Please Note: SCAG's new office address indicated below. Please visit SCAG's website for Maps/Driving Directions; Parking Information and allow extra time for security check-in.

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

REGIONAL COUNCIL OFFICERS

President
Margaret E. Finlay, Duarte

First Vice President
Alan D. Wapner, Ontario

Second Vice President
Bill Jahn, Big Bear Lake

Immediate Past President
Michele Martinez, Santa Ana

COMMITTEE CHAIRS

Executive/Administration
Margaret E. Finlay, Duarte

Community, Economic & Human Development
Rex Richardson, Long Beach

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

MEETING NO. 598

REGIONAL COUNCIL

Thursday, March 1, 2018
12:15 p.m. – 2:00 p.m.

Please Note *NEW* Address
SCAG MAIN OFFICE
900 Wilshire Blvd., Ste. 1700
Board Room
Los Angeles, CA 90017
(213) 236-1800

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

Agendas & Minutes for the Regional Council are also available at: www.scag.ca.gov/committees

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1908. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

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Regional Council
Members – March 2018

	Members		Representing
President	**1. Hon. Margaret E. Finlay**	***Duarte***	**District 35**
1st Vice President	**2. Hon. Alan D. Wapner**	***Ontario***	**SBCTA**
2nd Vice President	**3. Hon. Bill Jahn**	***Big Bear Lake***	**District 11**
Imm. Past President	**4. Hon. Michele Martinez**	***Santa Ana***	**District 16**
	5. Sup. Luis Plancarte		Imperial County
	6. Sup. Janice Hahn		Los Angeles County
	7. Sup. Hilda Solis		Los Angeles County
	8. Sup. Shawn Nelson		Orange County
	9. Sup. V. Manuel Peréz		Riverside County
	10. Sup.. Curt Hagman		San Bernardino County
	11. Sup. Linda Parks		Ventura County
	12. Hon. Jim Predmore	*Holtville*	ICTC
	13. VACANT		OCTA
	14. Hon. Jan Harnik	*Palm Desert*	RCTC
	15. Hon. Mike T. Judge	*Simi Valley*	VCTC
	16. Hon. Cheryl Viegas-Walker	*El Centro*	District 1
	17. Hon. Gregory Pettis	*Cathedral City*	District 2
	18. Hon. Jim Hyatt	*Calimesa*	District 3
	19. Hon. Clint Lorimore	*Eastvale*	District 4
	20. Hon. Randon Lane	*Murrieta*	District 5
	21. Hon. Frank Navarro	*Colton*	District 6
	22. Hon. James Mulvihill	*San Bernardino*	District 7
	23. Hon. Deborah Robertson	*Rialto*	District 8
	24. Hon. L. Dennis Michael	*Rancho Cucamonga*	District 9
	25. Hon. Ray Marquez	*Chino Hills*	District 10
	26. Hon. Fred Minagar	*Laguna Niguel*	District 12
	27. Hon. Barbara Kogerman	*Laguna Hills*	District 13
	28. Hon. Donald P. Wagner	*Irvine*	District 14
	29. Hon. Steve Nagel	*Fountain Valley*	District 15
	30. Hon. Charles Puckett	*Tustin*	District 17

Regional Council
Members – March 2018

Members	Representing	
31. Hon. Stacy Berry	*Cypress*	District 18
32. Hon. Kris Murray	*Anaheim*	District 19
33. Hon. Tri Ta	*Westminster*	District 20
34. Hon. Art Brown	*Buena Park*	District 21
35. Hon. Marty Simonoff	*Brea*	District 22
36. Hon. Victor Manalo	*Artesia*	District 23
37. Hon. Sonny Santa Ines	*Bellflower*	District 24
38. Hon. Sean Ashton	*Downey*	District 25
39. Hon. José Luis Solache	*Lynwood*	District 26
40. Hon. Ali Saleh	*Bell*	District 27
41. Hon. Dan Medina	*Gardena*	District 28
42. Hon. Rex Richardson	*Long Beach*	District 29
43. Hon. Lena Gonzalez	*Long Beach*	District 30
44. Hon. Andrew Sarega	*La Mirada*	District 31
45. Hon. Margaret Clark	*Rosemead*	District 32
46. Hon. Peggy Delach	*Covina*	District 33
47. Hon. Barbara Messina	*Alhambra*	District 34
48. Hon. Jonathan Curtis	*La Cañada Flintridge*	District 36
49. Hon. Carol Herrera	*Diamond Bar*	District 37
50. Hon. Sam Pedroza	*Claremont*	District 38
51. Hon. James Gazeley	*Lomita*	District 39
52. Hon. Judy Mitchell	*Rolling Hills Estates*	District 40
53. Hon. Pam O'Connor	*Santa Monica*	District 41
54. Hon. Vartan Gharpetian	*Glendale*	District 42
55. Hon. Steven Hofbauer	*Palmdale*	District 43
56. Hon. Laura Rosenthal	*Malibu*	District 44
57. Hon. Carmen Ramirez	*Oxnard*	District 45
58. Hon. Glen Becerra	*Simi Valley*	District 46
59. Hon. John Procter	*Santa Paula*	District 47
60. Hon. Gilbert Cedillo	*Los Angeles*	District 48

Regional Council
Members – March 2018

Members		Representing
61. Hon. Paul Krekorian	*Los Angeles*	District 49 / Public Transp. Rep.
62. Hon. Bob Blumenfield	*Los Angeles*	District 50
63. Hon. David Ryu	*Los Angeles*	District 51
64. Hon. Paul Koretz	*Los Angeles*	District 52
65. Hon. Nury Martinez	*Los Angeles*	District 53
66. Hon. Monica Rodriguez	*Los Angeles*	District 54
67. Hon. Marqueece Dawson	*Los Angeles*	District 55
68. Hon. Curren D. Price, Jr.	*Los Angeles*	District 56
69. Hon. Herb J. Wesson, Jr.	*Los Angeles*	District 57
70. Hon. Mike Bonin	*Los Angeles*	District 58
71. Hon. Mitchell Englander	*Los Angeles*	District 59
72. Hon. Mitch O'Farrell	*Los Angeles*	District 60
73. Hon. José Huizar	*Los Angeles*	District 61
74. Hon. Joe Buscaino	*Los Angeles*	District 62
75. Hon. Steve Manos	*Lake Elsinore*	District 63
76. Hon. Erik Peterson	*Huntington Beach*	District 64
77. Hon. Barb Stanton	*Town of Apple Valley*	District 65
78. Hon. Michael Wilson	*Indio*	District 66
79. Hon. Marsha McLean	*Santa Clarita*	District 67
80. Hon. Rusty Bailey	*Riverside*	District 68
81. Hon. Jeffrey Giba	*Moreno Valley*	District 69
82. Hon. Ben Benoit	*Wildomar*	Air District Representative
83. Hon. Peggy Huang	*Yorba Linda*	TCA Representative
84. Hon. Sabrina LeRoy	*San Manuel Band of Mission Indians*	Tribal Government Regional Planning Board Representative
85. Mr. Randall Lewis	*Lewis Group of Companies*	Business Representative
86. Hon. Eric Garcetti	*Los Angeles*	Member-at-Large

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REGIONAL COUNCIL AGENDA

Southern California Association of Governments
Wilshire Grand Center, 900 Wilshire Boulevard, Suite 1700
Los Angeles, California 90017
Thursday, March 1, 2018
12:15 p.m. to 2:00 p.m.

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 AND PLEDGE OF ALLEGIANCE
(The Honorable Margaret E. Finlay, 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 a Public Comment Card and present to the Clerk 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 and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

PRESENTATION ITEM		**Page No.**
Strategic Growth Council – Update ***(Randall Winston, Executive Director, California Strategic Growth Council – SGC)***		**1**

ACTION/DISCUSSION ITEMS

1.	Nominating Committee ***(The Honorable Michele Martinez, Chair, Nominating Committee)*** **Recommended Action:** Approve the nominations for the 2018-19 SCAG Board Officers as made by the Nominating Committee, subject to the receipt of additional nominations from the floor.	**Attachment**	**5**
2.	Consideration of Proposed Amendments to the SCAG Bylaws ***(The Honorable Bill Jahn, Chair, Bylaws and Resolutions Committee)*** **Recommended Action:** That the Regional Council recommend approval of and forward all of the following proposed Bylaw amendments to the General Assembly for action on May 3, 2018.	**[to be distributed under separate cover]**	

CONSENT CALENDAR

Approval Items

3.	Authorization to Accept Grant for SCAG 2017 Disadvantaged Communities Planning Initiative and Approve Notice of Exemption	**Attachment**	**32**
4.	Authorization to Accept Grant for Exposition Park Active Transportation Plan and to Approve Notice of Exemption	**Attachment**	**42**
5.	Authorization to Accept Grant for SCAG 2017 Local Active Transportation Planning Initiative and Approve Notice of Exemption	**Attachment**	**53**
6.	Authorization to Manage Grant for SCAG 2017 Safety and Encouragement Campaign (Phase 2), and Approve Notice of Exemption	**Attachment**	**66**
7.	Minutes of the February 1, 2018 Meeting	**Attachment**	**76**
8.	SCAG Memberships and Sponsorships	**Attachment**	**85**
9.	2018 State and Federal Legislative Priorities	**Attachment**	**87**
10.	AB 1759 (McCarty) – General Plans: Housing Element: Production Report: Withholding of Transportation Funds	**Attachment**	**92**
11.	SCR 90 (Roth) – Joseph Tavaglione Interchange	**Attachment**	**95**
12.	Metropolitan Planning Agreements	**Attachment**	**96**
13.	Approval of the Fiscal Year 2018-19 Draft Comprehensive Budget	**Attachment**	**194**

Receive and File

14.	State and Federal Legislative Monthly Update	**Attachment**	**263**
15.	Augmented 2017 Regional Active Transportation Program: Status Update	**Attachment**	**269**

16.	Governor's Office of Planning and Research (OPR) Proposed Updates to the State CEQA Guidelines	**Attachment**	**273**
17.	Governor's Office of Planning and Research (OPR) Proposed SB 743 Guidelines	**Attachment**	**290**
18.	Purchase Orders more than $5,000 but less than $200,000; Contracts more than $25,000 but less than $200,000; and Amendments $5,000 but less than $75,000	**Attachment**	**300**
19.	CFO Monthly Report	**Attachment**	**306**

