steel		Orange County
Hon. Jan Harnik	<i>Palm Desert</i>	RCTC
Hon. Greg Pettis	<i>Cathedral City</i>	District 2
Hon. Randon Lane	<i>Murrieta</i>	District 5
Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
Hon. Steve Nagel	<i>Fountain Valley</i>	District 15
Hon. John Nielsen	<i>Tustin</i>	District 17
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Rex Richardson	<i>Long Beach</i>	District 29
Hon. Lena Gonzalez	<i>Los Angeles</i>	District 30
Hon. Sam Pedroza	<i>Claremont</i>	District 38
Hon. Glen Becerra	<i>Simi Valley</i>	District 46
Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49 / Public Transit Rep. (Metro)
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. David Ryu	<i>Los Angeles</i>	District 51
Hon. Paul Koretz	<i>Los Angeles</i>	District 52



**Members Not Present - continued**

Hon. Nury Martinez	<i>Los Angeles</i>	District 53
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Herb Wesson, Jr.	<i>Los Angeles</i>	District 57
Hon. Mike Bonin	<i>Los Angeles</i>	District 58
Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
Hon. Mitch O’Farrell	<i>Los Angeles</i>	District 60
Hon. José Huizar	<i>Los Angeles</i>	District 61
Hon. Michael Wilson	<i>Indio</i>	District 66
Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69
Hon. Mary “Maxine” Resvaloso	<i>Torres-Martínez, Desert Cahuilla Indians</i>	Tribal Government
Hon. Eric Garcetti	<i>Los Angeles</i>	(Member-at-Large)

**Staff Present**

- Hasan Ikhata, Executive Director
- Debbie Dillon, Deputy Executive Director, Administration
- Basil Panas, Chief Financial Officer
- Joe Silvey, General Counsel
- Joann Africa, Chief Counsel
- Huasha Liu, Director, Land Use and Environmental Planning
- Darin Chidsey, Director, Strategy, Policy and Public Affairs
- Naresh Amatya, Director, Transportation Planning
- Tess Rey-Chaput, Office of Regional Council Support

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

President Cheryl Viegas-Walker called the meeting to order at 11:00 a.m. and asked Councilmember Pam O’Connor, Santa Monica, District 41, to lead the Pledge of Allegiance.

President Viegas-Walker announced that all Public Comment speakers for Agenda Item Nos. 2 and 3 will be received when these items are addressed.

Councilmember Joe Lyons, City of Claremont, expressed appreciation and support for SCAG and staff from the City of Claremont.

Councilmember Alan Wapner, SANBAG, expressed thanks to the City of Los Angeles Mayor Eric Garcetti and the members of Los Angeles City Council for cooperating with the transfer of Ontario International Airport to the Ontario International Airport Authority (OIAA). He also thanked SCAG, as one of the early supporters of this effort. Councilmember Wapner announced and introduced OIAA’s new President and Chief Executive Officer, Kelly J. Fredericks, a 33-year aviation veteran, who will oversee the operation and related economic development of Ontario Airport. Mr. Fredericks made remarks and provided an overview of the airport’s goals through optimization of economic impact and customer experience; improvements in air service; and partnerships with agencies.



## **REVIEW AND PRIORITIZE AGENDA ITEMS**

President Viegas-Walker announced that Action Items/Discussion Items will be taken first to allow ample time for discussion of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and its associated Program Environmental Impact Report (PEIR). These items will be followed by the Executive Director's Report and the President's Report.

## **ACTION/DISCUSSION ITEMS**

### **1. Executive Director's FY 2015-16 Performance Evaluation**

Joe Silvey, General Counsel, reported that the EAC undertakes the Executive Director's Performance Evaluation using input from members of the RC. Starting this year, Mr. Silvey announced that the EAC will also use input from members of the Executive Team that reports to the Executive Director and this input will account for twenty percent of the Executive Director's Performance Evaluation Score. For this year's evaluation process, Mr. Silvey stated that the Executive Director Performance Evaluation materials including the Evaluation Form will be provided electronically to the members of the Regional Council. The materials will include the Executive Director's Duties and Obligations as described in his Employment Agreement; along with accomplishments for the 2015-2016 period. Mr. Silvey announced that completed Evaluation Forms must be submitted no later than 5 pm on Friday, May 13, 2016, for its inclusion to the summary materials that will be provided to the EAC at its scheduled meeting on June 2, 2016.

### **2. Proposed Final 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR)**

President Viegas-Walker introduced the item and provided a background of the process of the 2016 RTP/SCS and commended the Regional Council members for their dedication while reminding them of the agency's mission, "*...to facilitate a forum to develop and foster realization of regional plans that improve the quality of life for Southern Californians.*"

In reference to the PowerPoint presentation handout, slide 14, comment 3, President Viegas-Walker noted that the comment should read, "*...the ground-access improvements included in the 2016 RTP/SCS are needed to address not just future demands but also to address congestions that exists [not 'exits'] at LAX today.*"

President Viegas-Walker asked Joe Silvey, General Counsel, to provide an update on the recent correspondence received by SCAG relative to Agenda Items 2 and 3. Mr. Silvey reported several letters were received the previous evening from various organizations and had been distributed electronically to the Regional Council members. He announced that hard-copies were also available at the back of the room. The attachments referenced in these letters had been received separately just before SCAG's meetings and due to the voluminous nature of these attachments, SCAG staff had been unable to reproduce hard-copies for the meeting. However, Mr. Silvey indicated that anyone wishing to obtain a copy of the attachments should contact SCAG staff. He also noted that SCAG staff had reviewed the letters and had provided additional comments which are included in the handout to assist the Regional Council members in the discussion of these items.

**PUBLIC COMMENT PERIOD**

President Viegas-Walker opened the Public Comment Period and announced that comments would be limited to two (2) minutes.

Gary Gileno, resident of West Covina, commented on the following: funding for the Proposed Final 2016 RTP/SCS; carbon dioxide; millennials preference to drive; drought and water shortage; central planning of Southern California; and he shared several articles in the Los Angeles Times and other publications.

Tressy Capps, Toll Free IE, commented regarding the Proposed Final 2016 RTP/SCS.

Melanie Schlotterbeck, Friends of Harbors, Beaches and Parks, thanked SCAG and staff for the inclusion of their agency's comments in the Proposed Final 2016 RTP/SCS and urged the approval of the Plan.

Helen Higgins, Friends of Coyote Hills, expressed support for the approval of the Proposed Final 2016 RTP/SCS. Ms. Higgins commented regarding mapping and opportunities for preservation; and encouraged SCAG to add new layers for possible funding and for unprotected properties that are threatened with development.

Gloria Sefton, Saddleback Canyons Conservancy, expressed support for the approval of the Proposed Final 2016 RTP/SCS and commended the Natural Farmlands Appendix of the Plan.

Dr. Richard Schneider, Councilmember, City of South Pasadena, urged the removal of the 710 Tunnel project in the Proposed Final 2016 RTP/SCS indicating that it does not contribute to air quality conformity and it must be removed from the constrained plan.

Miles Mitchell, Subregional Coordinator, City of Los Angeles, expressed support for the adoption of the Proposed Final 2016 RTP/SCS. He noted support for the SCS component of the Plan that contains information on Cap-and-Trade funding that will be available statewide over the next several years.

Peter Herzog, National Association for Industrial and Office Parks – NAIOP SoCal, and a member of the Global Land Use and Economic (GLUE) Council, expressed support for the adoption of the Proposed Final 2016 RTP/SCS and emphasized the critical importance of the Goods Movement in the region.

Tracy Rafter, BizFed, commented regarding the numerous workshops, meetings and outreach held regarding the Proposed Final 2016 RTP/SCS and expressed support for its adoption. Ms. Rafter echoed Peter Herzog's previous comment regarding Goods Movement while emphasizing the importance of freight and logistics in the economy; and noted technology-neutral solutions in the Plan to achieve climate change, housing solutions and business development. Lastly, Ms. Rafter encouraged SCAG to look at the funding gaps in the Plan while taking into account the recent laws in land use.

Richard Lambros, Southern California Leadership Council (SCLC), expressed support for the adoption of the Proposed Final 2016 RTP/SCS and echoed the comments made by Peter Herzog and Tracy Rafter. He expressed appreciation for honoring local control in the Plan.

Mark Baza, Executive Director, Imperial County Transportation Commission (ICTC), expressed support for the adoption of the Proposed Final 2016 RTP/SCS—a collection of projects of partner agencies who are responsible for the implementation of the Plan.

Bryan Starr, Senior Vice President, Orange County Business Council (OCBC), stated the agency's engagement in the process of the development of the Proposed Final 2016 RTP/SCS. Mr. Starr commended SCAG President Cheryl Viegas-Walker for her leadership. He also acknowledged Hasan Ikhata, Huasha Liu and Darin Chidsey for their accessibility and willingness to address OCBC's comments.

Lucy Dunn, President and CEO, Orange County Business Council (OCBC), echoed the comments made regarding support for the adoption of the Proposed Final 2016 RTP/SCS. Ms. Dunn emphasized there is still work that will need to be addressed such as funding, implementation at the local and regional level as the success of the Plan is important in the economic prosperity of the region. As a California Transportation Commission (CTC) member, Ms. Dunn commended SCAG for setting the standard in the state level for its innovative efforts.

Jerard Wright, Move LA, commended the Regional Council and SCAG staff in the development of the Proposed Final 2016 RTP/SCS and expressed support for the adoption of the Plan—a blueprint to leverage local control and local investments. Mr. Wright stated Move that LA's interest is in equity, environmental justice, economy and how these relate to infrastructure, transportation, goods movement, etc.

President Viegas-Walker closed the Public Comment Period.

Hasan Ikhata, Executive Director, reported that comment letters, regarding the inclusion of the SR 710-North Project in the Plan, were received last night and responses to these comments had been addressed in the past. Mr. Ikhata noted that a handout of these responses has been distributed to the Regional Council members and copies have been made available for today's meeting. Mr. Ikhata emphasized that, in approving the Plan, it is not approving the SR 710-North study as there is a public process established by Metro and the California Department of Transportation (Caltrans) and should a decision be reached in the process, the Plan will be amended accordingly. Mr. Ikhata emphasized the use of SCAG's state-of-the-art greenhouse gas emission (GHG) modeling tool and methodology that were also reviewed and used by peer state agencies that are responsible for approving the Plan. With regard to the Governor's Executive Orders (EOs), Mr. Ikhata clarified that the goals of the EOs are currently not considered a regulation or requirement to implement a plan for GHG emissions. Mr. Ikhata emphasized the SCAG respects local jurisdiction's authority and that SCAG has no implementation authority on the transportation projects. Lastly, Mr. Ikhata indicated that the aviation forecast for the Los Angeles Airport (LAX) is primarily based on the projected future growth of the region and the economic outlook of the region, the nation and the world at large. In closing, Mr. Ikhata thanked the Regional Council members and indicated the importance of their role in the SCAG region.

As Chair of the Transportation Committee, Councilmember Alan Wapner, SANBAG, thanked Hasan Ikhata for his comments and noted all the public comments received ranging from the 710-North Project, vehicle mileage based user fees, funding commitments to high-speed rail and aviation forecast. When voting for the Proposed Final 2016 RTP/SCS, Chair Wapner cautioned the Regional Council members to

consider the importance of approving the Plan and its associated PEIR in a timely manner and noted that the Plan must also meet both environmental conformity and financial constraints. While some comments were specific to certain projects or components of the Plan, Chair Wapner reiterated that these project-specific concerns should not prevent the approval of the Plan as a whole and urged the Regional Council to support the Plan and its associated PEIR. Chair Wapner suggested that the members voice their concerns on the specific elements of the Plan as these will be noted and recorded. Chair Wapner provided a background on the development of the Plan and its associated PEIR leading up to the adoption of the Proposed Final 2016 RTP/SCS.

Councilmember Steven Choi, Irvine, District 14, thanked SCAG staff for cooperating with City of Irvine staff in addressing comments and noted specifically the development of the policy growth forecast of the Proposed Final 2016 RTP/SCS. Councilmember Choi made a suggestion to allow more time in the future to review the draft Plan and its recirculation and noted for the record that he does not support the California High-Speed Rail project and vehicle miles travelled (VMT) tax. Lastly, he noted the Phase 1 California High-Speed Rail project and the revised proposed Business Plan as referenced in the Plan and stated for the record that he will vote for the adoption of the Proposed Final 2016 RTP/SCS and its associated PEIR to ensure transportation funding will not be jeopardized in the SCAG region.

Councilmember Jonathan Curtis, La Cañada Flintridge, District 36, acknowledged sending a comment letter; thanked the Regional Council and SCAG staff; commented regarding city engagement in the process and opposition to the SR-710 North Project and its environmental impacts; emphasized the importance of educating and promoting Active Transportation in the Plan, including public health, its economic benefits and housing. Lastly, Councilmember Curtis stated he will support the adoption of the Proposed Final 2016 RTP/SCS and thanked President Viegas-Walker for her leadership.

Councilmember Margaret Clark, Rosemead, District 32, stated she will vote for the Proposed Final 2016 RTP/SCS and its associated PEIR; however, would note for the record that she supports the SR-710 North tunnel project, viewing it an environmental justice and social justice issue. She also noted that she does not support the California High-Speed Rail Project but because of the MOU commitment, would support it in the Plan. She also stated she does not support the VMT fee because it punishes those who cannot afford to live close to where they work and other issues. She noted that she was happy with staff for incorporating her suggestion in the Final Plan that states *“the approach is protecting privacy, preventing potential penalties as well as addressing income and geographic equity impacts”* because she fears that the State will impose a penalty for those who drive too many miles and that is not fair. She concluded by stating that she planned to vote for the Plan.

Councilmember Pam O’Connor, Santa Monica, District 41, stated that she represents the cities of Beverly Hills, Culver City, Santa Monica and West Hollywood and majority of these cities support multi-modal transportation options and embrace Active Transportation. Councilmember O’Connor reported that the City of Santa Monica was the first to introduce bike share to allow options and transportation choices for people to travel. She also stated support for the adoption of the Proposed Final 2016 RTP/SCS and invited the members to the Santa Monica Expo on May 20, 2016.

Councilmember Barbara Messina, Alhambra, District 34, commented that in 1996, the multi-modal proposal on the 710 was studied and vetted, and was determined and found, not only it does not work, but

it makes matters worse. Councilmember Messina stated that the study was done by the Federal Highways, Caltrans and Metro; and offered to share the document for those who are interested in reviewing the study.