BUSINESS UPDATE
(Randall Lewis, Business Representative, Lewis Group of Companies)

AIR RESOURCES BOARD UPDATE
(The Honorable Judy Mitchell, representing the South Coast Air Quality Management District - SCAQMD)

EXECUTIVE DIRECTOR'S REPORT
(Hasan Ikhrata, Executive Director)

- SCAG Legislative Reception in Sacramento, March 7 – 8, 2018
- 2018 Regional Conference and General Assembly: "*Southern California at a Crossroads*" May 3-4, Renaissance Indian Wells Resort & Spa

PRESIDENT'S REPORT

- SCAG Delegation at MuniWorld Conference, Tel Aviv – Update
- Kolot Leadership Visit, March 19, 2018
- SCAG Visit to Imperial County, March 29 – 30, 2018
- New Members and Committee Appointments

COMMITTEE REPORTS

Executive/Administration Committee (EAC) Report
(The Honorable Margaret E. Finlay, Chair)

Community, Economic and Human Development (CEHD) Committee Report
(The Honorable Rex Richardson, Chair)

Energy and Environment Committee (EEC)
(The Honorable Carmen Ramirez, Chair)

Transportation Committee (TC) Report
(The Honorable Curt Hagman, Chair)

Legislative, Communications and Membership Committee (LCMC) Report
(The Honorable Clint Lorimore, Chair)

FUTURE AGENDA ITEM/S

ANNOUNCEMENT/S

ADJOURNMENT

The next regular meeting of the Regional Council is scheduled for Thursday, April 5, 2018 at the Wilshire Grand Center, 900 Wilshire Boulevard, Suite 1700, Los Angeles, CA 90017.

CALIFORNIA
STRATEGIC
GROWTH
COUNCIL
Randall Winston, Executive Director
March 1, 2018

About Us
• Coordinating activities of state agencies & departments
• Supporting the development of climate-smart communities through a suite of investment programs & initiatives
• Promoting health & equity, including in the most impacted communities

MORE THAN

$387 MILLION INVESTED

TO BENEFIT

DISADVANTAGED COMMUNITIES

SGC PROGRAMS HAVE REDUCED

1.3 million TONNES OF CO_2E

EQUIVALENT TO

278,373 FEWER CARS ON THE ROAD

PROVIDED OVER

4,100 AFFORDABLE HOMES

FOR FAMILIES IN NEED

Affordable Housing and Sustainable Communities

- Technical assistance offered throughout state for round 3
- Highest number of applications from SCAG region
- Awards to be announced in July 2018

MPOs	Total Requested	# of Apps
FresnoCOG	$54,119,471	4
KernCOG	$19,240,850	2
MTC	$131,419,407	11
Other regions of State	$29,110,327	3
SACOG	$53,870,730	4
SANDAG	$29,934,273	2
SCAG	$309,430,157	23
ShastaRTA	$19,959,536	1
SJCOG	$11,082,558	1
StanCOG	$12,075,537	1
Tulare	$12,088,276	1
	$682,331,122	**53**

Transformative Climate Communities

- Vision for Transformation
  - Place-based approach
  - Investment in most disadvantaged communities
  - Integrated climate strategies
  - Collaborative partnerships

- Awards made on January 29, 2018
  - Implementation Grants: $140 million
  - Planning Grants: $1.6 million

Transformative Climate Communities

- **Watts Rising Collaborative**
  - Leveraging nearly $170 million
  - Affordable housing, local bus line electrification, car sharing, solar roof-tops, community gardens & more
- **Planning Grants in SCAG Region**
  - Los Angeles County Riverside County
  - Coachella Valley Association of Governments
  - City of Moreno Valley
  - Gateway Cities Council of Governments

Next Steps

- Establishment of annual program cycles
- Transformative Climate Communities future funding
- Climate Change Research Program

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 1
March 1, 2018

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S APPROVAL

From: Michele Martinez, Chair, Nominating Committee

Subject: Nominations for SCAG 2018-19 SCAG Board Officers

RECOMMENDED ACTION:
Approve the nominations for the 2018-19 SCAG Board Officers as made by the Nominating Committee, subject to the receipt of additional nominations from the floor.

EXECUTIVE SUMMARY:
On February 20, 2018, the Nominating Committee met to review and select the candidates for the SCAG 2018-2019 Board Officer positions. All nominated candidates have met the eligibility requirements and are presented to the Regional Council for approval, subject to any additional nominations that may be made from the floor at today's meeting. The approved slate of officers will thereafter be presented to the General Assembly as part of its Annual Meeting, on May 3, 2018.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 5; Objective A: Integrate the Strategic Plan into SCAG's day-to-day operations by defining roles and responsibilities across the agency.

SUMMARY AND BACKGROUND:
On February 20, 2018, the Nominating Committee met to review applicants for the 2018-2019 SCAG Board Officer positions of President, First Vice President and Second Vice President. While acknowledging that all of the applicants are outstanding, the Nominating Committee unanimously nominated the following individuals for the following positions.

For the Position of President:	Alan Wapner, Ontario, SBCTA
For the Position of First Vice President:	William "Bill" Jahn, Big Bear Lake, RC District 11
For the Position of Second Vice President:	Randon Lane, Murrieta, RC District 5

Attached with this report are the submitted applications of the nominated candidates. The nominated candidates have met the eligibility requirements. Therefore, the Nominating Committee recommends that the Regional Council approve the slate of officers, subject to any additional nominations that may be made from the floor at the Regional Council meeting.

The slate of officers elected by the Regional Council shall be presented to the General Assembly for ratification as part of its Annual Business Meeting on May 3, 2018 at the Renaissance Indian Wells Resort & Spa, 44400 Indian Wells Lane, Indian Wells, CA 92210. If ratified by the General Assembly, the new Officers will commence their one (1) year tenure in office upon the adjournment of the General Assembly.

Listed below are the minimum eligibility requirements for the SCAG Officer candidates in accordance with Article VI, Section C of the SCAG Bylaws:

(1) At the time of the application, the potential candidate must be a representative of a voting-eligible Member of the Association who has served on the Regional Council for at least 24 continuous months from when first appointed to the Regional Council or from when elected to serve on the Regional Council through a District election.

(2) The potential candidate must be actively involved with SCAG.

(3) The potential candidate must be a local elected official from a SCAG member county, city or CTC.

(4) Term limits will not prevent the potential candidate from serving a full term in the respective officer position.

(5) A completed nomination application must be submitted to the Association by the appropriate deadline by either the potential candidate or a colleague on the Regional Council.

ATTACHMENTS:
Applications of the following nominated candidates:

1. The Honorable Alan Wapner
2. The Honorable William “Bill” Jahn
3. The Honorable Randon Kory Lane

APPLICATION FORM

Name:	Alan Wapner			
Name of your SCAG Member County, City or County Transportation Commission:		SBCTA		
Contact Phone:	909-717-1121	Contact Email:	awapner@ontarioca.gov	
Application for Officer Position:	☑ **PRESIDENT**	☐ **1ST VICE PRESIDENT**	☐ **2ND VICE PRESIDENT**	
Terms of Service completed on SCAG Regional Council, a minimum of one full-term (i.e. two years at time of application):		10		
Total length of SCAG service (indicate number of years of service):		20		
When does the term of your elected position expire:		12/18		
Would term limits prevent you from maintaining your elected position?		nO		
Positions held at SCAG:		1st Vice President, 2nd Vice President, Transportation Chair (2 terms), Transportation Vice Chair (2 terms), EAC, Audit Chair, General Assembly		

Please answer the following questions. You may attach additional pages as necessary.

1. Why do you wish to serve as a SCAG Officer:

I am presently the 1st Vice President. As such, I have become part of the succession plan for officers. I work well with the team of officers. I have served on SCAG for many years. I appreciate all of the hard work our officers do, and how much our past officers have done. I am especially appreciative of the great executive director and staff we have. I believe I have much more to contribute to the team and look forward to continue serving on this team and continuing my contributions to all of the great regional work SCAG accomplishes.

2. As an Officer, what would you contribute to SCAG?

I look forward to contributing the technical knowledge I have obtained having worked on regional transportation issues for overr 20 years. Using my over 20 years of elected experience to assist in mentoring other members of SCAG, and assist the officers in providing leadership to the organization. I have a great working relationship with SCAG staff as well as my SCAG colleagues. Finally, I believe that regional collaboration leads to regional success. I know that my involvement in SCAG benefits my city, my county and the region as a whole.

3. As a SCAG Officer, you will be expected to represent SCAG in various meetings and functions.

(A) In addition to attending regular and special meetings of SCAG's Regional Council, will you be able to attend other meetings and functions of SCAG, if requested?

As the 1st Vice President, I have already been put to the task by attending the many extra meetings and travel that all officers attend. I believe the best signs of future performance is past perfomance. My attendance at SCAG meetings is flawless, and I have made a diligent effort to attend other meetings and events as a representative of SCAG. While Chairing the RTP process, I made it a point to visit every sub-region including the Tribal Nations. I have the time necessary to commit myself as a SCAG officer.

(B) What professional or personal constraints on your time or service that you anticipate?

While I serve on many regional boards, including serving as the President of the SBCTA/SBCOG, President of the Ontario International Airport Authority, Immediate Past Chair of Omnitrans, Board Member for SCRRA and Board Member for the Gold Line Foothill Extension Construction Authority, I find that this places me in the unique positions of providing suggestions as to connectivity of transit systems, input to SCAG of activites of other agancies, and development as a transportation policy leader in Southern Califoirnia. I have proven that even with all of these responsibllities, the positives far outweigh the negatives and based on past experience, there are no constraints that would interfere with my responsibilities as 1st Vice President of SCAG.

4. What are your values and skills that you could bring to SCAG as an Officer?

As described above, my experience at SCAG and other regional transportation agencies speak for themselves. Within SCAG, I have chaired the preparation of the Regiopnal Transportation Plan three times. I have provided professional policy suggestions to SCAG as well as other transportation agengies. Most importantly, I have served as a mentor for newly elected officials, elected officials new to transportation policy and SCAG staff members.

5. What is your vision for the future of SCAG and what do you believe needs to be done to accomplish this vision?

I was a member of SCAG during the "Pisano" years. That was a time that SCAG's face was Rick Pisano. The reputation of SCAG was one of SCAG dictating to the sub-regions, in fact, some regions threatened to leave SCAG. Having been involved in the hiring on Hasan was the best thing I have ever done. Hasan has done a job I don't think anyone would have ever dreamt of. He has developed incredible relationships with all of the CTC CEOs. By establishing a physical office in each of the sub-regions, and visiting each of the sub-regions on a regular basis, SCAG now has a reputation of being a "bottoms up" agency. I honestly think by having been a part of the "old" SCAG it gives me a better appreciation of how far we have come as an organization.

Advocacy for transportation at the State and Federal levels have made SCAG recognizable by State and Federal Legislators. We are now known as a "force to be reckoned with". We need to continue, and even increase our presence in Sacramento and Washington D.C.. Finallly, as I have pressed for during the RTP processes, I believe that we need to put more emphasis on life-cycle costs. We are building billions of dollars of infratrature throughout our region with no soiurce of funding to maintain it, until SB 1. I have always believed in pricing. The VMT pilot program is a step in the right direction. The most important issue in introducing pricing is the education process to demonstrate to the driving public the large public subsidy of their use of personal vehicles, and the lack of dollars generated by the present tax structure to maintain their infrastructure.

SIGNATURE

January 16, 2018
DATE

Thank you for your application!

Application Form **must be** received no later than **3:00 p.m. PST on Friday, February 9, 2018.**

Please SAVE, PRINT, SCAN and send via email as an attachment to: REY@scag.ca.gov

To send hard-copy via regular U.S. Mail to:

Attention: Tess Rey-Chaput
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700
Los Angeles, CA 90017

Please click on PRINT to submit application form via U.S. Mail.

Please click on SAVE AS to submit application form via email attachment.

PRINT

SAVE AS

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SCAG rec'd 2-1-2018 JPA

APPLICATION FOR SCAG OFFICER POSITION
2018 – 2019

Name: WILLIAM E. (BILL) JAHN

Name of Your SCAG Member County, City or Transportation Commission: District 11 and (SBCTA) Representative

Phone Number: 909-709-4913 (CELL); Email **Address**: billjahn@roadrunner.com

Application for Officer Position of: First Vice-President

Terms of service completed on SCAG Regional Council (minimum one term): Four Terms (recently re-elected to 5th Term as Representative to District 11)

Total length of SCAG service (please indicate years of service): Ten (10) years.

When does the term of your local elected office expire? In November 2016, I was re-elected (unopposed) to my fourth term on the Big Bear Lake City Council. Term expires November 2020.

Would term limits prevent you from maintaining your local elected office? No.

Positions held at SCAG: Elected as SanBag Representative to CEHD 2007; Elected Vice Chair CEHD in 2009; Elected Chair in 2010 and in 2011. Re-Elected Chair in 2015 and 2016; Member of Executive Committee 2009-2012 and 2014 to present; Member Regional Council representing SanBag 2008, Member of Regional Council Representing District 11 2009 to present; Chaired Regional Housing Needs Assessment (RHNA) Subcommittee 2011/12, Chaired (RHNA) Reform Sub-Committee 2015. Currently serve as Second Vice President as such my duties include Chair of the Audit Committee, the 2018 General Assembly Host Committee and the Resolutions and By-laws Committee.

Please answer the following questions (attach additional pages as needed):

1. **Why do you wish to serve as a SCAG officer?** I understand the vital role SCAG plays in resolving Regional issues for our one hundred ninety one (191) Member Cities, six (6) Counties and our Public and Private Industry Partners. As stewards of our environment, it is critical that SCAG remain as the lead MPO in dealing with federal and state mandates including, but not limited to, federal air quality standards, regional transportation and goods movement plans, transportation improvement programs, intergovernmental reviews, the development of waste management plans, sustainable community strategies, SEQA and RHNA. In 2011, I chaired a very successful and transparent RHNA Subcommittee which was responsible for the task of distributing the fifth cycle housing allocation. The process took two years to complete and unlike the previous cycle, this was accomplished and implemented (including the Appeals process) without litigation. The Committee under my leadership received numerous compliments and recognition from SCAG Staff, Member Cities as well as HCD over the fairness of the

process. I also believe we had the momentum and the opportunity to make real RHNA reforms through HCD's administrative process. Having recognized this opportunity and at my urging, the RHNA Reform Subcommittee was formed which I also chaired. Through the efforts of the committee and SCAG Staff, we were able to work with HCD and bring major administrative changes to the RHNA allocation process.

I believe this demonstrates my strong interest and record in participating in these discussions and deliberations, I have the ability and background to reach consensus on pending and future important issues that SCAG has to deal with on a day to day basis. To further demonstrate my qualifications, I am pleased to submit my professional resume (attached) for your review and consideration.

2. **As an officer, what would you contribute to SCAG?** I believe my ability to lead our Executive Committee, Regional Boards Staff and Member Cities on various issues SCAG is responsible for, is one of my strongest attributes. I also recognize the importance of cooperation and comradely with other officers and leaders of SCAG. My ability to reach consensus among differencing opinions has proven to be an asset in my previous positions at SCAG, my own local government as well as my successful small business career. Part of this success is my ability to work well with Staff at all levels.

3. **As a SCAG Officer, you will be expected to represent SCAG in various meetings and functions. (A) In addition to attending regular and special meetings of SCAG's Regional Council, will you be able to attend other meetings and functions of SCAG if requested? (B) What professional or personal constraints on your time or service might you anticipate?** My wife and I have recently retired from a successful home building career, other than my normal City Council activities I have no professional and/or personal constraints. If selected, I will allocate as much time as needed to surpass my responsibilities and expectations as First Vice President of SCAG. During my ten (10) years as a Member of CEHD (Four Terms as Chairman) and my two (2) years as Chair of RHNA Subcommittee as well as the RHNA Reforms Subcommittee, I have attendance record of over 97% and take my leadership positions seriously. I have and will continue to be available to SCAG to do whatever I am called upon.

4. **What are your values and skills that you could bring to SCAG as officer?** As I come to a close in my successful business career, it has given me the opportunity to look back with satisfaction on a number of accomplishments and rewards that have afforded me the opportunity to focus and improve on my service to my city, my County and of course our Southern California Region. As a native Southern Californian these efforts began in 1982 when I was elected to Chino's City Council and again in 2004 when I was elected to the Big Bear Lake City Council after having served three (3) years (two years as Chairman) on the City's Planning Commission. In 2006, I became the City's representative to the San Bernardino Association of Governments (SanBag) a position I still hold today. As my City's representative, I serve on a number of subcommittees including former chair (2012/13) and current Chair of the Desert/Mountain Division and currently serve as Chair Commuter Rail. In 2013, I was elected by my colleagues to serve as President of SanBag (2014). In 2008, I was elected to SCAG's District 11 by the Mayors of Big Bear Lake, Twenty Nine Palms, Yucca Valley, Barstow and Needles, the position I currently hold today. I also served as President of Desert/Mountain Division of

the League of Cities 2012; and was honored by my League of Cities colleagues to receive the Larry Chimbole Public Service Award in November 2016.

However, after becoming involved in SCAG for the last ten (10) years, I have come to realize the importance of what we do as Regional leaders representing our Districts. I have strong aspirations to take my Regional experience to the next level and participate in the many issues that face Southern California and SCAG as its First Vice President.

With this in mind, I believe my years of experience and leadership in the business sector as well as local and regional governments, gives me a distinct advantage in leading SCAG in the future as challenges continues to rain down from the State and Federal governments. Because of my experience and my understanding of the issues, as I demonstrated throughout the RHNA and RHNA Reform process, I can effectively continue the "bottom up" approach with our partners, member cities and county representatives. I also believe in "top down" support for SCAG Staff on the various programs and projects we as the Regional Council have directed Staff to undertake. This leadership support is crucial to the success of those efforts.

5. **What is your vision for the future of SCAG and what do you believe needs to be done to accomplish this vision?** I believe strongly that Regional problems need to be resolved through Regional efforts. There is no question; the Southern California Association of Governments is the leader in the State if not in the Country as an MPO in addressing these types of issues. My vision is to continue to expand and build on these efforts, undertake new programs such as "Big Date" by working with our executive staff, partners and members to strengthen our position with the State and Federal Governments and continue to provide for the needs of our Region including funding for comprehensive transportation planning, goods movement, housing and other support programs for our members. We also need to continue to provide and expand where ever possible, our programs such as planning grants, clean cities, mapping, GIS and modeling programs and integrated growth forecasting as well as emergency information networking planning assistance and our overall work program (OWP). I look forward to aggressively addressing and resolving the many challenges that SCAG must continue to take a leadership role in.

Signature **Date** JAN. 31ST 2018

Thank you for your application. Please PRINT, SCAN and send via email as an attachment to REY@scag.ca.gov or send hard-copy via regular U.S. Mail to:

Attention: Tess Rey-Chaput
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

MINIMUM ELIGIBILITY REQUIREMENTS FOR SCAG OFFICER CANDIDATES
(Pursuant to the SCAG Bylaws, Article VI, Section C)

- At the time of the application, the candidate must have completed at least one full term (i.e. two years) on the Regional Council.
- Candidate must be actively involved with SCAG.
- Candidate must be a local elected official from a SCAG member county, city or county transportation commission.
- At the time of the application, it is reasonable to conclude that the candidate will be in elected office during the term of the respective officer position (e.g. term limits do not prevent the candidate for serving the term of the respective officer position).
- If applicable, it is reasonable to conclude that the candidate shall maintain representation of his or her Regional Council District.
- Candidate may be self-nominated or nominated by a colleague on the Regional Council.
- Candidate must have submitted a completed nomination application to SCAG by the appropriate deadline.

WILLIAM E. (BILL) JAHN

City of Big Bear Lake
Post Office Box 10,000
Big Bear Lake, CA 92315

E-mail: billjahn@roadrunner.com
P. O. Box 1374
Big Bear Lake, CA 92315-1374
Cell: (909) 709-4913

OBJECTIVE:

Serve as the First Vice President of Southern California Association of Governments (SCAG) 2017/2018.

SYNOPSIS OF QUALIFICATIONS:

I have served five (5) terms as Mayor and in 2016 was re-elected to my fourth term on Big Bear Lake City Council. Prior to my first election to the Council in 2004, I served on the City of Big Bear Lake's Planning Commission as a Member and Chairman.