Councilmember Jess Talamantes, Burbank, District 42, stated he represents the cities of Burbank and Glendale. He reported that the City of Burbank's official position regarding the 710 Tunnel project is "neutral," while Glendale's official position is "opposed." Councilmember Talamantes stated support for the Proposed Final 2016 RTP/SCS although he opposed the 710 Tunnel project.

Councilmember Michele Martinez, Santa Ana, District 16, expressed appreciation for Hasan Ikhata, SCAG staff, and the Regional Council for their efforts in the development of the Proposed Final 2016 RTP/SCS. She also expressed appreciation for transportation choices as indicated in the Plan while emphasizing the importance of equity.

Councilmember Margaret Finlay, Duarte, District 35, expressed appreciation for SCAG staff for their commitment in the development of the Proposed Final 2016 RTP/SCS. While there are differences in opinion, Councilmember Finlay stated she appreciated all the comments received. Lastly, she commended President Cheryl Viegas-Walker for her leadership.

A MOTION was made (Wapner) to certify the Final Program Environmental Impact Report (PEIR) for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and adopt Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program associated with the Final PEIR, by adopting Resolution No. 16-578-1. Motion was SECONDED (Robertson) and passed by the following votes.

**FOR:** Antonovich, Ashton, Bailey, Brown, Buscaino, Choi, Chun, Clark, Daniels, Eaton, Finlay, Fuentes, Gazeley, Hagman, Herrera, Hofbauer, Hwangbo, Hyatt, Kogerman, Lopez, Lorimore, Manalo, Marquez, M. Martinez, McCallon, McEachron, Medina, Messina, Millhouse, Mitchell, Morehouse, Murabito, Murray, Navarro, Nielsen, O'Connor, Parks, Ramirez, Robertson, Saleh, Sarega, Sibert, Solache, Spiegel, Talamantes, Ta, Viegas-Walker, Wapner and Washington (49).

**AGAINST:** Curtis, Munzing and Peterson (3).

**ABSTAIN:** None. (0).

3. Proposed Final 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)

President Viegas-Walker introduced the item and Transportation Committee Chair Alan Wapner provided a background.

Councilmember Erik Peterson, Huntington Beach, District 64, stated he opposed the vehicle miles travelled tax and commented regarding putting a lot of policy behind science.

Councilmember Mike Munzing, Aliso Viejo, District 12, commented on the various components of the Plan that he disagrees with and stated it is “politically-motivated science.” He stated his observation regarding the lack of awareness of his community regarding the existence of SCAG and the important decisions that are made. For these reasons, Councilmember Munzing stated he will vote against the Proposed Final 2016 RTP/SCS.

Councilmember John Nielsen, Tustin, District 17, echoed the comments Councilmember Mike Munzing made and stated appreciation for his service and the balance he brings to the Regional Council meetings. Councilmember Nielsen also stated he does not agree with AB 32 and SB 375 and fought very hard against these bills. He stated he is against VMT—a violation of personal freedom—and high-speed rail. While these are only two (2) of the many components of the Plan, Councilmember Nielsen stated he will vote for the adoption of the Proposed Final 2016 RTP/SCS.

Councilmember Carl Morehouse, San Buenaventura, District 47, stated appreciation for the comments made by Councilmember Mike Munzing and expressed the same sentiments. He stated that while the Proposed Final 2016 RTP/SCS is underway, a new Plan will be developed in the next four (4) years. He stated that there is a process for amending the Plan, if necessary. Lastly, Councilmember Morehouse stated he will support the adoption of the Proposed Final 2016 RTP/SCS as he understands its purpose.

Councilmember Carmen Ramirez, Oxnard, District 45, stated that she is mindful should there be certain disagreements; however she will support the adoption of the Proposed Final 2016 RTP/SCS.

Councilmember Karen Spiegel, Corona, District 63, echoed the same comments that Councilmember John Nielsen made and suggested to have the past Minutes of the Meetings available for reference and to follow-up if certain members requested information. She stated the need to support the process of the Plan even though there are certain components that may not be favorable for the sake of the agency as this is a regional decision-making process.

A MOTION was made (Wapner) to adopt Resolution No. 16-578-2, approving the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), including the associated conformity determination and the associated Consistency Amendment No. 15-12 to the 2015 Federal Transportation Improvement Program (FTIP). Motion was SECONDED (Murray) and passed by the following votes:

**FOR:** Antonovich, Ashton, Bailey, Brown, Buscaino, Choi, Chun, Clark, Curtis, Daniels, Eaton, Finlay, Fuentes, Gazeley, Hagman, Herrera, Hofbauer, Hwangbo, Hyatt, Kogerman, Lopez, Lorimore, Manalo, Marquez, M. Martinez, McCallon, McEachron, Medina, Messina, Millhouse, Mitchell, Morehouse, Murabito, Murray, Navarro, Nielsen, O’Connor, Parks, Ramirez, Robertson, Saleh, Sarega, Sibert, Solache, Spiegel, Talamantes, Viegas-Walker, Wapner and Washington (49).

**AGAINST:** Katapodis, Munzing and Peterson (3).



**ABSTAIN:** None (0).

### **RECESS**

President Viegas-Walker recessed the April 7, 2016 Regular Meeting of the Regional Council at 12:49 p.m.

### **RECONVENE**

President Viegas-Walker reconvened the April 7, 2016 Regular Meeting of the Regional Council at 1:02 p.m.

### **EXECUTIVE DIRECTOR'S REPORT**

Hasan Ikhata, Executive Director, thanked the Regional Council members for the adoption of the Plan; for President Viegas-Walker's leadership; and the Chairs and Vice Chairs of the Policy Committees. He mentioned regarding a specific language in the Business Plan of the California High-Speed Rail Authority regarding its commitment to the \$1 billion dollars in investments in the SCAG region as was agreed in the Memorandum of Understanding signed by SCAG and its partner agencies.

Councilmember Keith Millhouse, Moorpark, VCTC, asked a question as to when will the funds become available. Mr. Ikhata responded that the funding became available two months ago when CHSRA appropriated \$50 million dollars to fund the Union Station project.

Mr. Ikhata reminded the members to attend the 2016 Regional Conference and General Assembly as La Quinta on May 5 – 6, 2016.

### **PRESIDENT'S REPORT**

President Viegas-Walker congratulated Councilmember Pam O'Connor as the new President of the California Association of Council of Governments (CALCOG) and Darin Chidsey as one of members of the CALCOG Directors.

President Viegas-Walker acknowledged and recognized Sarah Jepson, Manager, Active Transportation and Special Programs, for the quality of her recent presentation on the *Go Human* Campaign at the CALCOG Leadership Forum. Ms. Jepson made remarks.

President Viegas-Walker acknowledged and recognized Kimberly Clark, Regional Planner, who participated in an environmental justice event that was recently held in Imperial County. Ms. Clark made remarks.

President Viegas-Walker acknowledged and recognized Mark Baza, Executive Director, Imperial County Transportation Commission, who organized and arranged for transportation at a recent AB 32 field trip and served as the tour guide for the participants.

At the recent Southern California Leadership Council (SCLC) and SCAG Legislative Advocacy trip in Sacramento, President Viegas-Walker asked staff to make the handout available that contains an overview of SCAG Facts and valuable information on various funding sources in the region. President Viegas-Walker acknowledged and recognized Jeff Dunn, Legislative Analyst, and Darin Chidsey, Director, Strategy, Policy and Public Affairs, for coordinating the meeting with the legislators in Sacramento.

President Viegas-Walker reported that she testified before the Assembly Transportation Committee on SCAG's AB 2170 that would directly deposit the Federal FAST Act revenues apportioned to the State from the National Highway Freight Program. President Viegas-Walker thanked the representatives from the region's transportation commissions, ACE, SANDAG, AAA, the Ports and others who supported SCAG's bill.

### New Members and Committee Appointments

President Viegas-Walker announced that she will postpone the appointments for the First Responder Network Subcommittee and thanked the following members who expressed interest to serve and noted that there are no representatives yet from Orange, Riverside and Ventura Counties:

Supervisor Curt Hagman (San Bernardino County)  
 Hon. Jon Curtis, La Cañada Flintridge (Los Angeles County)  
 Hon. Steven Hofbauer (Palmdale, Los Angeles County)  
 Hon. Margret Clark (Rosemead, Los Angeles County)  
 Hon. Cheryl Viegas-Walker (El Centro, Imperial County)

### New Member Appointments

Hon. Paul Krekorian, Los Angeles, Public Transportation Representative, Metro  
 Hon. Vartan Gharpetian, Glendale, representing San Fernando Valley COG (New Member to EEC)

### Recent District Election Results

Hon. Marty Simonoff, Brea, District 22 (retained seat)  
 Hon. Tri Ta, Westminster, District 20 (retained seat)  
 Hon. Ray Marquez, Chino Hills, District 10 (retained seat)  
 Hon. Deborah Robertson, Rialto, District 8 (retained seat)  
 Hon. Frank Navarro, Colton, District 6 (retained seat)  
 Hon. Clint Lorimore, Eastvale, District 4 (retained seat)

### New Regional Council Member

Hon. Fred Minagar, Laguna Niguel, District 12

### Scholarship Committee Members

1. Hon. Clint Lorimore, Eastvale, District 4
2. Hon. Jan Harnik, RCTC
3. Hon. Judy Mitchell, Rolling Hills Estates, District 40
4. Hon. Jon Curtis, La Cañada Flintridge, District 36
5. Hon. Jess Talamantes, Burbank, District 42
6. Hon. Jose Luis Solache, Lynwood, District 26
7. Hon. Ross Chun, TCA



8. Hon. Margaret Clark, Rosemead, District 32
9. Hon. Deborah Robertson, Rialto, District 8
10. Mr. Randall Lewis, Lewis Group of Companies
11. Dr. Dohyung Kim, Cal Poly Pomona
12. Dr. Ron Loveridge, UCR
13. Dr. James Moore, USC

## **CONSENT CALENDAR**

### **Approval Items**

4. Minutes of the March 3, 2016 Regional Council Meeting
5. Contracts \$200,000 or Greater: Contract No. 16-013-C1, Customer-Based Ridesharing and Transit Interconnectivity Study
6. Contract Amendment that exceeds 30% of the contract's original value: Contract No. 15-034-C1, to provide additional services Active Transportation Safety and Encouragement Campaign (Tactical Urbanism)
7. Contract Amendment that exceeds 30% of the contract's original value: Contract No. 15-004-C1, to provide additional services for 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR)
9. Resolution No. 16-578-3 for the United States Department of Energy (DOE) Office of Energy Efficiency & Renewable Energy (EERE) Clean Cities Outreach, Education, and Performance Tracking Grant
10. SCAG Sponsorship
11. SCAG Conflict of Interest Code
12. AB 1780 (Medina) – Trade Corridor Improvement Fund (TCIF)
13. AB 1813 (Frazier)- High-Speed Rail Authority: Membership
14. AB 2452 (Quirk) – California Environmental Quality Act
15. Approval of Additional Stipend Payments

### **Receive & File**

16. Status Update on Transportation Control Measure (TCM) Substitutions by Los Angeles County Metropolitan Transportation Authority (Metro), Riverside County Transportation Commission (RCTC), and San Bernardino Associated Governments (SANBAG)
17. Save the Date: The 27th Annual SCAG/USC Demographic Workshop - June 13, 2016



18. SCAG Housing Summit, October 11, 2016
19. Cap-and-Trade Green House Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program Concept Application Review
20. 2016 Regional Council and Policy Committees Meeting Schedule
21. Purchase Orders \$5,000 but less than \$200,000; Contracts \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000
22. CFO Monthly Report
23. April State and Federal Legislative Update

A MOTION was made (Millhouse) to approve the Consent Calendar, except for Agenda Item No. 8. The Motion was SECONDED (McCallon). After the vote was taken electronically, Councilmember Carmen Ramirez, Oxnard, District 45, indicated that she intended to vote “Yes” on the Consent Calendar; however, inadvertently voted “Against.” With the advice from General Counsel, Joe Silvey, President Viegas-Walker directed staff to note on the record regarding Councilmember Ramirez’s “Yes” vote; and is annotated\* below. Motion passed by the following votes:

**FOR:** Antonovich, Ashton, Brown, Choi, Chun, Clark, Curtis, Finlay, Gazeley, Herrera, Hofbauer, Hwangbo, Katapodis, Kogerman, Lopez, Lorimore, Manalo, M. Martinez, McCallon, Medina, Messina, Millhouse, Morehouse, Munzing, Murray, Navarro, O’Connor, Ramirez,\* Robertson, Sibert, Solache, Spiegel, Talamantes, Viegas-Walker, Wapner and Washington (36).

**AGAINST:** Nielsen (1).

**ABSTAIN:** None (0).

### **PULLED AGENDA ITEM NO. 8**

8. Contract Amendment that Exceeds \$75,000: Contract No. 13-023-C1, Regional Transportation Plan Implementation and Project Management Assistance Services

Councilmember Alan Wapner, SANBAG, requested to pull Agenda Item No. 8, for a possible conflict of interest.

A MOTION was made (McCallon) to approve Agenda Item No. 8. Motion was SECONDED (Robertson) and passed by the following votes:

**FOR:** Antonovich, Ashton, Brown, Choi, Chun, Clark, Curtis, Finlay, Gazeley, Herrera, Hofbauer, Hwangbo, Katapodis, Kogerman, Lopez, Lorimore, Manalo, M. Martinez, McCallon, Medina, Messina, Millhouse, Morehouse, Murray, Navarro, Nielsen, O’Connor, Ramirez, Robertson, Sibert, Solache, Spiegel, Talamantes, Viegas-Walker and Washington (35).

**AGAINST:** Munzing (1).

**ABSTAIN:** Wapner (1).

## **COMMITTEE REPORTS**

### **General Assembly Host Committee**

As Chair of the General Assembly Host Committee, Councilmember Margaret Finlay, Duarte, District 35, invited the members to the May 5 – 6, 2016, Regional Conference and General Assembly. A Leadership Symposium on the *Go Human* Campaign is scheduled on May 4. This year's theme is "*Power of the Past, Force of the Future*" with exciting panel discussions and breakout sessions and encouraged the members to seek sponsorships for the event.