I have represented my City for 12 years on the San Bernardino County Transit Authority (SBCTA formerly SanBag) Board of Directors and in 2014 was elected by my colleagues to serve as President of SBCTA. I have served as former Chair of the SBCTA Desert/Mountain Division 2014 and currently serve as its Chair this year. I also serve as Chair of SBCTA's Commuter Rail and Transit Committee, in additional to serving on a number of Policy Committees (see below).

I currently represent SCAG's District 11 representing the cities of Barstow, Yucca Valley, Twenty Nine Palms, Needles and Big Bear and have served for four terms as the Chair of CEHD Committee. I also serve on SCAG's Executive Committee and Regional Board. My activities at SCAG include Chairman of the most recent Fifth Cycle Regional Housing Needs Assessment (RHNA) Subcommittee and I also chaired the successful RHNA Reforms Sub-Committee. As Second Vice President of SCAG I currently Chair the Audit Committee, the 2018 General Assembly Host Committee as well as Chairman of the Resolutions and By-Laws Committee.

Other activities in our region include Past President of the League of California Cities Desert/Mountain Division, former Member of California Water Quality Control Board (appointed by Governor Deukmejian) and Past President of the Building Industry Association (BIA). I was elected and served four years on the Chino City Council (1982-86).

In 2016 I was honored to be the recipient of the Larry Chimbole Public Service Award by my colleagues at the League of Cities Desert Mountain Division.

PROFESSIONAL RESUME

EXPERIENCE:

COUNCILMAN, CITY OF BIG BEAR LAKE

- November 2004 – Present
- Mayor 2006, 2007, 2010, 2012 and 2017
- Chairman, Successor Agency Oversight Board 2012 & 2016
- Mayor Pro Tem (2008, 2009, 2015 & 2016)
- Chair, Fire Protection District Board (2005-2007 and 2011)
- Vice Chair, Fire Protection District Board (2007, 2008 and 2018)
- Chairman, Improvement Agency (2004 & 2006)
- Vice Chair, Improvement Agency (2005)
- City Budget Committee - November 2004 – December 2005 and 2017

Currently serves as the City's Representative:

- **San Bernardino County Transportation Authority (SBCTA) formerly SanBag**
  - President of SanBag 2014
  - Board Member (2005 to present)
  - Member of Executive Committee (2014/15)
  - Plans and Programs Committee (2010 to present)
  - Current Chair Desert Mountain Division 2012/13 & 2016/17
  - Member of Commuter Rail and Transit Committee (2014 to present)
  - Current Chair of Commuter Rail and Transit Committee
  - Member of Plan and Programs Committee (2013 to present)
  - Past Chairman Plans and Programs Committee
  - Representative to Southern California Association of Governments (SCAG) (2008 to present)

- **Southern California Association of Governments (SCAG)**
  - Member of Executive Committee (2009 - 2011, 2014 to Present)
  - Member of Regional Council (2008 to Present)
  - Elected to Represent District 11. (2010 – Present)
  - Member Community, Economic and Human Development (CEHD) 2008 to Present)
  - Former Chair CEHD (2010-2011, 2013-2014 and 2016-2017)
  - Former Chair Regional Housing Needs Assessment (RHNA)
  - Former Chair Regional Housing Needs Assessment (RHNA) Reform Sub-Committee.
  - Currently serve as Second Vice President of SCAG
  - Currently serve as Chairman of SCAG's Audit Committee, 2018 General Assembly Host Committee and Resolutions and By-Laws Committee

Note:
During my tenure as Chairman of the RHNA Subcommittee, it became very apparent that changes had to be made by HUD to address major problems in the process. At the end of the allocations, the Committee promised the member cities, to the extent they could be, these issues would be addressed prior to the next RHNA cycle.

At my urging of Staff, the RHNA Reform Sub-Committee was formed and I had the privilege of chairing that committee and working with representatives from HUD to address many administrative issues. I am proud to say, thanks to these efforts, that while there is a long way to go legislative, we were able to make major change to the process on the administrative level.

I truly feel that the work done by the Committee, SCAG Staff and with the cooperation of HUD, we were able to bring positive change to the process.

- **League of Cities**
  - Past President Desert/Mountain Division 2010
  - Member Executive Committee Desert/Mountain Division (2009 to 2011)
  - Four Terms League of Cities voting delegate (City of Big Bear Lake)

- **Mountain Area Regional Transit Authority**
  - Board Member 2008 – 2011
  - Chairman 2010
  - Board Representative to JPIA – 2011

- **Community Involvement**
  - Past Board Member D.O.V.E.S.
  - Past Board Member, Nay Foundation, Moonridge Zoo
  - Moonridge Specific Plan Advisory Committee
  - Big Bear High School Track/Stadium Committee
  - Big Bear Cowboy Poetry & Music Gathering, Organizing Committee
  - Big Bear Pilots Association Founding Member and Past Board Member
  - Past Member of Big Bear Rotary Club

- **City Of Big Bear Lake Planning Commission**
  - Commissioner - August 2001 – November 2004
  - Chairman - January 2003 - November 2004

  While serving on the Planning Commission, I deliberated on such significant and wide-reaching projects as the City's Development Code and Zoning Map Update, General Plan Housing Element, Tree Conservation Ordinance, Retail Commercial Use Ordinance, Slope Density Ordinance and various amendments to the Village Specific Plan.

- **COUNCILMAN, CITY OF CHINO**
  - Council Member November 1982-1986
  - Chairman of Improvement Agency - November 1982-1986

  Appointed by Governor Deukmejian to the Santa Ana Regional Water Quality Control Board
  November 1983-1985

  During my term as Councilman, I was involved in many local, regional and statewide committees on behalf of the City of Chino such as the Chamber of Commerce Board of Directors, Standing Recreation Committee, Police Regional Communications Commission, Airport West Valley Land Use Commission, City of Chino Finance Committee, Regional Sewage Program Policy Committee, Baldy View CLOUT and the Flood Control District Zone 1 Advisory Committee.

COMMUNITY INVOLVEMENT

- Chino Girls Softball Board of Directions 1982
- Chino Girls Softball Coach 1977 – 1990
- Member of Building Industry Association 1980-1991
- President of Building Industry Association Baldy View Chapter, 1981-1982
- Board of Directors Building Industry Association Southern California 1981-1983

EMPLOYMENT

- **EXECUTIVE VICE PRESIDENT, THE NORTHRIDGE GROUP, INC.**
  June 1998 – Present

  Owner, Developer, Builder and Current Property Management of Mountain Meadows Senior Housing Complex, Big Bear Lake; and Las Casitas Senior Housing Project, Irwindale, California

- **PRESIDENT, BILMAR CONSTRUCTION COMPANY, INC.**
  June 1998 – Present

  Construction of custom homes, single and multi-family residences, commercial properties recent projects include Fox Farm Medical Plaza, Mountain Meadows Senior Housing Complex and Wolf Creek Estates all located in Big Bear Lake.

- **PRESIDENT, PRIDEMARK HOMES, INC.**
  August 1984 – 1998

Construction of custom homes, single and multi-family residences, commercial properties including Bear Meadows Condominiums located in Big Bear Lake.

Prior to 1984 I worked for several large home builders as project managers and vice president of construction.

EDUCATION

Golden West College, Huntington Beach, California
Business Courses
1971-1972

Various Home Building Trade, Project Management and Professional Development Classes.
Various League of Cities Leadership Courses.

MILITARY EXPERIENCE

United States Navy, Construction Battalion (Seabee's)
1965 – 1969

PERSONAL

Age: 70
Married to my wife, Mary Jo for 31 years.
Six grown Children, 15 Grandchildren
Licensed General Contractor
Moved to Big Bear Lake, February 1991
Licensed Private Pilot
Enjoy flying, biking, hiking, boating and traveling.

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Application Form for 2018-19 SCAG Officer Position

APPLICATION FORM

NAME: Randon Kory Lane

NAME OF YOUR SCAG MEMBER COUNTY, CITY OR TRANSPORTATION COMMISSION: Riverside County, City of Murrieta, Western Riverside Council of Governments, WRCOG

CONTACT PHONE: 951-830-3485

CONTACT EMAIL: rlane@murrietaca.gov

APPLICATION FOR OFFICER POSITION: 2nd Vice-President

TERMS OF SERVICE COMPLETED ON SCAG REGIONAL COUNCIL, A MINIMUM OF ONE FULL-TERM (I.E. TWO YEARS AT TIME OF APPLICATION) I was elected and ratified to my first term at the General Assembly in May, 2015. I was reelected and ratified to my second term at the General Assembly in May, 2017. I have served a combined total of two (2) years and nine (9) months.

TOTAL LENGTH OF SCAG SERVICE (INDICATE NUMBER OF YEARS OF SERVICE): Eight (8) Years.

WHEN DOES THE TERM OF YOUR ELECTED POSITION EXPIRE? 2020

WOULD TERM LIMITS PREVENT YOU FROM MAINTAINING YOUR ELECTED POSITION? No.

POSITIONS HELD AT SCAG:
Community, Economic & Human Development, CEHD, 2010-14
Regional Housing Needs Assessment, RHNA, Subcommittee, 2012
Transportation Committee, TP, 2014-Present
Transportation Committee, TP, Vice-Chair, 2017-Present
2018 General Assembly Host Committee

PLEASE ANSWER THE FOLLOWING QUESTIONS. YOU MAY ATTACH ADDITIONAL PAGES AS NECESSARY.

1. **WHY DO YOU WISH TO SERVE AS A SCAG OFFICER?**
   I wish to serve as a SCAG officer to bring my experience, knowledge and strong leadership to continue our effort to bring leaders at the city, county, the state and federal level to collaborate to solve those issues together we cannot solve alone.

   As a newly elected councilmember in 2008 I quickly understood the importance of addressing issues at a regional level. The city of Murrieta isolated itself from other cities, the county and rarely participated in regional bodies. Understanding the need for regional relationships and regional efforts I began attending and participating in county, state and National associations to have a stronger voice in Sacramento and Washington DC. As a member of the CEHD Committee, the RHNA Subcommittee, a member and now Vice-Chair of the Transportation Committee, a former Board Member and Chairman of the Western Riverside Council of Governments, WRCOG, a current Board Member and current Vice-Chairman of the Riverside Transit Agency, RTA, a current member and former Chair of the Revenue and Taxation Committee and Board Member of the League of California Cities and former member of the Finance, Administration and Intergovernmental Relations, FAIR, and former Board Member of the National League of Cities I have gained valuable experience on becoming a stronger advocate for regional collaboration. It is with this experience I have gained an understanding of the important role SCAG plays in bringing together our one hundred and ninety one (191) cities and six (6) counties to partner with the private industry to work together to solve important and far reaching regional issues. SCAG's Mission states **"To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices."** With my experience and knowledge, I believe as a SCAG officer we will not only achieve our Mission Statement but exceed all expectations.