### **Executive/Administration Committee (EAC) Report**

President Viegas-Walker thanked the members who filed their FPPC Form 700 as the external auditors will be looking into SCAG's Regional Council and Policy Committee members' compliance in filing their Annual Statement of Economic Interests.

### **Community, Economic and Human Development (CEHD) Committee**

As a member of the CEHD Committee, Councilmember Barbara Kogerman, Laguna Hills, District 13, reported regarding discussions on the Regional Housing Needs Assessment (RHNA); affordable housing; and addressing safety in Active Transportation.

Councilmember Carl Morehouse, San Buenaventura, District 47, reported on the committee's election results for 2016-17 that current Chair Bill Jahn and current Vice Chair Larry McCallon were elected to continue to serve.

### **Energy and Environment Committee (EEC)**

As Chair of the EEC, Councilmember Deborah Robertson, Rialto, District 8, reported on the committee's election results for 2016-17 Chair and Vice Chair are: Councilmember Carmen Ramirez, Oxnard, District 45 and Councilmember Ross Chun, Aliso Viejo, TCA, respectively. She also reported on a presentation from a representative from California EPA and discussions on potential contamination into the groundwater. Lastly, Councilmember Robertson invited the members to the May 6 plenary session on "Monetizing Waste."

### **Legislative, Communications and Memberships Committee (LCMC)**

As Chair of the LCMC, Councilmember Pam O'Connor, Santa Monica, District 41, noted the legislative update and informed the members of the SCAG Logo Re-design Subcommittee have met several times and that the new logo will be unveiled at the General Assembly.

### **Transportation Committee (TC)**



Councilmember Barbara Messina, Alhambra, District 34, reported that she was elected as the new Chair 2016-17 Chair and Councilmember Karen Spiegel, Corona, District 63 as Vice Chair.

**FUTURE AGENDA ITEM/S**

None

Councilmember Carl Morehouse, San Buenaventura, District 47, expressed appreciation for President Viegas-Walker's leadership.

**ADJOURNMENT**

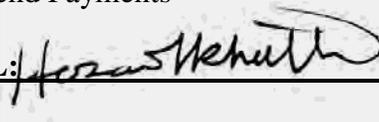
There being no further business, President Viegas-Walker adjourned the Regional Council meeting at 2:15 p.m.

*In conjunction with the 2016 Regional Conference and General Assembly, the next meeting of the Regional Council is scheduled for Thursday, May 5, 2016 at La Quinta Resort & Club, La Quinta, CA.*

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**DATE:** May 5, 2016  
**TO:** Regional Council (RC)  
**FROM:** Hasan Ikhata, Executive Director, [ikhata@scag.ca.gov](mailto:ikhata@scag.ca.gov); 213-236-1800  
**SUBJECT:** Approval for Additional Stipend Payments

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Approve additional stipend payments for the month of March 2016.

**EXECUTIVE SUMMARY:**

*President Cheryl Viegas-Walker and Regional Councilmember Alan Wapner attended several SCAG meetings and SCAG-sponsored events and is eligible pursuant to the Stipend Policy. President Viegas-Walker submitted ten (10) requests for stipend payments for the month of March. Eight (8) of which have been approved for payment. However, in accordance with the RC Policy Manual, the remaining two (2) stipend requests are pending for payment as it will require Regional Council approval. Staff is seeking an approval for these additional stipend payments as requested by President Viegas-Walker.*

*Regional Councilmember Alan Wapner also attended several SCAG meetings and represented SCAG at sponsored conferences and is eligible pursuant to the Stipend Policy. He submitted nine (9) requests for stipend payment in March. Eight (8) of which have been approved for payment. However, in accordance with the RC Policy Manual, the remaining one (1) stipend request is pending for payment as it will require Regional Council approval. Staff is seeking an approval for an additional stipend payment as requested by Regional Councilmember Wapner.*

**BACKGROUND:**

In accordance with Regional Council Policy Manual, Article VI, Sections 1.4 – 1.6, “Regional Council members are eligible to receive up to six (6) per diem stipends per month. The President may authorize up to two (2) additional per diem stipends per month for Regional Council members. Nine (9) or more per diem stipends per month for Regional Council officers and members require Regional Council approval.”

In the month of March 2016, President Viegas-Walker and Regional Councilmember Wapner attended several SCAG meetings or a SCAG-sponsored event and is eligible pursuant to the Stipend Policy. She submitted a total of ten (10) requests for payments for each of these months. Eight (8) of which have been approved for payment. However, in accordance with the RC Policy Manual, the remaining two (2) stipend requests are pending for payment as it will require Regional Council approval. The two (2) SCAG-sponsored meetings that President Viegas-Walker attended are the March 10 – 13 Local Government Commission 25th Annual Yosemite Conference for Elected Officials.

# REPORT

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Also in March 2016, Regional Councilmember Wapner attended several SCAG meetings and represented SCAG at sponsored conferences and is eligible pursuant to the Stipend Policy. He submitted nine (9) requests for stipend payment in March. Eight (8) of which have been approved for payment. However, in accordance with the RC Policy Manual, the remaining one (1) stipend request is pending for payment as Regional Councilmember attended the SCAG/SCLC Legislative Reception in Sacramento on March 17.

**FISCAL IMPACT:**

Funds for stipends are included in the General Fund Budget.

**ATTACHMENT:**

None

**DATE:** May 5, 2016  
**TO:** Regional Council (RC)  
**FROM:** Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;  
[chidsey@scag.ca.gov](mailto:chidsey@scag.ca.gov)  
**SUBJECT:** AB 2796 (Bloom) – Active Transportation Program - SUPPORT

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
Support

**EXECUTIVE SUMMARY:**  
*AB 2796 would amend the statute that established the Active Transportation Program to specify that each funding component—statewide, rural and small Urban, and Metropolitan Planning Organization administered competitions—of the Active Transportation Program award a minimum of 5% for planning and community engagement for active transportation in disadvantaged communities and a minimum of 10% and maximum of 30% for non-infrastructure programming, including Safe Routes to Schools, of the total funds. The Legislative/Communications and Membership Committee (LCMC) recommends support.*

**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; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

**BACKGROUND:**  
Existing law allows communities to apply for Active Transportation Program (ATP) grants allocated by the California Transportation Commission (CTC) and administered by the Department of Transportation (CalSTA). Created in 2013 to increase walking and bicycling, the ATP provides competitive transportation grants statewide for bikeways, sidewalks, trails, and crossing safety improvements, also known as "infrastructure" for people walking and biking. Additionally, the ATP also funds master planning activities in disadvantaged communities, as well as non-infrastructure grants for education, encouragement, and enforcement activities, including those related to Safe Routes to School.

The CTC and CalSTA have put particular emphasis on funding infrastructure grants in the first two grant cycles of the ATP, and consequently, less funding for planning and non-infrastructure proposals. In the first grant cycle, roughly 8% of the overall program funded planning and non-infrastructure grants. In the second cycle, which was adopted in 2015, less than 5% of program funds went to grants of this type.

The author notes that planning continues to be a large need for active transportation—especially in low-resourced communities. According to the Office of Planning and Research's 2013-14 Annual Planning Survey, less than 50% of respondent cities and counties reported an adopted Bicycle Master Plan and roughly 13% of respondents reported an adopted Pedestrian Master Plan. Planning funds enable the development of meaningful and transformative infrastructure proposals that make the most of limited state dollars for active transportation, while addressing community residents' identified mobility and safety needs. Non-infrastructure activities are also critical to engage and excite residents to walk and bike more.

Recent administrative actions by the CTC in developing guidelines for the Program's third grant cycle further reduce the percentage of funding for planning and increase the competitive advantage of infrastructure projects, setting aside 2% of funds from the three component programs (statewide, rural and small Urban, and Metropolitan Planning Organization administered) for planning, discouraging under-resourced jurisdictions from applying for planning and non-infrastructure grants.

AB 2796 seeks to enable active transportation planning and non-infrastructure projects to compete more fairly in the Program. The bill designates an ongoing minimum percentage of ATP funds for planning and non-infrastructure projects in statute as follows: a minimum of 5% for planning efforts in disadvantaged communities, and a minimum of 10% and maximum of 30% for non-infrastructure activities, including Safe Routes to School. By setting the minimum funding levels slightly higher than the percentages awarded to these project types in past rounds, these minimums will create an incentive for applicant agencies to strongly consider applying for planning or non-infrastructure, or including non-infrastructure activities in an infrastructure project application. The bill will ensure that disadvantaged communities can continue to benefit from the program with the support of planning grants that will enable the development of robust plans and project lists for future project grant applications.

AB 2796 passed the Assembly Transportation Committee (16-0) on April 11, 2016, and is referred to the Assembly Appropriations Committee with no hearing presently scheduled. The bill, sponsored by California Bicycle Coalition, California Walks, and Safe Routes to School, is supported by numerous bicycle coalitions statewide, with transportation and environmental advocacy groups such as Move LA, League of Conservation Voters, and many others.

The LCMC at its April 19, 2016 meeting unanimously recommended that the Regional Council adopt a support position on SB 2796, consistent with agency goals to increase planning resources for active transportation projects and to support ATP development in the region's disadvantaged communities, the majority of which throughout the state are located in Southern California. Attached to this report is a memorandum prepared by the bill's sponsor, Safe Routes to School National Partnership providing further information regarding the policy rationale supporting introduction and passage of this bill.

**ATTACHMENT:**  
SRTSNP Memo



April 15, 2016

Attn: Legislative/Communications & Membership Committee  
Southern California Association of Governments  
818 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Los Angeles, CA 90017

RE: Support for AB 2796

Dear Members of the Legislative/Communications & Membership Committee:

The Safe Routes to School National Partnership is co-sponsoring AB 2796, which would establish set-asides for planning and non-infrastructure projects, including Safe Routes to School projects, within the Active Transportation Program (ATP). We respectfully submit this memo to address questions or concerns you may have as you discuss this bill in your upcoming meeting.

AB 2796 would create a set-aside for non-infrastructure in the ATP to help it compete better against other eligible projects. With only \$120 million available every year right now, ATP is an extremely competitive program, and the guidelines tend to favor larger shovel-ready infrastructure projects that see physical improvements to the community right away. But education and encouragement programs, especially those that focus on schoolchildren, are essential to teach our youth how to walk and bike safely in their communities and on their daily commute to school. These activities also engage parents, teachers and community groups in transportation and community development conversations that they otherwise would be unaware about. Non-infrastructure programs are also a precursor to larger infrastructure projects because they help identify community needs and desires and generate community buy-in for constructing safe walking and biking paths. If we build it, they won't necessarily come unless they know how to use it.

**AB 2796 would further the goals of the 2016 RTP/SCS by ensuring that the Active Transportation Program provides resources for planning, safety and education programs.**

The 2016 RTP/SCS allocates \$288 million for Education and Encouragement strategies that include Safe Routes to School and the regional Go Human safety and encouragement campaign. The ATP has funded many of these projects in the SCAG region in the past and is expected to be the primary source in the future. Thus the non-infrastructure set-aside would ensure there are adequate funds available for SCAG to implement this strategy in the RTP/SCS.

Furthermore, the RTP/SCS has a goal of 50% of communities having a Safe Routes to School program or plan by 2040. Right now around 37% of communities in the SCAG region have some sort of Safe Routes to School effort. The non-infrastructure and planning set-asides would help the region meet the 50% goal by guaranteeing that ATP is providing resources for these types of projects.



Moreover, each county has signed a Memorandum of Understanding and Joint Work Plan to implement the RTP/SCS, and all six counties have agreed to create a countywide Safe Routes to School plan. To implement these plans, funding needs to be available to create safety, education and encouragement programs, as well as the plans themselves.

**AB 2796 would advance the goals of county regional transportation plans.**

Many of the six counties have identified increasing the use of active transportation and promoting Safe Routes to School as priorities in their regional transportation plans. LA Metro, for instance, has allocated \$2.4 billion, or 2%, of its Draft Expenditure Plan for a proposed sales tax initiative to active transportation. The proposed Active Transportation Strategic Plan identifies safety, education and training and supporting Safe Routes to School as part of this component of the Plan.

Orange County is in the process of creating a regional Complete Streets Guidebook, and implementation of the plan will require funding for not only infrastructure projects, but also non-infrastructure programs that can educate and encourage OC residents how to walk and bike safely in their neighborhoods. Orange County also received funding for a countywide Active Transportation Plan in the last cycle of ATP, and has received funding for non-infrastructure Safe Routes to School programs in several communities including Irvine and Santa Ana.

San Bernardino and Riverside counties have also been working on active transportation and/or Safe Routes to School projects funded through ATP, including countywide or community-level Safe Routes to School plans and education and encouragement programs. Most of the projects funded through ATP in both counties have included a Safe Routes to School component.

**AB 2796 would advance the goals of many community transportation plans, as well as create plans in communities that do not have one.**

As stated above, there are many plans at the regional, county and local level that identify active transportation and Safe Routes to School as a priority. A key component of increasing walking and bicycling, and improving safety, is to have education, training and encouragement programs. Many communities in the SCAG region have received non-infrastructure, planning or combined infrastructure/non-infrastructure funds from ATP in the past, and many more have applied and not received funding. The City of Los Angeles, for example, received one of the largest ATP grants in the first cycle for both infrastructure and non-infrastructure Safe Routes to School projects, many of which were identified through an earlier strategic planning effort that identified the top 50 priority schools in the City that needed both infrastructure and non-infrastructure improvements. There is a huge demand for ATP funding in the SCAG region, and the set-asides would ensure that projects of all types would compete well.

Moreover, around half of communities in the SCAG region have an active transportation plan. ATP has a limited amount of funding right now for planning – 2% of all ATP funds. This set-aside would increase that number to 5% and direct this funding to disadvantaged communities that do not have an active transportation plan.



**The non-infrastructure set-aside will include infrastructure projects that include a non-infrastructure component.** AB 2796 allows infrastructure projects that include safety, education and encouragement components to apply toward the 10% set-aside. Many of these projects are Safe Routes to School projects, which tend to be more effective if street improvements are complemented with safety programs that teach kids how to walk or bike to school.

**Non-infrastructure programs have proven extremely effective at increasing the number of people, especially students, walking and biking.**

- Approximately 31% of children in California walk or bike to school, while 62% live within two miles of school but 52% are driven.<sup>1</sup>
- Safe Routes to School programs have been shown to increase walking and bicycling in California schools in the range of 20 to 200 percent.<sup>2</sup>
- They also incur more benefits the longer they are in existence. For example, a longitudinal study of more than 800 schools in Florida, Oregon, Texas and DC found that Safe Routes to School interventions resulted in an average 25% increase in walking and bicycling to school over a five-year period due to non-infrastructure safety and encouragement programs, and another 18% due to infrastructure improvements.<sup>3</sup>
- For more information on Safe Routes to School and non-infrastructure research, the National Partnership has a Resource Center with many research studies, fact sheets and statistics on the effectiveness of Safe Routes to School programs:  
<http://saferoutespartnership.org/resources>. Caltrans and the California Department of Public Health also jointly fund an Active Transportation Resource Center (formerly the Technical Assistance Resource Center) that has created many California-specific resources on Safe Routes to School: <http://www.casaferoutestoschool.org/>.

**Communities will apply for non-infrastructure and planning funding, despite concerns that there isn't demand for them.** Over \$1 billion was requested for \$360 million in available funds in each of the past two cycles. Many planning projects that scored high were not funded because of the 2% cap on planning funds, while many non-infrastructure projects had a hard time competing against larger, shovel-ready infrastructure projects. Moreover, communities across Southern California have applied for both non-infrastructure and planning funds in the past, and continue to express strong interest. The Safe Routes to School National Partnership continuously engages with public health departments, school districts and transportation agencies that identify Safe Routes to School as a priority. The ATP is the primary source of funding for these projects, but because of the consolidation of so many types of projects into one funding pool, it has been difficult for these projects to compete. Moreover, the typical applicants for non-infrastructure are often different than for infrastructure – public health departments and school districts, for instance, who need more technical assistance in order to apply for ATP funding. Many have been discouraged to apply for ATP in the past because of the complexity of the application and likelihood of funding. The non-infrastructure set-aside would

<sup>1</sup> University of California Berkeley Traffic Safety Center, 2007. "Safe Routes to School Safety & Mobility Analysis." <http://escholarship.org/uc/item/5455454c#page-1>

<sup>2</sup> University of California Berkeley Traffic Safety Center, 2007. "Safe Routes to School Safety & Mobility Analysis." <http://escholarship.org/uc/item/5455454c#page-1>

<sup>3</sup> McDonald, et al, 2014; Impact of the Safe Routes to School Program on Walking and Bicycling, *Journal of the American Planning Association*.



create a more level playing field for these types of projects and actually encourage more applications from those who have been discouraged in the past or who have not been funded because of the structure of the current guidelines.

Another potential development is that the new federal transportation bill, the FAST Act, allows nonprofits to apply for federal active transportation funds (which are pooled with state funds in the ATP) if they administer transportation safety programs. This would explicitly allow nonprofits to apply for non-infrastructure funding for pedestrian and bicycle safety and education programs and Safe Routes to School programs. This would also increase interest in the ATP as a potential source of funding for these programs, but only if the ATP guidelines make it fair for these projects to compete.

**Non-infrastructure and plans are low-cost compared to infrastructure projects.**

There are obviously trade-offs with creating these set-asides, and ATP is still a relatively pot of funding at approximately \$120 million each year. There are concerns that these set-asides will take money away from larger shovel-ready infrastructure projects but plans and non-infrastructure programs are relatively inexpensive compared to infrastructure projects. We could fund several plans and Safe Routes to School programs for the same amount as an infrastructure project. And, we would be building capacity in these communities to apply for future ATP grants by allowing them to identify community needs and getting the community excited about active transportation. Right now, it is hard to get a foot in the door and apply for ATP unless a community has already done a plan or a non-infrastructure project. Thus we need to ensure that these activities remain competitive so that all communities in the SCAG region and statewide can benefit from ATP. Moreover, many Safe Routes to School projects are more effective when they combine an education program with an infrastructure project. This set-aside would ensure that those combined projects are competitive in the ATP.

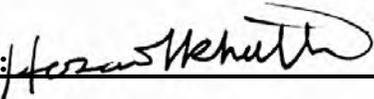
Thank you for considering AB 2796 and please feel free to reach out to me if you have any questions or concerns.

Sincerely,

A handwritten signature in blue ink that reads "Bill Sadler".

Bill Sadler  
California Senior Policy Manager  
[bill@saferoutespartnership.org](mailto:bill@saferoutespartnership.org)  
(847) 732-4007

**DATE:** May 5, 2016  
**TO:** Regional Council  
**FROM:** Darin Chidsey, Director of Strategy, Policy & Public Affairs; (213) 236-1836 ;  
chidsey@scag.ca.gov  
**SUBJECT:** SCAG Logo Re-Design and Branding

**EXECUTIVE DIRECTOR'S APPROVAL:** 

**RECOMMENDED ACTION:**  
Recommend to the Regional Council that SCAG's new logo be adopted.

**EXECUTIVE SUMMARY:**  
*Over the last several months, the Logo Re-Design Subcommittee Members have been working on refreshing SCAG's branding and have met several times to review the proposed research phase process and survey by a consultant team. Input from Regional Council members, staff and stakeholders were solicited regarding perceptions of SCAG, its agency's mission and values. Using all combined feedback and review of the survey results, the team began creative development to update the SCAG "bowtie" logo—which has been in use for 20 years. The Logo Re-Design Subcommittee reviewed the final designs, along with a new tagline, and presented its recommendation to Legislative/Communications and Membership Committee (LCMC) on April 19, 2016. SCAG's LCMC recommends to the Regional Council the adoption of the new logo and tagline, and for staff to begin incorporating the new mark.*

**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 b: Develop External Communications and Media Strategy to Promote Partnerships, Build Consensus, and Foster Inclusiveness in the Decision Making Process.

**BACKGROUND:**  
Last year, SCAG celebrated its 50<sup>th</sup> anniversary. SCAG has had many accomplishments over the past five decades, and in more recent years, has raised its profile as a convener of the region's many elected, community and business leaders, while promoting collaboration to address some of Southern California's toughest public policy issues. With the adoption of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy, SCAG has championed for increased funding opportunities for cities to implement the policies incorporated within the plan, which would increase mobility, promote sustainability, and improve the quality of life for residents. In addition, SCAG has been continually educating, building partnerships, and providing valuable services to its member cities. To date, 190 out of 191 cities in the region are members of SCAG, a reflection of the value the agency provides.

SCAG reached an incredible milestone last year, and presented an opportunity to update the agency logo and visual branding to better align with the SCAG of today. SCAG's most recent logo – the "bow tie" –



was adopted in 1996, 20 years ago. It has served its purpose, but is now outdated. SCAG procured a marketing and advertising firm, One Eighteen Advertising, to assist in updating the logo and assist with the rollout of a new logo design. Their scope includes researching and interviewing key staff, board members, and other stakeholders to provide insight on the SCAG brand and perceptions/reputation of the agency. The logo re-design effort will have a thorough understanding of SCAG's formation, its legacy, the role the agency plays today and what it will be in the future.

Information on the logo re-design and branding project was presented to the LCMC at its January 19 meeting in which a subcommittee was formed to oversee the development of the new logo. Members include: Hon. Pam O'Connor, Hon. Greg Pettis, and Hon. Margaret Clark. The subcommittee first met on February 16<sup>th</sup>, to review the proposed research phase process and survey questions. On March 15, the subcommittee met to review the response data and the insights from the survey, as well as next steps. The subcommittee convened on April 18 to review the final logo designs and taglines and gave their recommendation to the LCMC on April 19. At this meeting, the LCMC approved the recommendation to the Regional Council to adopt the new logo and tagline.

## **SCAG BRAND RESEARCH PHASE**

During the initial research phase, SCAG provided the consultant with a highly targeted list of 432 individuals comprised of Regional Council members, County Transportation Commission CEOs, GLUE Council members, federal/state agency partners, stakeholders and staff. The consultant team sent emails to the group, asking them to participate in a short survey and in some cases, offered one-on-one phone interviews. The survey's objective was to better understand the external perceptions and reputation of SCAG and whether these perceptions were in alignment with the vision and goals of the organization. The feedback would inform the logo design and brand communications.

Approximately 114 people completed the survey and provided feedback. The respondents were fairly equally distributed in terms of staff, Regional Council members and external stakeholders. There was also fairly equal dispersion in terms of years of engagement with SCAG – less than 5 years, between 5-10 years and more than 10 years.

Some insights from the research survey:

- The majority of respondents believe that SCAG does embody its mission statement and over 80% of respondents felt that SCAG's mission statement is accurate.
- 92% of respondents refer to the agency as "SCAG" as opposed to "Southern California Association of Governments"
- When asked what values best represent SCAG, the top three answers were: "Collaboration" (88.4%), "Sustainability" (57.9%) and "Service" (53.7%). Respondents also viewed SCAG as a "Cooperative," "Leading," and "Positive" organization.

One critical value to SCAG's brand that did not score as high as one might have expected was "Innovation" (27.5%). Because respondents did not believe this value best describes SCAG, innovation has been identified by staff as definitive criteria for tagline development.

## **LOGO DESIGN AND BRAND DEVELOPMENT**

With the the survey insights in mind, the consultant team developed approximately 12 initial logo designs. From the draft designs, staff selected four for further refinement and consideration. The four logo designs reflect the consistent themes that emerged from the research phase around SCAG’s brand values and the agency’s strength – regional collaboration.

These four designs were shared with executive staff, who provided feedback and recommended two final designs. Executive staff also reviewed many potential taglines that would strengthen SCAG’s brand, and better align the brand with the mission and goals of the agency. Per their direction, the consultant team and staff further refined the tagline messaging to better highlight the core value of “Innovation.”

A presentation was given to SCAG staff on Wednesday, April 13, to solicit their input on a final logo and tagline recommendation. Their input was collected and was subsequently shared with the Logo Re-Design Subcommittee on April 18. The subcommittee reviewed the final logo designs and approved the staff recommendation.

The recommended SCAG logo was approved by the LCMC on April 19 and is being forwarded to the Regional Council for adoption. Following adoption of the new logo, SCAG will begin rolling out the new logo into a variety of SCAG communication channels and throughout the offices over the course of the next fiscal year.

### **ATTACHMENT:**

PowerPoint Presentation: SCAG Logo Re-Design and Branding Initiative

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# SCAG Logo Re-Design & Branding Initiative

Recommendation to  
Regional Council  
May 5, 2016

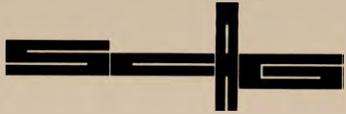


## Logo Re-Design/Branding Initiative

- SCAG's most recent "bowtie" logo has been in use since 1996. Since then, SCAG has:
  - Raised its profile as a convener of the region's many elected, community and business leaders
  - Redefined itself as an entity that educates, builds partnerships and provides valuable services to its member cities
- A new logo should more accurately reflect the role of the agency today and in the future

2

## SCAG's Logo History



1965-1975



1976-1995



1996-2014

3

## Logo Re-Design/Branding Initiative

- Consultant team One Eighteen contracted to assist in the design and rollout strategy
- Presentation to LCMC on Jan. 19
- Logo Subcommittee created; members include:
  - Hon. Pam O'Connor (Chair)
  - Hon. Margaret Clark
  - Hon. Greg Pettis

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## Logo Re-Design/Branding Initiative

- Research Phase (January – March 2016)
  - Have an informed logo design and brand communications through:
    - Better understanding of external perceptions and reputations of SCAG
    - Better alignment with vision and goals
- Design Phase (March – April 2016)
- Rollout Phase (May – July 2016)
  - Brand strategies and communications audit

5

## Survey: SCAG & Mission Statement

### **STUDY AREA 1:** Brand Associations & Attitudes

The majority of respondents believe that SCAG does embody its mission statement, though the written statement could benefit from brevity.

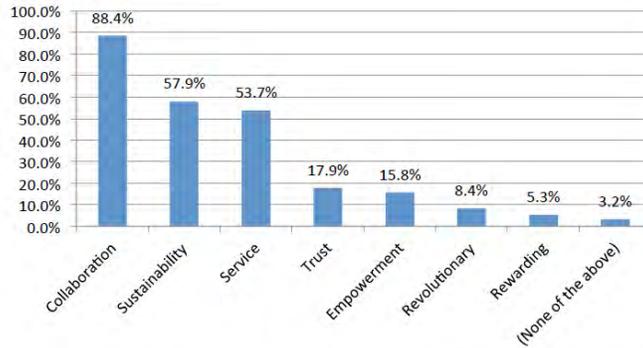
The attitude is that SCAG does a good job communicating its mission, however better – and differently - to inside constituents versus outside the organization. A majority of respondents felt that outside constituents do not matter when it comes to SCAG branding and communications.

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## Survey: What Values Represent SCAG?

Which of the following best represent SCAG values (choose up to 3)

Answer Options	Response Percent	Response Count
Collaboration	88.4%	84
Sustainability	57.9%	55
Service	53.7%	51
Trust	17.9%	17
Empowerment	15.8%	15
Revolutionary	8.4%	8
Rewarding	5.3%	5
(None of the above)	3.2%	3
<i>answered question</i>		95
<i>skipped question</i>		12

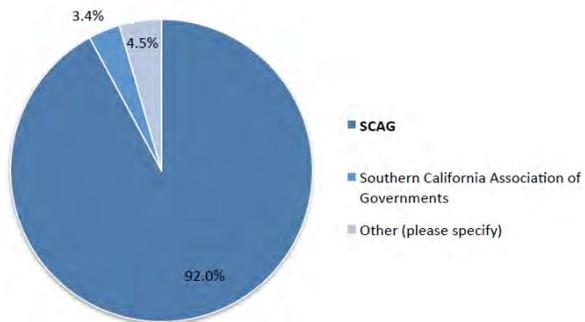


Collaboration (88.4%), sustainability (57.9%) and service (53.7%) were those values that respondents felt are most representative of SCAG.

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## Survey: To "SCAG" or Not to "SCAG"?

Answer Options	Response Percent	Response Count
SCAG	92.0%	81
Southern California Association of Governments	3.4%	3
Other (please specify)	4.5%	4
<i>answered question</i>		88
<i>skipped question</i>		19



Participants overwhelmingly refer to the organization as SCAG. However, most also qualified this by mentioning that this is dependent upon their audience (using the acronym when talking to SCAG insiders and the full name when talking to outsiders).