2. **AS AN OFFICER, WHAT WOULD YOU CONTRIBUTE TO SCAG?**
   As an officer I would contribute strong leadership, collaboration and years of experience of bringing individual and groups together to be successful and not only achieve but exceed goals and expectations.

   I spent seventeen (17) years in the Telecommunications Industry in sales, management and business development and the last eleven (11) years in Public and External Affairs. I have had a successful career individually and in management bringing together and motivating a diverse group of people to fervently pursue goals and exceed expectations. My success comes from my ability to understand what motivates individuals as well as teams and to help them achieve their goals.

I have spent the last fifteen (15) years passionately involved in my community, region and state representing and encouraging constituents to have a voice in their cities', counties' and states' direction. I have been involved both as a volunteer and member of the board in numerous local and national charities and civic organizations. I have proven my ability to be creative, diplomatic and energetic while working with a collaborative approach to identify and solve local, state and federal issues. I have the experience and capability of working with sensitive and complex situations on a daily basis. I have worked together with other groups to analyze complex problems and developed creative solutions. It is this experience that will allow me to continue contributing to SCAG not only as a Regional Council Member but as an Officer.

3. **AS A SCAG OFFICER, YOU WILL BE EXPECTED TO REPRESENT SCAG IN VARIOUS MEETINGS AND FUNCTIONS.**

   a. **IN ADDITION TO ATTENDING REGULAR AND SPECAIL MEETING OF SCAG'S REGIONAL COUNCIL, WILL YOU BE ABLE TO ATTEND OTHER MEETINGS AND FUNCTION OF SCAG, IF REQUESTED?**
   Yes, I have committed both the time and energy to be a part of SCAG. I have and will continue to commit to meetings and functions both locally, nationally and internationally if requested.

   b. **WHAT PROFESSIONAL OR PERSONAL CONSTRAINTS ON YOUR TIME OR SERVICE THAT YOU ANTICIPATE?**
   I do not foresee any professional or personal constraints on my time or service. I have discussed my time commitments with both my wife and my employer and I am supported by both with my continued participation.

4. **WHAT ARE YOUR VALUES AND SKILLS THAT YOU COULD BRING TO SCAG AS AN OFFICER?**
   The values and skills I bring to SCAG as an Officer include but are not limited to commitment, dedication, years of strong leadership and experience motivating and bringing together diverse groups to identify and work collaboratively to solve issues. I strongly believe the importance of a leader to hear all sides, to debate the issues and advocate on behalf of the organization's final vote.

   I have had a successful career personally and in the private as well as public sector. As a father of three my wife Bridget and I moved to Murrieta in hopes of finding the perfect place to raise our children and in Murrieta we found that perfect place. In the private industry I have worked at Fortune 500 companies such as Telecommunications, Inc., Media-One, AT&T Broadband, Nextel and Sprint. After finding great professional success in the private sector I grew interested in working in the public sector. In 2006 I served as the District Director for California State Assemblyman Kevin Jeffries, gaining valuable

experience in constituent services. In January of 2011 I became the Public Affairs Manager for SoCalGas managing the Southern Region where I remain today and act as the primary contact for local, county, State, Federal and Tribal representatives. In 2003 I began to get passionately involved in my community for lack of infrastructure. I served as a member of the Murrieta Planning Commission for 5 ½ years, 3 ½ of those as Chairman. I was elected to the Murrieta City Council in 2008 and re-elected in 2012 and 2016 and I have served as Mayor in 2011 and 2016. I have served on multiple subcommittees and represented the city to many local, state and National associations. I served as the representative to the Western Riverside Council of Governments, WRCOG, and sat on the Executive Committee and as Chairman in 2014-15. I serve as the representative to the Riverside Transit Agency, RTA, and currently serve as their 1st Vice-Chairman. I serve as the City's representative to the League of California Cities as a Board Member and member and former Chairman of the Revenue and Taxation Committee. I serve as the City's representative to the National League of Cities where I served as a member of the Finance, Administration & Intergovernmental Relations Committee, FAIR, appointed by then President Ron Loveridge. I was also elected to the Board of Directors as a representative from California. Most importantly I was elected to serve on SCAG's Community, Economic and Human Development, CEHD, Committee, RHNA Subcommittee and later the Transportation, TP, Committee where I now serve as the Vice-Chairman.

The values I have gained over a lifetime of service, the skills I have learned as a community volunteer, private sector and community leader are invaluable to SCAG. These values and skills I hope to utilize to their fullest potential on behalf of SCAG as an Officer.

5. **WHAT IS YOUR VISION FOR THE FUTURE OF SCAG AND WHAT DO YOU BELIEVE NEEDS TO BE DONE TO ACCOMPLISH THIS VISION?**
My vision for the future of SCAG is to have a Metropolitan Planning Organization, MPO, with a stronger more influential voice representing the region at the city, county, state and federal level bringing together representatives collaborating on and solving regional issues.

SCAG has been and continues to be hugely successful and we need leadership that continues to partner with staff to not only meet but exceed goals and expectations of its member jurisdictions. We need leadership that understands the need for strong partnerships, regional collaboration, and not only regional transportation planning that provides for goods movement, jobs housing balance and new ideas like "Big Data" but also funding.

I believe my successful experience both in the private and public sector provide me with the ability to continue the success of SCAG and provide leadership for the future.

As an example of my commitment to those I serve please see the attached article.

LOCAL NEWS

Murrieta councilman is riding all of the RTA bus routes in Riverside County

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Murrieta Councilman Randon Lane takes a selfie at the Vine St. RTA bus stop in Riverside before riding RTA's 212 bus to Mt. San Jacinto College in San Jacinto Wednesday, Feb. 22, 2017.

By **AARON CLAVERIE** | aclaverie@scng.com | The Press-Enterprise
February 25, 2017 at 9:33 pm

Well before the sun rose one morning last week, Randon Lane slid into a seat on the Route 212 bus headed for Mt. San Jacinto College from downtown Riverside.

As the bus jostled along — making stops at the University of California Riverside, Perris Station Transit Center and Hemet Valley Mall — the Murrieta councilman and Riverside Transit Agency board member got some work done on his laptop, making use of the free wifi that is offered on all RTA routes.

He saw the sun break through a thick cover of clouds and talked to the driver and his fellow passengers, gathering input on the agency's strengths and weaknesses.

When the bus got to the college, he stayed put before riding it all the way back to Riverside.

Wednesday's round trip was the ninth route he's completed. Lane plans to do the same thing on 38 more of the agency's lines, part of his mission to ride all of the RTA's (soon-to-be) 47 routes to mark the agency's 40th anniversary.

“As a board member we make decisions about the buses, the routes, where they’re going,” he said. “I thought it’d be interesting to see firsthand the routes we’re making decisions on.”

He was hoping to finish his epic journey before the actual date of the 40th anniversary — March 17 — but he’s giving himself a little wiggle room in case his schedule gets clogged with work or council commitments.

There are 44 routes right now, but transit spokesman Bradley Weaver said the agency is looking to add two commuter express routes in the near future — one that connects Riverside with Anaheim and another that connects Temecula with the Village in Orange — as well as a RapidLink for Corona and Riverside.

Lane, who plans to ride those routes when they’re up and running, said he’s learned a lot about the region during the initial stages of his trek and he’s been to places in the county he’s never been before.

He’s also learning about the agency’s buses — he’s been in three different types so far — its drivers, the drivers’ families and he’s having a good time talking to the regulars who helped the agency log 8.9 million boardings last year.

“It’s a whole host of characters, students, professionals … retirees,” he said. “It’s been a good experience. I want to know as much about it as I possibly can.”

The vast majority of the people he’s met are generally happy with the agency’s service, but he heard from a student who said it gets pretty hot in the buses on warm summer days. He also heard from another rider that they can get too cold in the winter or early in the morning.

Lane, dutifully cataloging this feedback, said the drivers do what they can, but it’s tough to walk that fine line.

The rides have generally been uneventful — which from his perspective is a good thing — though he experienced a memorable act of kindness during a ride from Banning to Riverside. A student, who was riding to see his dad, offered to pay Lane’s fare after he thought Lane didn’t have exact change.

Lane ended up covering the ride but he was really impressed by the young man’s generosity.

Reeling in riders

In the Los Angeles area, ridership on its Metro system has dipped recently due, in part, to the improving economy that has allowed people to save for a vehicle and the popularity of ride-share apps such as Uber and Lyft.

Weaver said RTA is facing similar headwinds — and ridership is down from the highs that were set a few years ago, including a record 9.6 million boardings in the 2015 fiscal year — but he said the agency is still a vital part of the commuting matrix for area residents.

“There are other options for getting around but we believe our service is strong enough to earn the favor of many riders out there,” he said.

Weaver said he thinks Lane is the first board member to ever attempt riding all the routes and he’s been impressed with the councilman’s follow-through, which has included a lot of early mornings.

“He’s determined, I know that,” he said.

Christopher Hecht, a Hemet resident who has been a loyal RTA rider for more than 5 years, said he’s mostly happy with the service but he said he’s stranded on Sunday because his normal route, the 79 that connects Hemet with Temecula, isn’t active on the weekends.

Asked how he gets around, the 36-year-old said, “I don’t, because it doesn’t run.”

He’d also like more racks for bikes and better signage that clearly states where a bus is going.

Weaver said the agency encourages riders like Hecht to submit those sort of suggestions via email or phone.

But if those avenues fail to produce results, maybe they can look for the man with the silver laptop perched on his knees. He should be making his way to their stop pretty soon.