8

## Survey: What Should the Logo Reflect?



9

## Logo Design Considerations

- Simplicity
- Uniqueness - doesn't have to say what we do (i.e. Starbucks, Apple, Harley Davidson)
- Adaptable on various mediums
- Reflect our culture and values

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# Tagline Development

Opportunity to extend SCAG's branding

- "Region" (speaks to the forum...)
- "Progress" (people working together to improve lives...)
- "Innovation" (innovative or revolutionary solutions to complex problems...)

Because the tagline and logo will be linked, we did not include "Collaboration" as criteria for slogan development.

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## Staff Recommendation



(A2)

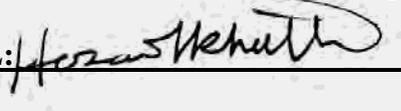
12

# Thank You



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**DATE:** May 5, 2016  
**TO:** Regional Council (RC)  
**FROM:** Basil Panas, Chief Financial Officer, [panas@scag.ca.gov](mailto:panas@scag.ca.gov) (213) 236-1817  
**SUBJECT:** Amendment 4 to the Fiscal Year 2015-16 Overall Work Program (OWP)

**EXECUTIVE DIRECTOR'S APPROVAL:** 

**RECOMMENDED ACTION:**

Adopt Resolution No. 16-579-1 approving Amendment 4 to the FY 2015-16 OWP and authorize the Executive Director, or his designee, to submit the necessary documentation to the California Department of Transportation (Caltrans).

**EXECUTIVE SUMMARY:**

*Staff recommends that the Regional Council adopt Resolution No. 16-579-1 approving Amendment 4 to the FY 2015-16 OWP. Amendment 4 will increase the overall budget by \$39,941, from \$84.85 million to \$84.89 million.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

The Regional Council has approved three amendments to the FY 2015-16 OWP. Amendment 1 was approved on October 8, 2015 increasing the budget from \$48.2 to \$50.6 million, Amendment 2 was approved November 5, 2015 increasing the budget from \$50.6 million to \$59.6 million, and Amendment 3 was approved on March 3, 2016 increasing the budget from \$59.6 million to \$84.85 million. The budget increase in Amendment 3 resulted mainly from adding \$23.9 million in FTA Sec. 5339 funds for bus and bus facilities and FTA Sec. 5312 funds for low or no emission transit buses that SCAG passes through to sub-recipients. At this time, another amendment is needed as described below.

**DISCUSSION:**

Amendment 4 includes adding \$189,949 in grant funds from the Strategic Growth Council (SGC) for the Affordable Housing and Sustainable Communities (AHSC) Technical Assistance Pilot Program. This pilot program will provide enhanced technical assistance to support potential applicants in the next round of AHSC grants. This budget increase is offset by adjustments for three project tasks funded by the Mobile Source Pollution Reduction Review Committee (MSRC) Local Government Match Program, which were to host events as part of the Go Human Campaign in the cities of South El Monte and Long Beach, and in the San Bernardino Associated Governments (SANBAG) region. The City of South El Monte decided not to host an event, the City of Long Beach is hosting an event without providing MSRC funds to SCAG, and SANBAG reduced its commitment of MSRC funds for the events in their region.

# REPORT

The changes for Amendment 4 are listed as follows:

Task Number	Project	Total Budget Request	CPG	TDA	Grants	In-Kind/ Local
225.03564.03	City of South El Monte Tactical Urbanism Event	(73,329)			(73,329)	
225.03564.05	SANBAG Tactical Urbanism Events	(24,489)			(24,489)	
225.03564.06	City of Long Beach Tactical Urbanism Event	(75,050)			(75,050)	
225.03564.01	Southern California Safety & Encouragement Campaign	22,860			22,860	
266.00715.04	SGC - AHSC Pilot Program	189,949			189,949	
	<b>Total</b>	39,941	-	0	39,941	-

**FISCAL IMPACT:**

The proposed amendment to the FY 2015-16 OWP will result in a budget increase of \$39,941, from \$84.85 million to \$84.89 million.

**ATTACHMENT:**

Resolution No. 16-579-1



**RESOLUTION NO. 16-579-1**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS (SCAG)  
APPROVING AMENDMENT 4 TO THE FISCAL YEAR 2015-16  
OVERALL WORK PROGRAM (OWP)**

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

**WHEREAS**, SCAG has developed the Fiscal Year (FY) 2015-16 Comprehensive Budget that includes the following budget components: the General Fund Budget; the Overall Work Program (OWP); the Indirect Cost Budget (ICAP); and the Fringe Benefits Budget; and

**WHEREAS**, the OWP is the basis for SCAG's annual regional planning activities and budget; and

**WHEREAS**, in conjunction with the OWP Agreement and Master Fund Transfer Agreement, the OWP constitutes the annual funding contract between the State of California Department of Transportation (Caltrans) and SCAG for Consolidated Planning Grant (CPG) funding; and

**WHEREAS**, SCAG is also eligible to receive other Federal and/or State grant funds for certain regional transportation planning related activities. For such funding upon award, the funds are implemented through the OWP and SCAG the applicable Federal or State agency shall execute the applicable grant agreement; and

**WHEREAS**, SCAG's Regional Council approved the OWP for FY 2015-16 in May 2015, which was subsequently approved by Caltrans in June 2015. The Regional Council approved Amendment 1 to the OWP in October 2015, Amendment 2 to the OWP in November 2015, and Amendment 3 in March 2016; and

**WHEREAS**, Amendment 4 to the OWP for FY 2015-16, along with its corresponding staff report, has been reviewed and discussed by SCAG's Regional Council.

**NOW, THEREFORE, BE IT RESOLVED** by the Regional Council of the Southern California Association of Governments, that Amendment 4 to the OWP for FY 2015-16 is approved and adopted.

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Human Development  
Bill Jahn, Big Bear Lake

Energy & Environment  
Deborah Robertson, Rialto

Transportation

Alan Wapner, San Bernardino  
Associated Governments

**BE IT FURTHER RESOLVED THAT:**

1. The Regional Council hereby authorizes submittal of Amendment 4 to the FY 2015-16 OWP to the participating State and Federal agencies.
2. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.
3. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby designated and authorized to execute all related agreements and other documents on behalf of the Regional Council.

**APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 5<sup>th</sup> day of May, 2016.

---

Hon. Cheryl Viegas-Walker  
President, SCAG  
Councilmember, City of El Centro

Attested by:

---

Hasan Ikhata  
Executive Director

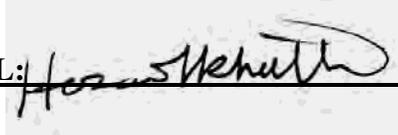
Approved as to Form:

---

Joann Africa  
Chief Counsel

**DATE:** May 5, 2016  
**TO:** Regional Council  
**FROM:** Basil Panas, Chief Financial Officer, 213-236-1817, panas@scag.ca.gov  
**SUBJECT:** Line of Credit

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Approve resolution 16-579-3 empowering the Executive Director or the Chief Financial Officer (CFO) to operate SCAG's line of credit at Bank of the West.

**EXECUTIVE SUMMARY:**

*SCAG has a line of credit at the Bank of the West in the amount of \$6.5 million which requires an updated resolution approving certain credit accommodations. The updated resolution updates the name of the Chief Financial Officer.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

SCAG has maintained a line of credit at Bank of the West since 2001 in order to have access to immediate cash when needed. If advances are requested, they are secured by an assignment of all monies due from Caltrans. At the time of borrowing, SCAG may choose either a fixed or a variable interest rate. The fixed rate is LIBOR (London Interbank Offered Rate) + 2.5% but not less than 4%, while the variable rate is the Prime Rate + 0.5%. SCAG has not relied on the line of credit to finance its operations since 2005 but maintains the line as a precaution against interruptions in funding arising at the federal or state level.

During a review of its files, Bank of the West found that the current resolution authorizing SCAG to enter into the line of credit, and authorizing the Executive Director and CFO to activate it, contains the name of the prior CFO (Wayne Moore). The bank has required SCAG to adopt an updated resolution with the name of the current CFO. There are no other changes to the resolution.

**FISCAL IMPACT:**

The annual fee of \$6,500 for maintaining the line of credit is budgeted in the General Fund (800-0160.04).

**ATTACHMENT:**

None



## RESOLUTION NO. 16-579-3

### A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING CERTAIN ACCOMMODATIONS FROM THE BANK OF THE WEST

**WHEREAS**, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.; has made an application to the Bank of the West (the “Bank”) for certain credit accommodations consisting of a line of credit commitment; and

**WHEREAS**, based upon SCAG's application, the Bank has authorized the line of credit commitment and in order to process this commitment, approval from SCAG's governing body is required.

#### **BE IT FURTHER RESOLVED THAT:**

1. The Regional Council hereby authorizes Hasan Ikhata, Executive Director of the MPO, or Basil Panas, as the Chief Financial Officer of the MPO, in the name of and on behalf of the MPO to act as follows:
  - (a) Borrow money from the Bank in such amounts and upon such terms and conditions as are agreed upon by the officers of the MPO and the Bank; and execute and deliver or endorse such evidences of indebtedness or renewals thereof or agreements therefore as may be required by the Bank, all in such form and content as the officers of the MPO executing such documents shall approve (which approval shall be evidenced by the execution and delivery of such documents); provided, however, that the maximum amount of such indebtedness (i.e. line of credit commitment) shall not exceed the principal sum of \$10,000,000.00 exclusive of any interest, fees, attorneys' fees and other costs and expenses related to the indebtedness.
  - (b) Execute such evidences of indebtedness, agreements, security instruments and other documents and to take such other actions as are herein authorized.
  - (c) Sell to or discount or re-discount with the Bank any and all negotiable instruments, contracts or instruments or evidences of indebtedness at any time held by the MPO; and endorse, transfer and deliver the same, together with guaranties of payment or repurchase thereof, to the Bank (for which the Bank is hereby authorized and directed to pay the proceeds of such sale, discount or re-discount as directed by such endorsement without inquiring into the circumstances of its issue or endorsement or the disposition of such proceeds).

#### **Main Office**

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

Energy & Environment  
Deborah Robertson, Rialto

Transportation

Alan Wapner, San Bernardino  
Associated Governments

- (d) Withdraw, receive and execute receipts for deposits -and withdrawals on accounts of the MPO maintained with the Bank.
  - (e) Grant security interests and liens in any real, personal or other property belonging to or under the control of the MPO as security for any indebtedness of the MPO to the Bank; and execute and deliver to the Bank any and all security agreements, pledges, mortgages, deeds of trust and other security instruments and any other documents to effectuate the grant of such security interests and liens, which security instruments and other documents shall be in such form and content as the officers of the MPO executing such security instruments and other documents shall approve and which approval shall be evidenced by the execution and delivery of such security instruments and other documents.
  - (f) To designate in writing to the Bank in accordance with the terms of any agreement or other document executed by the above-named individuals one or more individuals who shall have the authority to as provided herein, to: (I) request advances under lines of credit extended by the Bank to the MPO.
- 2) Apply for letters of credit or seek the issuance of banker's acceptances under which the MPO shall be liable to the Bank for repayment;
  - 3) Make deposits and receive and execute receipts for deposits on accounts of the MPO maintained with the Bank;
  - 4) Make withdrawals and receive and execute receipts for withdrawals on account of the MPO maintained with the Bank;
  - 5) Transact any other business with the Bank incidental to the powers hereinabove stated.

**BE IT FURTHER RESOLVED THAT:**

- 1. All such evidences of indebtedness, agreements, security instruments and other documents executed in the name of and on behalf of the MPO and all such actions taken on behalf of the MPO in connection with the matters described herein are hereby ratified and approved.
- 2. The Bank is authorized to act upon these resolutions until written notice of their revocation is delivered to the Bank.
- 3. Hasan Ikhtrata, as an authorized officer of the MPO and serving as the secretary of the Regional Council, hereby is authorized and directed to prepare, execute and deliver to the Bank a certified copy of this foregoing resolution, with the following language:

"I do hereby certify that I am an authorized officer of SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS, and I do hereby further certify that the foregoing is a true copy of the resolution of the Regional Council of the MPO adopted and approved at a meeting which was duly called and held in accordance with all applicable provisions of law, on the 5th day of May, 2016, at which meeting a majority of the members of the Regional Council of the MPO was present and voted in favor of the resolution.

I hereby further certify that such resolution is presently in full force and effect and have not been amended or revoked. I do further certify that the following persons have been duly elected and qualified as and, this day are, officers of the MPO, holding their respective offices appearing below their names, and that the signatures appearing opposite their names are the genuine signatures of such persons."

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 5<sup>th</sup> day of May, 2016.

---

Cheryl Viegas-Walker  
President, SCAG  
Councilmember, City of El Centro

Attested by:

---

Hasan Ikhata  
Executive Director

Approved as to Form:

---

Joann Africa  
Chief Counsel

**DATE:** May 5, 2016

**TO:** Regional Council (RC)

**FROM:** Basil Panas, Chief Financial Officer; 213-236-1817; [panas@scag.ca.gov](mailto:panas@scag.ca.gov)

**SUBJECT:** SCAG Participation at the Government Finance Officers Association (GFOA) Annual Conference, May 22 – 25, 2016

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Approve SCAG participation of four (4) staff members to attend the 2016 Government Finance Officers Association (GFOA) Annual Conference, in Toronto, Canada, May 22-25, 2016; and authorize the expenditure of approximately \$7,240 to cover travel-related expenses incurred during the conference.

**EXECUTIVE SUMMARY:**

*Staff is requesting the participate and attend the 2016 Government Finance Officers Association Annual Conference (GFOA), in Toronto, Canada, May 22-25, 2016, by one (1) Human Resources personnel and three (3) Finance personnel. The total estimated cost is approximately \$7,240. The training has been approved by SCAG management; however, per SCAG Travel Policy, foreign travel requires Regional Council approval.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

The GFOA's mission is to enhance and promote the professional management of governmental financial resources and to that end, provides training opportunities for those in the profession. Its annual conference offers dozens of training sessions over several days covering topics relevant to governmental financial management. The theme of this year's conference is *Sharing Solutions and Strategies* and will be held in Toronto, Canada from May 22 – 25. Four staff members have been approved to attend by SCAG management. However, Travel Policy, section "Authority to Travel," reads: "SCAG requires that any travel outside of the United States must be pre-approved by the Regional Council."