RANDON K. LANE

41798 Pioneer Street
Murrieta, California 92562

Cell: 951-830-3485
Email: randon.lane@verizon.net

OVERVIEW

- Community leader and senior elected official in a city of 100,000+ residents
- Public and private sector experience in managing federal, tribal, state, county and local governmental issues
- Experience managing regional transportation agencies and coalitions of local governments with multi-million dollar budgets

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COMMUNITY LEADERSHIP ROLES

City of Murrieta, California **November, 2008 – Present**
City Council (2008-present), Mayor (2011, 2016)

- Set policy and direction for a city staff of 400 employees and contractors with a combined City budget of $77 million
- Planed and oversaw 31 Capital Improvement projects valued over $73 million with a 16 / 17 Capital Improvements Budget of $68 million
- Create legislative platforms for policy affecting federal, state and local matters and manage intergovernmental relations and legislative affairs
- Spearhead transportation and infrastructure priorities with a federal, state, and local nexus

Southern California Association of Governments **2012 – Present**
Los Angeles, California

- Serve(d) as/on the Regional Council Member (2015-present) representing District 5 – Temecula, Murrieta, Hemet, San Jacinto
- Transportation Committee (2012-present) Vice-Chair (2017-present)
- Manage legislative partnerships with the Federal Highway Administration (FHA), Federal Transit Administration (FTA), Federal Aviation Administration (FAA), California Transportation Commission, and California Department of Transportation
- Set policy and direction for the association and staff of 135 employees with a combined operating budget of $70 million.
- Represent region population of approximately 19 million residents in six counties and 191 cities

Riverside Transit Agency **December 2012 – Present**
Riverside, California

- Serve as a board member of an agency that sets policy for a staff of 865 employees with a combined budget of $87 million representing 2 million residents in Riverside County, California
- Create policy and manage intergovernmental relations and legislative affairs with Federal, State and County elected officials and staff.
- Serve(d) as/on:
  - Operations Committee Chairman (20162017) overseeing routing and on-time performance; clean fuel ADA and human resource policy issues; and ridership
  - Budget and Finance Committee **(**2012-2016) crafting and directing the budget and fiscal policy of the agency

Western Riverside Council of Governments **December 2008 – January, 2017**
Riverside County, California

- Serve(d) as Chairman of the Board (2014-2015), Board Member (2012-2017), Administration and Finance Committee (2012-2017)
- Chairman of a joint powers authority consisting of 17 member cities in Riverside County, the County of Riverside, local water agencies, a Board of Education, and local Tribal Nation representing a regional population of approximately 2 million residents
- Plan, execute, and manage a combined budget of $65 million and a Transportation Uniform Mitigation Fee (TUMF) Program that will provide approximately $3.5 billion for transportation improvements in Western Riverside County
- Spearhead new policy initiatives with the combination of federal, state, local government, and private sector money, including:
  - Directing $700 million collected for 87 projects completed in conjunction with the Federal Highway Administration and CalTrans
  - Developing policy and guidelines for the Home Energy Renovation Opportunity (HERO), the largest energy and water conservation retrofit program in the United States
  - Developing legislative policy for public private partnership that has already provided approximately $2 billion in financing to nearly 100,000 property owners and created thousands of jobs

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PROFESSIONAL EXPERIENCE

SoCalGas, Los Angeles, California
Public Affairs Manager, Riverside County

- Primary point of contact for federal, Tribal, state, county and local governments in the southern region encompassing Riverside county that serve a population of over 2 million residents
- Cultivate, integrate, and implement Public and Governmental Affairs activities to build and enhance the company's brand
- Develop and execute cohesive communications strategy that supports business objectives in the private and public sectors
- Resolve public, governmental and legislative affairs issues

CA State Assemblyman Kevin Jeffries
Field Representative/District Director, 66th Assembly District

- Created and implemented strategic communication strategy to reach federal and state offices and communicate with constituents
- Mediated ongoing meetings between CalTrans, the City of Temecula and the Federal Highway Administration
- Met with constituents, local and county elected officials, government agencies and community groups to build and maintain effective working relationships and help identify and resolve issues and concerns in a collaborative manner
- Identified and proposed legislation that benefited the Assemblyman's constituents, businesses, and community groups

Telecommunications
Director, Manager, Supervisor, Sales

- Director – Data Applications, Southern California and Nevada
- Manager – Sales and Marketing, Southern Florida
- Supervisor – Sales, Texas, Virginia
- Sales – Texas

EDUCATION

The University of Texas at Arlington – Arlington, Texas **June, 1994**
Bachelor of Arts in Interdisciplinary Studies, emphasis in Marketing and Communications

Warner Southern College – Lake Wales, Florida **May, 1989**
A.A. in Business Marketing

ASSOCIATIONS

National League of Cities, Washington, DC **2012 – 2014**

- Member Finance, Administration and Intergovernmental Relations Committee that developed policy positions on:
  - National economic policy
  - General financial assistance programs and liability insurance
  - Intergovernmental relations and municipal management
  - Civil rights and labor relations
  - Native American sovereignty and municipal authority

League of California Cities, Sacramento, California **2009 – Present**

- Board Member (2011- Present) setting policy for the League and its 134 employees managing a budget of approximately $18 million
- Revenue and Taxation Policy Committee (2009-present), Chairman (2014) reviewing issues at the federal, state, and local level related to:
  - Finance administration
  - Taxation reform
  - Revenue needs and sources

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REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3
March 1, 2018

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

From: Kome Ajise, Director of Planning, (213) 236-1835, Ajise@scag.ca.gov

Subject: Authorization to Accept Grant for SCAG 2017 Disadvantaged Communities Planning Initiative and Approve Notice of Exemption

EXECUTIVE DIRECTOR'S APPROVAL

RECOMMENDED ACTION:
SCAG Staff recommends the Regional Council: 1) adopt Resolution No. 18-598-1 to approve the filing of a California Environmental Quality Act (CEQA) Notice of Exemption for the SCAG 2017 Disadvantaged Communities Planning Initiative, subject to the 30-day public inspection period; and 2) to accept the California Active Transportation Program Grant pursuant to Resolution No. 18-598-2. The Energy and Environment Committee recommended approval at their February 1, 2018 meeting.

EXECUTIVE SUMMARY:
SCAG staff seeks authorization to accept $1,150,000 in California Active Transportation Program (ATP) funds to develop six (6) active transportation plans in disadvantaged communities. To accept ATP funds, SCAG assessed potential environmental impacts as required under CEQA and determined the Project is exempt from CEQA.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Objective A: Create plans that enhance the region's strength, economy, resilience and adaptability by reducing greenhouse gas emissions and air pollution; and C; Ensure quality, effectiveness, and implementation of plans through collaboration, pilot testing, and objective, data-driven analysis.

This item also supports SCAG's Strategic Plan Goal 2: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration; Objective B; Provide resources and expertise to support local leaders and agencies in implementing regional plans.

BACKGROUND:
In coordination with cities across the region, SCAG plans to implement a local active transportation planning initiative across the region, involving the following activities:

- Six (6) active transportation plans in disadvantaged communities;
- A pilot methodology to deliver low-cost local plans across the region

Prior to Caltrans allocating the awarded funds, SCAG must conduct an assessment of potential environmental impacts of the Project pursuant to CEQA in order to determine the type of CEQA document to prepare or whether the Project is exempt. SCAG staff has reviewed the Project and has determined that it is exempt from CEQA under the exemptions discussed herein.

BASIS FOR EXEMPTIONS:
The key considerations for determining if a project is exempt from CEQA are outlined in Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Section 15002(k)(1), 15061, 15062, and 15300 to 15332. In general, CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. A project is exempt from CEQA if the project falls within one or more of the 33 classes. Once the lead agency determines that the project falls within any of the 33 classes, the project is exempt from CEQA, and the environmental review process does not need to proceed any farther. The lead agency may prepare and file a NOE Pursuant to CEQA Guidelines Section 15062, the NOE serves as a public notice that the lead agency has determined that a project is exempt from CEQA. The NOE may be filed with the OPR and the county clerk of each county in which the project will be located after approval of the project. Submission of the NOE to the OPR and the county clerks completes the review of exemption process for a lead agency under the provisions of CEQA. The filing and posting of an NOE will begin a 30- day public inspection period.

ENVIRONMENTAL ASSESSMENT:
SCAG staff has conducted an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332. CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. Based upon its assessment, SCAG staff has determined that the following exemptions apply to the Project:

CEQA Guidelines §15301(c) – Existing Facilities: The Project would involve developing Active Transportation Plans in six cities within the SCAG region, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;

CEQA Guidelines § 15304 (e) - Minor Alterations to Land: The Project would involve developing temporary demonstration projects as part of the community outreach process that would exist for a limited duration (less than three months) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

CEQA Guidelines §15306- Information Collection: The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection; and

CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes: The Project would consist of education and outreach programs involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

SCHEDULE:
Upon approval by the Regional Council, SCAG will submit the NOE to be filed with OPR and the County Clerks of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties for a 30-day public inspection period, which will begin on or around March 5, 2018 and end on or around April 4, 2018. It is anticipated that the Project would be implemented beginning in May 2018 and completed by June 2020.

FISCAL IMPACT:
Project funds will be included in the Fiscal Year 2018-19 Overall Work Program in the amount of $1,350,000, with $1,150,000 of California Active Transportation Program funds and $200,000 of SCAG in-kind (non-federal) match for project management support.

ATTACHMENT/S:
1. Proposed Resolution No. 18-598-1 approving the filing of Notice of Exemption
2. Proposed Notice of Exemption for the SCAG 2017 Disadvantaged Communities Planning Initiative
3. Proposed Resolution No. 18-598-2 authorizing SCAG to manage the award

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Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

RESOLUTION NO: 18-598-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE NOTICE OF EXEMPTION FOR THE SCAG ACTIVE TRANSPORTATION DISADVANTAGED COMMUNITIES PLANNING INITIATIVE

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

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS") which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, and 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies, and

WHEREAS, on December 8, 2016,, the California Transportation Commission awarded SCAG $1,150,000 in Active Transportation Program funds to develop active transportation plans for six (6) disadvantaged communities; and

WHEREAS, , the Regional Council will subsequently consider acceptance of Grant Funds for the Project on March 1, 2018 pursuant to Resolution 18-598-2; and

WHEREAS, the Project is scheduled to be implemented in July 2018 and completed by June 2020; and

WHEREAS, SCAG is required conduct an assessment of potential environmental impacts of the Project pursuant to the California Environmental Quality Act (CEQA), prior to receiving allocation of the awarded Grant Funds; and

WHEREAS, the Project would consist of two distinct activities: (1) Develop active transportation plans in six (6) disadvantaged communities; and (2) establish a cost effective model for developing plans in DACs that leverages Go Human resources and SCAG modeling tools

WHEREAS, SCAG has conducted an environmental assessment of the Project and determined that the Project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301(c)- Existing Facilities, Section 15304(h)- Minor Alterations to Land, Section 15306- Information Collection, and is statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262- Feasibility and Planning Studies; and the scope of the Project activities have been determined to not have a significant effect on the environment; and

WHEREAS, SCAG has prepared a Notice of Exemption (NOE) to be filed with the State of California Office of Planning and Research (OPR) and the Clerks for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, where the Projects will be located for a 30-day public inspection period pursuant to CEQA Guidelines Section i 5062.