**FISCAL IMPACT:**

The estimated cost of the travel and lodging is \$6,480. Registration will cost an additional \$760. Funds are available in the FY 2015-16 Indirect Cost budget (810-0120.04, 810-0120.08 and 810-0120.12).

**ATTACHMENT:**

None

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**DATE:** May 5, 2016

**TO:** Regional Council (RC)

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

**SUBJECT:** SCAG Participation and Collaboration with C40's Mobility Management Network, July 16 – 23, 2016

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Approve SCAG's participation and collaboration with C40's Mobility Management Network by the following SCAG delegation: President Cheryl Viegas-Walker; First Vice President Michele Martinez; Past President Pam O'Connor; an elected or appointed representative from the City of Los Angeles; and three (3) SCAG staff representatives on July 16 – 23, 2016 in London and Milan; and authorize the expenditure of approximately \$4,500 to cover travel-related expenses per delegate from SCAG's FY16-17 Cordon/Area Study; and \$960 stipend payment for each Regional Council member, a total of at most \$3,840 from SCAG's FY16-17 General Fund Budget. The SCAG delegation will also be joined by California State Assembly Member Richard Bloom, Santa Monica City Council Member Terry O'Day, and two (2) staff representatives from the City of Los Angeles. The combined travel cost for eleven (11) participants is approximately \$53,340. Per SCAG Travel Policy, foreign travel requires Regional Council approval.

**EXECUTIVE SUMMARY:**

*SCAG is currently conducting a feasibility study funded in part by the Federal Highway Administration's Value Pricing Pilot Program (VPPP) grant intended to demonstrate whether and to what extent roadway congestion may be reduced through the application of congestion pricing strategies. A key aspect of the work program includes a travel study exchange to share mobility management best practices. Accordingly, SCAG is collaborating with C40—an international network of megacities addressing climate change—to participate in a travel study exchange focused on mobility management best practices using congestion pricing. Working with C40's recently launched Mobility Management Network, the travel study exchange is expected to take place in London and Milan on July 16 – 23, 2016. C40 works with member cities to engage in peer-to-peer sharing and collaboration via thought leadership meetings.*

*Anticipated participants of the SCAG delegation include the following: President Cheryl Viegas-Walker; First Vice President Michele Martinez; Past President Pam O'Connor; an elected or appointed representative from the City of Los Angeles; and three (3) SCAG staff representatives. The SCAG delegation will also be joined by California State Assembly Member Richard Bloom, Santa Monica City Council Member Terry O'Day, and two (2) staff representatives from the City of Los Angeles.*



## **STRATEGIC PLAN:**

This item supports SCAG’s Strategic Plan, focused particularly on our vision statement of serving as “an international and regional planning forum trusted for its leadership and inclusiveness in developing plans and policies for a sustainable Southern California.”

## **BACKGROUND:**

SCAG is currently conducting a feasibility study funded in part by the Federal Highway Administration’s VPPP grant intended to demonstrate whether and to what extent roadway congestion may be reduced through the application of congestion pricing strategies—specifically cordon/area pricing—and assessing the magnitude of the impact of such strategies on driver behavior, traffic volumes, transit ridership, air quality and availability of funds for transportation programs. The study’s key deliverables include, but are not limited to: a technical and policy framework for evaluating the performance of congestion pricing alternatives; market research regarding the parameters of pricing alternatives; and outreach with civic organizations, communities, businesses and elected leadership. A critical aspect of the work program includes a travel study task engaging elected and appointed officials in sharing mobility management best practices. Accordingly, SCAG is collaborating with C40—an international network of megacities addressing climate change—to participate in a travel study exchange focused on mobility management best practices using congestion pricing.

Working with C40’s recently launched Mobility Management Network, a travel study exchange is expected to take place in London and Milan from July 16 - 23, 2016. Both of these cities are member C40 cities engaged in addressing mobility and environmental objectives using tools like cordon/area pricing. Anticipated participants of the SCAG delegation include the following: President Cheryl Viegas-Walker; First Vice President Michele Martinez; Past President Pam O’Connor; an elected or appointed representative from the City of Los Angeles; and three (3) SCAG staff representatives. Costs are estimated to be about \$4,500 per delegate to cover travel-related costs (airfare = \$1,700; lodging = \$1,800; travel incidentals and meals = \$1000) and are currently budgeted under SCAG’s FY16-17 Cordon/Area Study. An estimated \$960 stipend for each participating Regional Council member (total of at most 4 RC members = \$3,840) will be allocated from the FY16-17 General Fund Budget. The SCAG delegation will also be joined by California State Assembly Member Richard Bloom, Santa Monica City Council Member Terry O’Day, and two (2) staff representatives from the City of Los Angeles. The combined travel cost for eleven (11) participants is approximately \$53,340. Per SCAG Travel Policy, foreign travel requires Regional Council approval.

In the 2016 and future Regional Transportation Plan cycles, SCAG and other metropolitan planning organizations will require a broader range of policy tools, including innovative congestion pricing strategies, which are among the most promising mechanisms available to allow regions to achieve system performance and environmental objectives. This collaborative exchange opportunity with C40’s network of international megacities facilitates dialogue among staff and elected officials to collectively access partnership resources and develop more impactful strategies.



# REPORT

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**FISCAL IMPACT:**

Funding is included in SCAG's FY16-17 Overall Work Program (OWP) for the Cordon/Area Study to cover delegate travel related expenses. Costs are estimated to be about \$4,500 for each delegate and staff representative to cover travel-related expenses (airfare = \$1,700; lodging = \$1,800; travel incidentals and meals = \$1000). The total cost of approximately \$49,500 for the eleven (11) participants is currently budgeted under SCAG's FY16-17 Cordon/Area Study. Proposed Regional Council stipend related expenditure, totaling approximately \$3,840 will be allocated from SCAG's FY16-17 General Fund Budget. The total combined cost is approximately \$53,340.

**ATTACHMENT:**

None



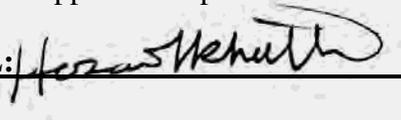
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**DATE:** May 5, 2016

**TO:** Regional Council (RC)

**FROM:** Huasha Liu, Director, Land Use and Environmental Planning, 213-236-1838, liu@scag.ca.gov

**SUBJECT:** Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program Applicants Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

**RECOMMENDED ACTION:**  
For Information Only – No Action Required.

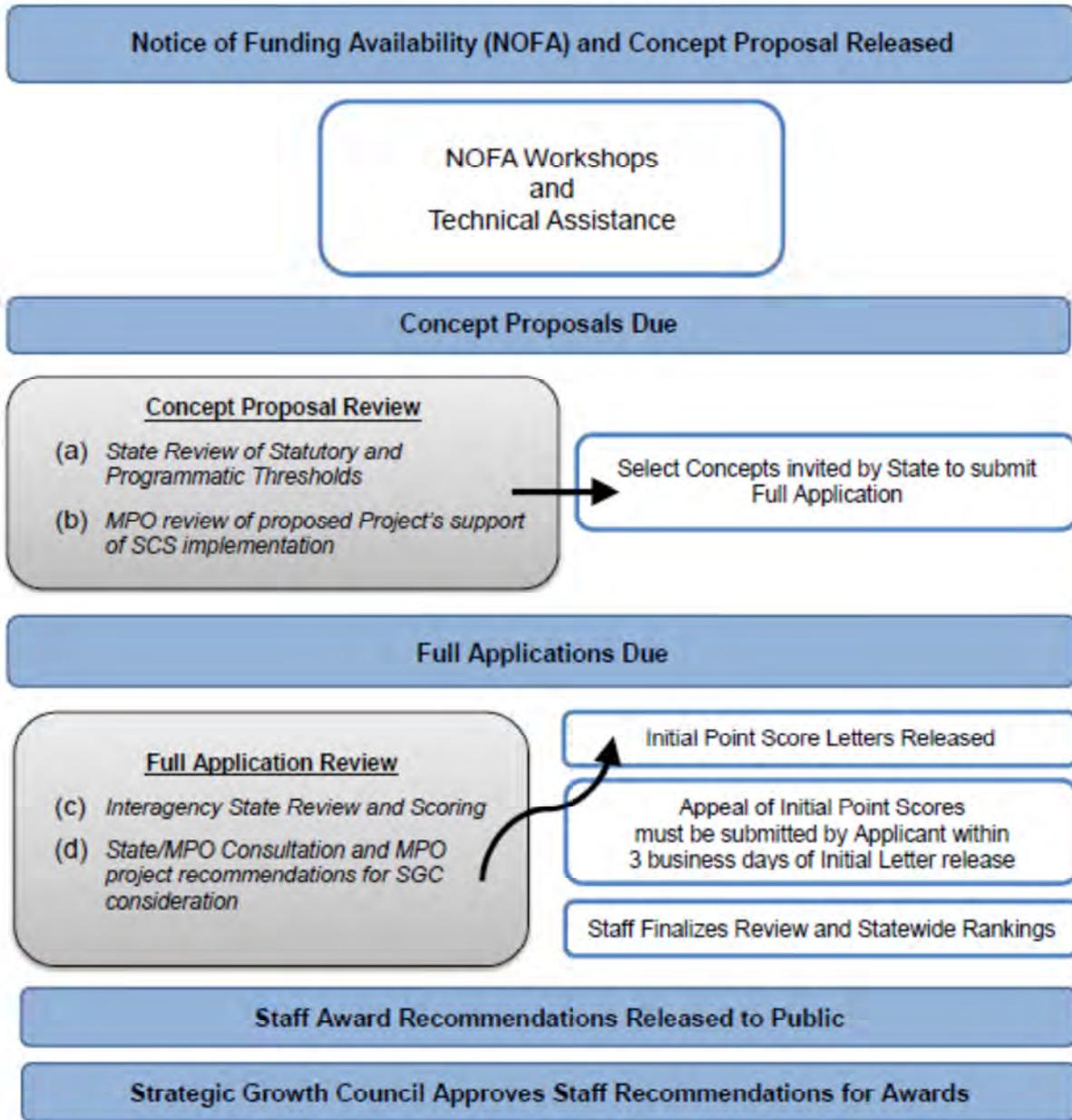
**EXECUTIVE SUMMARY:**  
*In the second round of Cap-and-Trade Affordable Housing Sustainable Communities (AHSC) statewide grant program, project applicants in the SCAG region were invited by the Strategic Growth Council (SGC) to submit a full application out of the thirty-six (36) concept applications submitted. On April 12, staff recommended 35 out of 36 concept applications to SGC to move to the next phase. The week of April 25 is the anticipated deadline for SGC to invite applicants to submit their full applications. In approximately two months, the full applications are due to SGC on June 20. SGC plans to announce the awards in September 2016.*

**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:**  
Through the State budget process, Cap-and-Trade auction proceeds are appropriated from the Greenhouse Gas Reduction Fund (GGRF) to State agencies and programs. The SGC is administering the AHSC program, which is intended to further regulatory purposes of AB 32 and SB 375 by investing GGRF proceeds in projects that reduce greenhouse gas emissions through more compact, infill development patterns, integrating affordable housing, encouraging active transportation and mass transit usage, and protecting agricultural land from sprawl development. For the 2015-2016 fiscal year, SGC and the California Department of Housing and Community Development (HCD) announced that \$320 million of funding would be available for the AHSC program.

SB 862 provides that SGC "shall coordinate with the metropolitan planning organizations (MPO) and other regional agencies to identify and recommend projects within their respective jurisdictions that best reflect the goals and objectives of this division." Table 1 illustrates the overall AHSC application review process, including where in the process MPO coordination takes place.

## AHSC Program Application Review Process



### Applications

Concept applications were due to SGC on March 16, 2016. On March 24, SGC forwarded SCAG staff thirty-six (36) concept applications to review whether the proposed project supports the implementation of the Sustainable Communities Strategy (SCS). By county, Los Angeles County was represented by twenty-four (24) submittals, followed by Ventura County with five (5), Imperial County, Orange County, and San Bernardino County with two (2) each, and Riverside County with one (1). The total amount requested by all applications is \$310.5 million.

The SCAG staff Evaluation Team reviewed the thirty-six (36) projects and found all except one would support the implementation of the SCS. Upon review, one application was not recommended because the proposed project did not help implement the SCS. SCAG staff then provided an update of the concept application review at the April 7, 2016 CEHD Policy Committee meeting and forwarded recommendations to SGC on April 12.

At the time of the writing of this staff report, SGC has not released the list of applicants invited to submit a full application. SCAG staff will provide an update on the full application invitations to the Regional Council at its May 5, 2016 meeting.

SCAG has also formed a Cap-and-Trade Assistance Team including thirteen (13) staff members and four (4) consultant firms. The mission of the Assistance Team is to assist applicants selected to prepare their full applications with high quality.

SCAG will have its staff Evaluation Team to evaluate full applications based on the Evaluation Criteria adopted by the Regional Council at its March 3, 2016 meeting. The criteria are based on the 2012 RTP/SCS strategies, which reflects the most recently adopted RTP/SCS at the time the AHSC Notice of Funding Availability (NOFA) was released, and the SCAG Sustainability Grant Program Call for Projects. The approved criteria will help staff identify competitiveness of the applications, if necessary.

Full applications will be due to SGC on June 20, 2016. Full application review by SGC is scheduled between late-June and August 2016. Awards will be announced by SGC in September 2016. SCAG staff will provide updates to the Regional Council, Policy Committees, and Technical Working Group on the status of the applications as information becomes available.

**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 2015-2016 Overall Work Program (WBS Number 16-080.SCG00153.04: Regional Assessment).

**ATTACHMENT:**

None

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SOUTHERN CALIFORNIA  
ASSOCIATION OF  
GOVERNMENTS

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Human Development  
Bill Jahn, Big Bear Lake

Energy & Environment  
Deborah Robertson, Rialto

Transportation  
Alan Wapner, San Bernardino  
Associated Governments

## 2016 MEETING SCHEDULE REGIONAL COUNCIL AND POLICY COMMITTEES

<b>All Regular Meetings are scheduled on the 1<sup>st</sup> Thursday of each month; except for the month of October which is on the 5<sup>th</sup> Thursday of September*</b> (Approved by the Regional Council 9-3-15)	
<b>Executive/Administration Committee (EAC)</b>	<b>9:00 AM – 10:00 AM</b>
<b>Community, Economic and Human Development Committee (CEHD)</b>	<b>10:00 AM – 12:00 PM</b>
<b>Energy and Environment Committee (EEC)</b>	<b>10:00 AM – 12:00 PM</b>
<b>Transportation Committee (TC)</b>	<b>10:00 AM – 12:00 PM</b>
<b>Regional Council (RC)</b>	<b>12:15 PM – 2:00 PM</b>

**January 7, 2016**  
(SCAG Sixth Annual Economic Summit --- in lieu of the regularly scheduled  
Regional Council and Policy Committees' Meetings)

February 4, 2016

March 3, 2016

April 7, 2016

**May 5 – 6, 2016**  
(2016 SCAG Regional Conference and General Assembly, La Quinta)

June 2, 2016

July 7, 2016

**August 4, 2016 (DARK)**

September 1, 2016

September 29, 2016\*

**(Note: League of California Cities Annual Conference, Long Beach, CA, Oct. 5 - 7)**

November 3, 2016

December 1, 2016

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

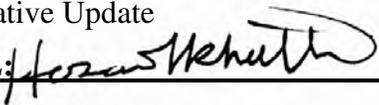
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**DATE:** May 5, 2016

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

**FROM:** Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;  
[chidsey@scag.ca.gov](mailto:chidsey@scag.ca.gov)

**SUBJECT:** April State and Federal Legislative Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

**Federal**

**THUD Appropriations**

On April 21, 2016, the United States Senate Appropriations Committee approved a draft bill making appropriations for the U.S. Department of Transportation and the Department of Housing and Urban Development (THUD) by a vote of 30 to 0 – the bill number is S. 2844.

Highlights of the bill include:

- \$56.5 billion bill provides \$16.9 billion in discretionary appropriations for USDOT.
- Full funding of the authorization levels for Highway Trust Fund programs authorized under the FAST Act for FY 2017. (These trust fund obligation limitations are exempt from the Budget Control Act’s caps on discretionary spending.)
- Rejection of the Administration’s proposal to add \$17.9 billion to the USDOT budget in 2017, paid for by a new fee on crude oil.
- Increase of total gross discretionary appropriations for USDOT by \$454 million over the enacted 2016 level, and an increase in gross appropriations for HUD of \$1.456 billion.
- Discretionary spending for the entire bill dropped by \$827 million below last year since the overall Budget Control Act cap on non-defense discretionary spending is frozen at the FY 2016 level. The Senate bill contains a rescission of unobligated balances of highway contract authority held by states of \$2.211 billion to pay for the increase in USDOT Appropriations while still achieving a net reduction in total discretionary spending.

**THUD Bill Discretionary Spending (Billion \$)**

	<u>FY 2016 Law</u>	<u>FY 2017 Senate</u>
USDOT Gross Appropriations	18.8	19.3
USDOT Offsetting Receipts	-0.1	-0.1
USDOT Rescissions	0.0	-2.2
HUD Gross Appropriations	47.0	48.4
HUD Offsetting Receipts	-8.6	-9.2
Other Agency Appropriations	0.3	0.3
<b>NET TOTAL DISCRETIONARY</b>	<b>57.3</b>	<b>56.5</b>

The following summarizes funding provisions of the major USDOT programs within the bill, but for sake of brevity does not include all departments within USDOT:

**Office of the Secretary (OST).** The biggest budget account in OST is the TIGER discretionary surface transportation grant program. This program was created in 2009 and is still very popular. S. 2844 proposes to increase overall TIGER funding from \$500 million in 2016 to \$525 million in 2017. However, the bill seeks to spread program funding more widely, so there are several important changes in the TIGER program including a shrinkage of the maximum grant size – when the TIGER program started in 2009, the maximum grant size was \$200 million. This dropped to \$100 million in FY 2016 and is down to just \$25 million in the Senate bill. (For information, USDOT has not given out a TIGER grant in excess of \$25 million since FY 2011.)

As a reminder, the FASTLANE grant program and the freight formula funds were provided guaranteed funding through the Highway Trust Fund in the FAST Act and are therefore not subject to the appropriations process in the same way that TIGER is.

In addition, the Senate bill increases the minimum set-aside for TIGER projects in rural areas from 20 percent of the total to 30 percent and also decreases the maximum amount of grants that can go to projects in any single state from 20 percent of the total awards to 10 percent.

The next-largest account within OST is the subsidy program for airlines that fly to remote airports (Essential Air Service). The Senate bill provides \$150 million from the Airport and Airway Trust Fund for EAS, down \$25 million from last year. In addition, each year additional money is provided for the EAS program through overflight fees that do not go through the appropriations process, and in 2017 that amount is estimated to be \$104 million, taking the total EAS program size to \$254 million.

**Federal Aviation Administration.** The Senate bill provides a total of \$16.4 billion for the Federal Aviation Administration in fiscal year 2017, up \$132 million from FY 2016. The Senate bill is significantly above the President's request, because the appropriators again rejected the Administration's proposal to increase the maximum allowable passenger facility charge (PFC) that airports can levy upon passengers.

Overall funding for the Operations account (by far the largest discretionary account at USDOT) rises to \$10.048 billion under the Senate bill, \$139 million above 2016. Within Operations, the Senate bill reaffirms support for the contract tower program (at \$159 million for 2017) and also expresses support for contract weather observers. Funding for the next-largest FAA account did not see any increase. Facilities and Equipment saw a hard freeze in nominal terms from FY 2016 at \$2.838 billion, as requested by the President. Research, Engineering and Development is increased by \$10 million increase over last year (6 percent), largely going towards unmanned aircraft systems research.

Funding for the Airport Improvement Program is flat-lined at an obligation limitation of \$3.350 billion, but this is due more to inaction on the FY 2017 FAA reauthorization legislation, which actually has to provide the contract authority for the AIP program that is in turn limited by the appropriations bill. Within the \$3.35 billion, the Senate bill maintains a set-aside for the Small Community Air Service program (increasing it from \$5 million to \$10 million).

# REPORT

**Federal Highway Administration.** The FHWA only has one active appropriations account (Federal-aid Highways) and it is by far the biggest one in the bill. The FAST Act assumed that an obligation limitation of \$43.266 billion would be provided in FY 2017, and that is what the Senate bill does. This is 2 percent higher than FY 2016 and 7.5 percent higher than FY 2015.

As mentioned above, the discretionary spending increases in the Senate bill are offset by a one-time rescission of \$2.211 billion, to be effective on October 1, 2016 or the date of enactment of the bill, whichever is later.

**Federal Railroad Administration.** The bill funds Amtrak at a level of \$1.42 billion, \$30 million more than FY 2016, but about \$82 million less than authorized. Separately, it provides \$50 million for the newly authorized Consolidated Rail Infrastructure and Safety Improvement grants, which is authorized under the FAST Act at \$190 million, and \$20 million for the new Federal State Partnership for State of Good Repair (SOGR) Grants, which is authorized at \$140 million. The measure also provides \$15 million for the new Rail Restoration and Enhancement Grants, which were authorized at \$20 million. For the implementation of Positive Train Control (PTC), the bill is consistent with the FAST Act in appropriating from the Mass Transit Account \$199 million in FY 2017.

The following table compares the various FY 2017 budget amounts for various intercity passenger rail programs.

### FY 2017 Authorizations/Appropriations for Amtrak / Intercity Passenger Rail (Millions \$)

	<u>FAST Act</u>	<u>OMB Request</u>	<u>Amtrak Request</u>	<u>Senate Bill</u>
Amtrak Northeast Corridor	474.0	700.0	357.3	345.0
Amtrak National Network	1,026.0	1,200.0	1,213.0	1,075.0
FAST Act §11102 (Consolidated Rail Grants)	190.0	3,680.0	140.0	50.0
FAST Act §11103 (State of Good Repair Grants)	140.0	400.0	123.7	20.0
FAST Act §11104 (Restoration/Enhancement)	20.0	20.0	0.0	15.0
Total, Amtrak/Intercity Passenger Rail Grants	1,850.0	6,000.0	1,834.0	1,505.0

The annual USDOT appropriations bill also funds two other FRA accounts – Safety and Operations receives a \$208.5 million appropriation under the Senate bill, and Railroad R&D receives \$40.1 billion. Both are slight increases from 2016.

**Federal Transit Administration.** The bill appropriates a total of \$12.3 billion for Federal Transit Administration (FTA) programs, an increase of \$575 million over FY 2016 levels. The FAST Act authorized \$12.175 billion in FY 2017 for FTA programs.

The bill provides \$9.7 billion for the transit formula grants, which is \$753 over funding in the previous year and consistent with the FAST Act. It funds the Capital Investment Grants (New Starts/Small Starts/Core Capacity) at a level of \$2.3 billion, \$161 million more than FY 2016 and also of the level authorized under the FAST Act. Within funding for Capital Investment Grant program, the measure allocates \$333 million for core capacity projects, \$241 million for small starts, and \$20 million for the

expedited delivery pilot program. We do not yet have details on other general fund transit programs, or individual programs under the formula total.

Attached to this report is a comparison of FY 2017 FAST Act Authorizations and the Senate Appropriations Bill, S. 2844, prepared by the ENO Center for Transportation. Additionally, the full THUD Appropriations Committee report (179 pages) summarizing the bill's provisions can be accessed at the following link: <https://www.gpo.gov/fdsys/pkg/CRPT-114srpt243/pdf/CRPT-114srpt243.pdf>

Staff will monitor the bill which is expected to be considered by the full Senate perhaps as early as this week and will apprise the Regional Council of any significant changes. The House has not yet released its FY17 THUD bill. When bill text becomes available staff will prepare summary analysis for the Regional Council.

## State

### **SBX 1-1 (Beall)**

On April 21, 2016, SBX 1-1 by Senator Jim Beall (D- San Jose), previously reported to the Regional Council was substantially amended to incorporate input gathered since the bill's introduction and consideration in the legislative special session called by the Governor last year dealing with transportation and infrastructure finance.

As amended, the bill seeks to raise an estimated \$6.5 billion of additional funding to improve California roads and transportation infrastructure. Bill provisions include:

### **Revenues Adjustments and Enhancements: \$4.6 billion annually**

The bill proposes a series of new revenue enhancements and adjustments to fix California roads and improve mobility throughout the state. Specifically, the proposal eliminates the Board of Equalization's annual adjustment of the gas excise tax, restores the gas excise tax rate by 6 cents to its pre-2015 level, and enhances the gas excise tax an additional 6 cents and indexes it to raise approximately \$1.7 billion annually. The proposal also increases the diesel excise tax by 22 cents and sales tax to 5.25% to generate an estimated \$900 million annually. Additional revenue enhancements include an annual road access fee of \$35 per vehicle, an annual \$100 fee for zero-emission vehicles, and a vehicle registration adjustment of \$35 per vehicle.

The increases to the various fees and excise taxes are unchanged from the previous version of the bill. The amended bill increases the sales tax on diesel fuel from its present 1.75% to 5.25%, which is estimated to raise an additional \$300 million annually from the prior version of the bill. The bill restricts the use of this increased sales tax to transit capital purposes and certain transit services. The original bill's provision depositing .12 cents of the .22 cent proposed increase of the diesel excise tax into the Trade Corridors Improvement Fund (TCIF) is unchanged, but the amended bill specifies that future adjustments, if any, shall also be deposited into TCIF.

### **Restoration of existing weight fees: \$500 million**

Vehicle weight fees generate approximately \$1 billion annually and are currently used to pay down transportation debt service. The amended bill will annually redirect an estimated half of weight fees currently being allocated for transportation debt service (approximately \$500 million) to once again be

used for transportation purposes. The package will recapture the estimated \$500 million from transportation revenue generated from State Transit Assistance, High-Speed Rail, and other miscellaneous revenues currently used for specific debt service in addition to a redirection of Highway User Tax Account funds currently being used for General Fund purposes.

The redirection of the above-mentioned special funds, according to the amended bill, will be backfilled with an estimated \$300 million in currently non-dedicated Cap-and-Trade (C&T) revenues and \$200 million in General Fund revenue.

### **Increase Cap and Trade allocation for transit: \$300 million**

Existing law requires a portion of C&T revenues to fund several transit related programs. The amended bill increases the existing percentage of funding for the C&T's Transit and Intercity Rail Capital Program from the current 10% allocation to 20% and the Low Carbon Transit Operations Program from the current 5% to 10% in order to increase transit services that reduce greenhouse gas emissions throughout the state.

### **CalTrans Reforms and Efficiency improvements: \$100 Million**

The bill requires Caltrans to provide the California Transportation Commission with a plan to increase the department's efficiency by 30%, similar to the Governor's Transportation funding proposal, and further requires Caltrans to justify to the Legislature, via reporting to the appropriate Policy and Budget Committees, the number of employees needed to complete transportation projects and any replacement of positions accrued through attrition. Bill provisions require Caltrans to develop and implement outcome-based performance and efficiency guidelines for projects funded by new revenues. Revenue generated from efficiency modifications will be targeted to fund road maintenance, repair work, and one-time cleanup efforts of state highways. These provisions are largely unchanged from the original version of the bill.

### **Accelerate General Fund Loan Repayment obligations**

The amended bill provides that outstanding loans (approximately \$1 billion) made to the General Fund from the State Highway Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account, and the Motor Vehicle Account will be repaid with a one-time payment, according to the amended bill, by or before June 30, 2016. The loan repayment shall be made from funds on deposit in the Budget Stabilization Account ('Rainy-Day Fund').

### **Funding for Self-Help Counties**

To encourage local governments share in the financial responsibility of maintaining and improving California's transportation infrastructure, this proposal sets aside 5% of annual revenues to counties that adopt local sales tax measures commonly referred to as "self-help" counties. If no new "self-help" counties are approved then the funding shall revert back and allocated 50/50 by the locals and state. This provision is unchanged from the original bill.

### **50/50 funding split between state and local agencies**

The package establishes a balanced approach to ensure transportation maintenance and rehabilitation needs are sufficiently met throughout the state. Thus, new transportation revenue will be split equally between locals and state for road and bridge repair and maintenance.

## **Trade Corridors**

As regional ports serve as one of the primary economic engines for the state, the transportation funding package allocates 12 cents of the diesel excise Tax or approximately \$300 million annually to support the movement of goods in California's critically important trade corridors. Ports such as Los Angeles, Long Beach, and Oakland along with border crossings with Mexico will receive financial resources to boost mobility efficiency along these trade corridors. This is unchanged from the original bill except that as amended these funds, should they be adjusted in the future, would continue to accrue to the TCIF.