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that the foregoing recitals are true and correct and incorporated by this reference.

BE IT FURTHER RESOLVED THAT the SCAG Regional Council finds that based upon an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332, SCAG has determined that the following CEQA exemptions apply to the Project:

1. The Project would involve developing active transportation plans for cities within Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c)- Existing Facilities;

2. The Project would involve developing temporary demonstration projects that would exist for a limited duration (less than three days) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

3. The project would include education, encouragement campaigns, outreach and media strategies involving no physical changes in the areas affected, as set forth in the exemption under CEQA Guidelines §15322 - Educational or Training Programs Involving No Physical Changes

4. The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes and feasibility/planning study

for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection.

NOW THEREFORE, BE IT FURTHER RESOLVED by the Regional Council, that:

1. The Notice of Exemption for the proposed Project has been completed in compliance with CEQA and will be filed with OPR and the Clerks for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties for a 30-day public inspection period; and

2. The proposed Project does not have a significant effect on the environment, and thus additional environmental review by SCAG is not required for the Project and a Notice of Exemption fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2018.

_____
Margaret E. Finlay
President, SCAG
Councilmember, City of Duarte

Attested by:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joann Africa
Chief Counsel

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Notice of Exemption

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

County Clerks of Imperial, Los Angeles, Orange, Riverside, San Bernardino And Ventura Counties

From: Southern California Association of Governments
900 Wilshire Blvd, Ste. 1700
Los Angeles, CA 90017

Project Title: Southern California Association of Governments (SCAG) Disadvantaged Communities Planning Initiative

Project Location: Los Angeles County; Orange County; Riverside County; San Bernardino County, Ventura County

Description of Nature, Purpose, and Beneficiaries of Project: Project is intended to develop six (6) active transportation plans in disadvantaged communities and "pilot" an innovative planning methodology to help deliver low-cost, local plans across the region by leveraging regional planning tools (health/active transportation models and active transportation database) and SCAG Go Human engagement resources.

Disadvantaged communities in the SCAG region often lack quality active transportation infrastructure and face safety challenges. Without plans, these communities are at a disadvantage when applying for funding to address these deficiencies. In the SCAG region, only 26% of cities have bicycle plans and 11% have pedestrian plans.

Each plan will be developed using a combination of traditional and innovative stakeholder outreach to reach disadvantaged community members. Outreach will involve community meetings and direct engagement with existing forums such as faith-based organizations as well as a tactical urbanism demonstration projects held in conjunction with a community event.

Name of Public Agency Approving Project: Southern California Association of Governments

Name of Person or Agency Carrying Out Project: Southern California Association of Governments

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a)); □ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☑ Categorical Exemption: CEQA Guidelines § 15002 (k)(1) – General Concepts; CEQA Guidelines § 15061 – Review for Exemption; CEQA Guidelines § 15301 (c) and 15301 (f) – Existing Facilities; CEQA Guidelines § 15304 (e) and 15304 (e) – Minor Alterations to Land; CEQA Guidelines §

15311 (a) and 15311 (c) – Accessory Structures; CEQA Guidelines § 15322 – Educational or Training Programs Involving No Physical Changes

☐ Statutory Exemptions

Reasons why project is exempt: SCAG has reviewed the proposed project pursuant to CEQA Guidelines § 15002 (k)(1) – General Concepts, and CEQA Guidelines § 15061 – Review for Exemption, and has determined that the proposed project is categorically exempt from CEQA because the scope of the project activities are included in the classes of projects which have been determined not to have a significant effect on the environment. Therefore SCAG has determined that the proposed project is exempt from CEQA pursuant to following:

- The Project would involve developing active transportation plans in Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection
- The project would include education, encouragement campaigns, outreach and media strategies involving no physical changes in the areas affected, as set forth in the exemption under CEQA Guidelines §15322 -Educational or Training Programs Involving No Physical Changes
- The Project may involve developing temporary demonstration projects within the project cities that would exist for a limited duration (less than seven days) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

Project Approval Date: SCAG's Regional Council Approved the project on March 1, 2018
The California Transportation Commission awarded funding for this project on December 8, 2016

CEQA Contact Person:	**Phone Number:**	**Fax Number:**	**Email:**
Roland Ok	(213) 236-1819	(213) 236-1963	ok@scag.ca.gov
Project Contact Person:	**Phone Number:**	**Fax Number:**	**Email:**
Alan Thompson	(213) 236-1940	(213) 236-1963	thompson@scag.ca.gov

Date received for filing at OPR: _____ Signature of Applicant: _____

Ping Chang, Acting Manager
Compliance and Performance Monitoring
Southern California Association of Governments

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Curt Hagman, San Bernardino County

RESOLUTION NO: 18-598-2
A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AUTHORIZING THE ACCEPTANCE OF CALIFORNIA ACTIVE TRANSPORTATION PLANNING GRANT FUNDS FOR THE SCAG ACTIVE TRANSPORTATION DISADVANTAGED COMMUNITIES PLANNING INITIATIVE

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

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS") which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, and 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies, and

WHEREAS, on December 8, 2016, SCAG was awarded $1,150,000 in grant funds from the California Active Transportation program to develop active transportation plans for six disadvantaged communities; and

WHEREAS, SCAG will be releasing a call for projects in coordination with the Sustainability Planning Grants program to select the six disadvantaged communities to take part in the project; and

WHEREAS, the primary goals of the Project are to (1) develop active transportation plans for six disadvantaged communities within the SCAG region; and (2) establish a cost effective model for developing plans in DACs that leverages Go Human resources and SCAG modeling tools.

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that:

1. The Regional Council hereby authorizes SCAG to accept and administer the Grant Funds in the amount of approximately $1,150,000 to support the SCAG Active Transportation Disadvantage Communities Planning Initiative; and

2. SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to receipt of the Grant Funds supporting the Active Transportation Disadvantaged Communities Planning Initiative.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2018

_____
Margaret E. Finlay
President, SCAG
Councilmember, City of Duarte

Attested by:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joann Africa
Chief Counsel

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 4
March 1, 2018

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

From: Kome Ajise, Director of Planning (213) 236-1835, Ajise@scag.ca.gov

EXECUTIVE DIRECTOR'S APPROVAL

Subject: Authorization to Accept Grant for Exposition Park Active Transportation Plan and to Approve Notice of Exemption

RECOMMENDED ACTION:
SCAG Staff requests the Regional Council: 1) adopt Resolution No. 18-598-3 to approve the filing of a California Environmental Quality Act (CEQA) Notice of Exemption for the Exposition Park Active Transportation Plan, subject to the 30-day public inspection period; and 2) to accept the California Active Transportation Program Grant pursuant to Resolution No. 18-598-4. The Energy and Environment Committee recommended approval at their February 1, 2018 meeting.

EXECUTIVE SUMMARY:
SCAG seeks to accept and manage $200,000 in California Active Transportation Program (ATP) funds ("Grant Funds") to manage the Exposition Park Active Transportation Plan ("Project"), awarded originally to the Office of Exposition Park Management on March 16, 2017 through the ATP Metropolitan Planning Organization Component, but the Office relinquished to SCAG in January 2019. As part of acceptance of the Grant Funds, SCAG assessed potential environmental impacts as required under CEQA and determined the Project is exempt from CEQA.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Objective A: Create plans that enhance the region's strength, economy, resilience and adaptability by reducing greenhouse gas emissions and air pollution; and C; Ensure quality, effectiveness, and implementation of plans through collaboration, pilot testing, and objective, data-driven analysis.

This item also supports SCAG's Strategic Plan Goal 2: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration; Objective B; Provide resources and expertise to support local leaders and agencies in implementing regional plans.

BACKGROUND:
In coordination with the Office of Exposition Park Management, SCAG will be developing an active transportation plan for the Exposition Park area of Los Angeles. Specifically, the Project aims to:

a) Develop an existing conditions report
b) Perform a local survey
c) Conduct public outreach and community planning
d) Develop a final active transportation plan

Prior to Caltrans allocating the awarded Grant Funds, SCAG must conduct an assessment of potential environmental impacts of the Project pursuant to CEQA in order to determine the type of CEQA document to prepare or whether the Project is exempt. SCAG staff has reviewed the Project and has determined that it is exempt from CEQA under the exemptions discussed herein.

BASIS FOR EXEMPTIONS:
The key considerations for determining if a project is exempt from CEQA are outlined in Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Section 15002(k)(1), 15061, 15062, and 15300 to 15332. In general, CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. A project is exempt from CEQA if the project falls within one or more of the 33 classes. Once the lead agency determines that the project falls within any of the 33 classes, the project is exempt from CEQA, and the environmental review process does not need to proceed any farther. The lead agency may prepare and file a Notice of Exemption (NOE) pursuant to CEQA Guidelines Section 15062, the NOE serves as a public notice that the lead agency has determined that a project is exempt from CEQA. The NOE may be filed with the OPR and the county clerk of each county in which the project will be located after approval of the project. Submission of the NOE to the Office of Planning and Research (OPR) and the county clerks completes the review of exemption process for a lead agency under the provisions of CEQA. The filing and posting of an NOE will begin a 30- day public inspection period.