## **Commuter/Intercity Rail and Transit**

In order to continue providing travelers with improved mobility options to get to work, school, and other key destinations, \$550 million will be allocated to support commuter rail improvements.

Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for specified components of the initial operating segment of the high-speed rail line and the Phase I Blended System.

This bill as amended, commencing no earlier than the 2016–17 fiscal year, would require the authority, from the funds it expects to receive over time under these provisions, to set aside \$550 million for capital improvements on intercity and commuter rail lines and urban rail systems that provide connectivity to the high-speed rail system and for other rail capital purposes, as specified. The bill would require the moneys to be programmed to projects on a competitive basis by the California Transportation Commission in consultation with the authority.

As a result, commuter rail systems such as LA Metrolink, Caltrain, and the Altamont Corridor Express, as well as the Pacific Surfliner, Capitol Corridor, and San Joaquin intercity rail service providers will receive additional financial resources for capital improvement projects and to also provide service increases within their corridors. Additional financial resources for capital and service improvements will provide an enhanced experience for transit users and provide an incentive to get motorists out of their vehicles and into transit buses and trains.

## **CEQA Streamlining and Advanced Mitigation**

CEQA, until January 1, 2020, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. The amended bill would extend this exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons. The bill would also expand the exemption to include state roadways. The amended bill also establishes an Advance Infrastructure Mitigation Program designed to provide comprehensive environmental mitigation associated transportation projects in exchange for streamlined project approvals from federal and state resources agencies.

## **Active Transportation**

The amended bill improves existing Active Transportation Program through increased funding and updating the Highway Design Manual to include complete streets design. Pursuant to this act, Caltrans

shall establish a new division specific to Active Transportation and allocates an additional \$100 million in new revenue annually from the Greenhouse Gas Reduction Fund to the State Highway Account to fund active transportation programs.

### **Public-Private Partnerships**

Existing law authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge users of those projects tolls and user fees, subject to various terms and requirements. Existing law concerning these public-private partnerships provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.

This bill as amended would authorize these lease agreements to be entered into on or after that date, add the Santa Clara Valley Transportation Authority as an eligible regional transportation entity that may enter into these agreements, and make technical changes.

### **Workforce, job training, & Opportunity Act (Pre-Apprenticeship Programs)**

The bill addresses the state's projected labor shortage by providing high-quality training and skills development to individuals entering the workforce. The amended proposal specifies that all projects funded with new transportation revenue will be required to engage in a pre-apprenticeship program for individuals, including low-income/disadvantaged individuals. State and local California Conservation Corps shall be an eligible partner under this act.

### **Constitutional Protections:**

Prohibits the Legislature from borrowing or redirecting new revenues levied on vehicles or their use and further prohibits the Legislature from using those revenues for purposes other than specifically permitted by Article 19. The Constitutional proposal additionally prohibits new revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. Revenues derived from off-road vehicles and boats must be used for relevant purposes. Additionally, aviation fuel taxes will also be required to be used specifically for aviation purposes. Further clarifies revenues allocated to trade corridors can be used for both rail and road projects. Lastly, the proposal allows a portion of existing weight fees to continue to be used for transportation debt service.

### **California Transportation Commission (CTC) Independence**

The amended bill establishes CTC as an independent agency from the Transportation Agency as a means to design a more efficient project delivery system and use of state resources. Further transfers responsibility for the approval of the State Highway Operations and Protection Program (SHOPP) from Caltrans to CTC. Specifically, acting as an independent state entity, CTC will be provided with the ability to prioritize project needs and align limited transportation resources to effectively meet project needs.

### **Office of Transportation Inspector General**

SBX 1-1 as amended creates the Office of the Transportation Inspector General (TIG) and notes that the TIG shall not be a subdivision of any other governmental entity. It specifies the TIG is to serve as an independent office to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. Bill provisions give the

# REPORT

Legislature the ability to direct the TIG to carry out compliance investigations (including on CTC) and issue reports and findings accordingly.

## **Summary of new revenues:**

Revenue provisions of the amended SBX 1-1 are summarized as follows:

- Gasoline excise tax increase: \$0.12/gallon \$1.7 billion Indexed
- Diesel excise tax increase: \$0.22/gallon \$600 million Indexed
- Road access fee: \$35 per vehicle annually \$1 billion Indexed
- VRF adjustment: \$35 per vehicle annually \$1 billion Indexed
- Zero-emission vehicles Fee: \$100 per vehicle \$10 million
- Increase diesel fuel sales tax from 1.75% to 5.25% \$300 million
- Caltrans reforms & efficiencies \$100 million
- Restoration of weight fees \$500 million
- Cap and Trade distribution increases \$300 million

**Total ongoing: \$5.5 billion**

Loan Repayment Acceleration: **\$1 billion** One-time

**Total Revenue: \$6.5 billion**

SBX 1-1 is referred to the Senate Appropriations Committee with no hearing presently scheduled. Staff will continue to monitor and apprise the Regional Council of any significant developments with the bill.

## **ATTACHMENT:**

FAST Act THUD Approps Funding Comparison

## FY 2017 FAST Act Authorizations vs. the Senate Appropriations Bill

(Billions of dollars. Amounts shown in bold type in the request were proposed by the Administration to be reclassified from GF discretionary to HTF mandatory.)

	FAST Act	Budget Request	Senate Bill	Senate vs FAST	Senate vs Request	
<u>General Fund Appropriations</u>						
NHTSA	Vehicle Safety Activities	0.136	<b>0.250</b>	0.160	0.025	-0.090
FRA	Amtrak - Northeast Corridor	0.474	<b>0.700</b>	0.345	-0.129	-0.355
FRA	Amtrak - National Network	1.026	<b>1.200</b>	1.075	0.049	-0.125
FRA	Consolidated Rail Grants	0.190	<b>3.680</b>	0.050	-0.140	-3.630
FRA	Good Repair Partnership Grants	0.140	<b>0.400</b>	0.020	-0.120	-0.380
FRA	Restoration/Enhancement Grants	0.020	<b>0.020</b>	0.015	-0.005	-0.005
Indep.	Amtrak Inspector General	0.021	0.023	0.023	0.003	0.000
FTA	Administrative Expenses	0.115	<b>0.115</b>	0.111	-0.004	-0.004
FTA	Transit Research	0.020	0.000	0.000	-0.020	0.000
FTA	Technical Assistance/Training	0.005	0.000	0.000	-0.005	0.000
FTA	Capital Investment Grants	2.302	<b>3.500</b>	2.338	0.036	-1.162
PHMSA	Hazardous Materials Transport.	0.055	0.068	0.058	0.003	-0.011
<b>Total, FAST Act Authorizations for GF Approp.</b>		4.503	9.957	4.195	-0.308	-5.762
<u>Obligation Limitations on HTF Contract Authority</u>						
FHWA	Federal-aid Highways	43.266	43.266	43.266	0.000	0.000
FMCSA	Operations and Programs	0.277	0.277	0.277	0.000	0.000
FMCSA	Motor Carrier Safety Grants	0.367	0.367	0.367	0.000	0.000
NHTSA	Operations and Research	0.146	0.146	0.146	0.000	0.000
NHTSA	Highway Traffic Safety Grants	0.585	0.585	0.585	0.000	0.000
FTA	Transit Formula Grants	9.734	9.734	9.734	0.000	0.000
<b>Total, FAST Act HTF Obligation Limitations</b>		54.375	54.375	54.375	0.000	0.000



## The FY 2017 Federal Aviation Administration Budget by Program, Project and Activity

(Thousands of dollars. Amounts as are as passed by the House on June 9 and as reported in the Senate on June 25 - the Senate chairman offered an amendment on the floor to take the F&E total up to \$2.855 billion but did not specify how that was to be divided by PPA.)

	FY 2015 Enacted	FY 2016 Enacted	FY 2017 Request	FY 2017 Senate	Senate vs. FY 2016	Senate vs. Request
<b>Operations</b>						
Air Traffic Organization	\$ 7,396,654	\$ 7,505,293	\$ 7,539,785	\$ 7,593,785	\$ 88,492	\$ 54,000
Aviation Safety	\$ 1,218,458	\$ 1,258,411	\$ 1,286,982	\$ 1,286,982	\$ 28,571	\$ -
Commercial Space Transportation	\$ 16,605	\$ 17,800	\$ 19,826	\$ 19,826	\$ 2,026	\$ -
Finance and Management	\$ 756,047	\$ 760,500	\$ 771,342	\$ 771,342	\$ 10,842	\$ -
Staff Offices	\$ 292,847	\$ 206,751	\$ 209,101	\$ 209,101	\$ 2,350	\$ -
Security and Hazmat Safety	\$ -	\$ 100,880	\$ 107,161	\$ 107,161	\$ 6,281	\$ -
NextGen & Operations Planning	\$ 60,089	\$ 60,089	\$ 60,155	\$ 60,155	\$ 66	\$ -
<b>Total, Operations</b>	<b>\$ 9,740,700</b>	<b>\$ 9,909,724</b>	<b>\$ 9,994,352</b>	<b>\$ 10,048,352</b>	<b>\$ 138,628</b>	<b>\$ 54,000</b>
<b>Facilities and Equipment</b>						
Engineering, Development, Testing	\$ 177,937	\$ 156,050	\$ 146,960	\$ 146,960	\$ (9,090)	\$ -
Air Traffic Control F&E	\$ 1,577,983	\$ 1,832,201	\$ 1,631,410	\$ 1,781,710	\$ (50,491)	\$ 150,300
Non-Air Traffic Control F&E	\$ 158,280	\$ 171,000	\$ 182,930	\$ 182,930	\$ 11,930	\$ -
F&E Mission Support	\$ 225,800	\$ 225,700	\$ 237,400	\$ 237,400	\$ 11,700	\$ -
Personnel and Related Expenses	\$ 460,000	\$ 470,049	\$ 489,000	\$ 489,000	\$ 18,951	\$ -
ADS-B Subscription/WAAS GEOs	\$ -	\$ -	\$ 150,300	\$ -	\$ -	\$ (150,300)
<b>Total, Facilities &amp; Equipment</b>	<b>\$ 2,600,000</b>	<b>\$ 2,855,000</b>	<b>\$ 2,838,000</b>	<b>\$ 2,838,000</b>	<b>\$ (17,000)</b>	<b>\$ -</b>
<b>Research, Engineering &amp; Develop.</b>						
Improve Aviation Safety	\$ 91,019	\$ 95,969	\$ 97,870	\$ 108,092	\$ 12,123	\$ 10,222
Improve Efficiency/Econ. Competitiveness	\$ 22,286	\$ 22,589	\$ 22,243	\$ 18,943	\$ (3,646)	\$ (3,300)
Reduce Environmental Impacts	\$ 37,935	\$ 41,897	\$ 41,187	\$ 43,187	\$ 1,290	\$ 2,000
Mission Support	\$ 5,510	\$ 5,545	\$ 6,200	\$ 5,780	\$ 235	\$ (420)
<b>Total R E &amp; D</b>	<b>\$ 156,750</b>	<b>\$ 166,000</b>	<b>\$ 167,500</b>	<b>\$ 176,002</b>	<b>\$ 10,002</b>	<b>\$ 8,502</b>
<b>Airport Improvement Program</b>						
Grants-in-aid to Airports	\$ 3,192,650	\$ 3,191,900	\$ 2,745,934	\$ 3,185,934	\$ (5,966)	\$ 440,000
Office of Airports	\$ 107,100	\$ 107,100	\$ 107,691	\$ 107,691	\$ 591	\$ -
Airport Technology Research	\$ 29,750	\$ 31,000	\$ 31,375	\$ 31,375	\$ 375	\$ -
Airport Cooperative Research	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ -	\$ -
Small Community Air Service (to OST)	\$ 5,500	\$ 5,000	\$ -	\$ 10,000	\$ 5,000	\$ 10,000
"Pop-Up" Contract Authority	\$ 130,000	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total, AIP</b>	<b>\$ 3,480,000</b>	<b>\$ 3,350,000</b>	<b>\$ 2,900,000</b>	<b>\$ 3,350,000</b>	<b>\$ -</b>	<b>\$ 450,000</b>
<b>GROSS TOTAL, FAA (Includes AIP Ob Limit)</b>	<b>\$ 15,977,450</b>	<b>\$ 16,280,724</b>	<b>\$ 15,899,852</b>	<b>\$ 16,412,354</b>	<b>\$ 131,630</b>	<b>\$ 512,502</b>
<i>General Fund</i>	\$ 1,145,700	\$ 1,987,724	\$ 2,386,352	\$ 858,352	\$ (1,129,372)	\$ (1,528,000)
<i>Airport and Airway Trust Fund</i>	\$ 14,831,750	\$ 14,293,000	\$ 13,513,500	\$ 15,554,002	\$ 1,261,002	\$ 2,040,502
<i>General Fund (% of Total FAA)</i>	7.2%	12.2%	15.0%	5.2%		
<i>Trust Fund (% of Total FAA)</i>	92.8%	87.8%	85.0%	94.8%		
<b>Rescission, Offsets and "Other"</b>						
Rescission of FY14 AIP "Pop-Up" C.A.	\$ (130,000)	\$ -	\$ -	\$ -	\$ -	\$ -
Rescission of FY15 "Pop-Up" C.A.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rescission of FY15 AIP Program C.A.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Extension of War Risk Insurance	\$ (2,000)	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total, Rescissions/Offsets/Other</b>	<b>\$ (132,000)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>NET TOTAL APPROPRIATIONS, FAA</b>	<b>\$ 12,495,450</b>	<b>\$ 12,930,724</b>	<b>\$ 12,999,852</b>	<b>\$ 13,062,354</b>	<b>\$ 131,630</b>	<b>\$ 62,502</b>
<b>OBLIGATION LIMITATION, FAA</b>	<b>\$ 3,350,000</b>	<b>\$ 3,350,000</b>	<b>\$ 2,900,000</b>	<b>\$ 3,350,000</b>	<b>\$ -</b>	<b>\$ 450,000</b>
<b>NET TOTAL BUDGETARY RESOURCES, FAA</b>	<b>\$ 15,845,450</b>	<b>\$ 16,280,724</b>	<b>\$ 15,899,852</b>	<b>\$ 16,412,354</b>	<b>\$ 131,630</b>	<b>\$ 512,502</b>