ENVIRONMENTAL ASSESSMENT:
SCAG staff has conducted an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332. CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. Based upon its assessment, SCAG staff has determined that the following exemptions apply to the Project:

- **CEQA Guidelines §15301(c) – Existing Facilities**: The Project would involve developing an active transportation plan for the Exposition Park area of the City of Los Angeles, within Los Angeles County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;

- **CEQA Guidelines § 15304 (e) - Minor Alterations to Land:** The Project would involve developing temporary demonstration projects that would exist for a limited duration (less than three months) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

- **CEQA Guidelines §15306- Information Collection:** The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection; and

- **CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes:** The Project would consist of education and outreach programs involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

SCHEDULE:
Upon approval by the Regional Council, SCAG will submit the NOE to be filed with OPR and Los Angeles County Clerk for a 30-day public inspection period, which will begin on or around March 5, 2018 and end on or around April 5, 2018. It is anticipated that the Project would be implemented beginning in July 2018 and completed by June 2020.

FISCAL IMPACT:
Work associated with this item will be included in Fiscal Year 2019 Overall Work Program. The project is fully funded at $240,000, with $200,000 coming from California Active Transportation Program funds, and $40,000 in in-kind local match.

ATTACHMENT/S:
1. Proposed Resolution No. 18-598-3 approving the filing of Notice of Exemption
2. Proposed Notice of Exemption for the Exposition Park Active Transportation Plan
3. Proposed Resolution No. 18-598-4 authorizing SCAG to manage the award
4. Relinquishment letter from Office of Exposition Park Management.

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Rex Richardson, Long Beach

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

RESOLUTION NO: 18-598-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE NOTICE OF EXEMPTION FOR THE EXPOSITION PARK ACTIVE TRANSPORTATION PLAN

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.;

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies;

WHEREAS, on March 16, 2017, the Office of Exposition Park Management was awarded $200,000 in State Active Transportation Program funds (Grant Funds) to develop the Exposition Park Active Transportation Plan (Project);

WHEREAS, the Office of Exposition Park Management requested that SCAG assume responsibility for managing the Grant Funds and associated Project , and submitted its letter of relinquishment of the Grant Funds to the California Department of Transportation (Caltrans) on January 9, 2018, a copy of which is attached to this Proposed Resolution as Exhibit "A";

WHEREAS, , the Regional Council will subsequently consider acceptance of Grant Funds for the Project on March 1, 2018 pursuant to Resolution 18-598-4; and

WHEREAS, the Project is scheduled to be implemented in July 2018 and completed by June 2020; and

WHEREAS, SCAG is required conduct an assessment of potential environmental impacts of the Project pursuant to the California Environmental Quality Act (CEQA), prior to receiving allocation of the awarded Grant Funds; and

WHEREAS, the Project would consist of two distinct activities: (1) Develop an active transportation plans within and in the vicinity of Exposition Park in the City of Los Angeles; and (2) seek resident and stakeholder engagement through a community planning process.

WHEREAS, SCAG has conducted an environmental assessment of the Project and determined that the Project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301(c)- Existing Facilities, Section 15304(h)- Minor Alterations to Land, Section 15306- Information Collection, and is statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262- Feasibility and Planning Studies; and the scope of the Project activities have been determined to not have a significant effect on the environment; and

WHEREAS, SCAG has prepared a Notice of Exemption (NOE) to be filed with the State of California Office of Planning and Research (OPR) and the Clerk for the County of Los Angeles, where the Projects will be located for a 30-day public inspection period pursuant to CEQA Guidelines Section 15062.

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that the foregoing recitals are true and correct and incorporated by this reference.

BE IT FURTHER RESOLVED THAT the SCAG Regional Council finds that based upon an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332, SCAG has determined that the following CEQA exemptions apply to the Project:

1. The Project would involve developing an active transportation plan for Exposition Park, within the City of Los Angeles, within Los Angeles County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c)- Existing Facilities;

2. The Project could involve developing temporary demonstration projects that would exist for a limited duration (less than three days) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

3. The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes and feasibility/planning study for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection.

NOW THEREFORE, BE IT FURTHER RESOLVED by the Regional Council, that:

1. The Notice of Exemption for the proposed Project has been completed in compliance with CEQA and will be filed with OPR and the Los Angeles County Clerk for a 30-day public inspection period; and
2. The proposed Project does not have a significant effect on the environment, and thus additional environmental review by SCAG is not required for the Project and a Notice of Exemption fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2018.

_____

Margaret E. Finlay
President, SCAG
Councilmember, City of Duarte

Attested by:

_____

Hasan Ikhrata
Executive Director

Approved as to Form:

_____

Joann Africa
Chief Counsel

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Notice of Exemption

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

Los Angeles County Clerk

From: Southern California Association of Governments
900 Wilshire Blvd, Ste. 1700
Los Angeles, CA 90017

Project Title: Exposition Park Active Transportation Plan Development

Project Location: Los Angeles County

Description of Nature, Purpose, and Beneficiaries of Project: Project is intended to develop an active transportation plan for Exposition Park, within the City of Los Angeles. Exposition Park does not have a current Active Transportation Plan, and the 1993 Expo Master Plan does not include an active transportation plan, and does not sufficiently address residential and commercial growth. There is a need to promote multi-modal travel with a clear system of walkways, links to bikeways and transit, as well as improved wayfinding, safe linkages to parks, schools and other safe havens such as community clinics, wellness centers and Exposition Park itself.

Name of Public Agency Approving Project: Southern California Association of Governments

Name of Person or Agency Carrying Out Project: Southern California Association of Governments

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a)); □ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☑ Categorical Exemption: CEQA Guidelines § 15002 (k)(1) – General Concepts; CEQA Guidelines § 15061 – Review for Exemption; CEQA Guidelines § 15301 (c) and 15301 (f) – Existing Facilities; CEQA Guidelines § 15304 (e)– Minor Alterations to Land; CEQA Guidelines §15306 – Information Collection; and CEQA Guidelines § 15322 – Educational or Training Programs Involving No Physical Changes.
- ☐ Statutory Exemptions

Reasons why project is exempt: SCAG has reviewed the proposed project pursuant to CEQA Guidelines § 15002 (k)(1) – General Concepts, and CEQA Guidelines § 15061 – Review for Exemption, and has determined that the proposed project is categorically exempt from CEQA because the scope of the project activities are included in the classes of projects which have been determined not to have a

significant effect on the environment. Therefore SCAG has determined that the proposed project is exempt from CEQA pursuant to following:

- The Project would involve developing active transportation plan for Exposition Park and vicinity, within the City of Los Angeles, within Los Angeles County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- The Project may involve developing temporary demonstration projects within the project cities that would exist for a limited duration (less than 30 days) on existing rights of way, as set forth in the exemption under CEQA Guidelines §15304 (e) - Minor Alterations to Land;
- The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection; and
- The Project would consist of educational and outreach programs involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322- Educational and Training Programs Involving No Physical Changes.

Proposed Project Approval Date: SCAG's Regional Council Approved the Project on March 1, 2018. The California Transportation Commission awarded funding for this Project on March 16, 2017.

CEQA Contact Person:	**Phone Number:**	**Fax Number:**	**Email:**
Roland Ok	(213) 236-1819	(213) 236-1963	ok@scag.ca.gov
Project Contact Person:	**Phone Number:**	**Fax Number:**	**Email:**
Alan Thompson	(213) 236-1940	(213) 236-1963	thompson@scag.ca.gov

Date received for filing at OPR: _____ Signature of Applicant: _____

Ping Chang, Acting Manager
Compliance and Performance Monitoring
Southern California Association of Governments

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Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

RESOLUTION NO: 18-598-4

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AUTHORIZING THE ACCEPTANCE OF CALIFORNIA ACTIVE TRANSPORTATION PLANNING GRANT FUNDS FOR THE EXPOSITION PARK ACTIVE TRANSPORTATION PLAN

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.;

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS") which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies;

WHEREAS, on March 16, 2017, the Office of Exposition Park Management was awarded $200,000 in State Active Transportation Program funds (Grant Funds) to develop the Exposition Park Active Transportation Plan (Project);

WHEREAS, the Office of Exposition Park Management requested SCAG assume responsibility for managing the Grant Funds and associated Project, and submitted its letter of relinquishment of the Grant Funds to the California Department of Transportation (Caltrans) on January 9, 2018, a copy of which is attached to this Resolution as Exhibit "A"; and

WHEREAS, the primary goals of the Projects are to (1) Develop an active transportation plans within and in the vicinity of Exposition Park located in the City of Los Angeles; and (2) seek resident and stakeholder engagement through a community planning process.

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that

1. That the Regional Council hereby authorizes SCAG to accept and administer the Grant Funds in the amount of approximately $200,000 to support the Exposition Park Active Transportation Plan development; and
2. SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to receipt of the Grant Funds supporting the development of the Exposition Park Active Transportation Plan.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2018.

_____

Margaret E. Finlay
President, SCAG
Councilmember, City of Duarte

Attested by:

_____

Hasan Ikhrata
Executive Director

Approved as to Form:

_____

Joann Africa
Chief Counsel

Exposition Park

January 9th, 2018

Office of Exposition Park Management
700 Exposition Park Drive
Los Angeles, CA 90037
(213)744-7458

Dale Benson
District 7 Bicycle and Pedestrian Coordinator
ATP, SRTS, SR2S, HSIP, EEM, BTA Coordinator
Senior Transportation Engineer
Office of Local Assistance
California Department of Transportation
100 S. Main Street
Los Angeles, Ca 90012

Project ID:
CTC ID:
Exposition Park
Active Transportation
Plan

RE: Strategic ATP 360: Comprehensive Active Transportation Plan for Exposition Park

Dear Mr. Benson:

We are writing to you regarding Cycle 3 ATP, Project ID EXPOP_ATP17-01, CalTrans District 7. The Office of Exposition Park Management (OEPM) relinquishes this project to the Southern California Association of Governments (SCAG).

This project includes four components:

1. Developing an Active Transportation Plan for Exposition Park
2. Generating an existing conditions report, collecting bicycle, pedestrian and public health data for the project area.
3. The launch of a community engagement process including a survey project, outreach to local community institutions, community tours and a charrette process.
4. Finalizing and approving Active Transportation Plan for Exposition Park

We appreciate your assistance on this matter. Should you have any questions, please contact Vanessa Esparza on my staff at Vanessa.Esparza@expositionpark.ca.gov or at 213.744.2450.

Sincerely,

Ana M. Lasso,
General Manager,
Office of Exposition Park Management

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REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 5
March 1, 2018

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

EXECUTIVE DIRECTOR'S APPROVAL

From: Kome Ajise, Director of Planning, (213) 236-1835, Ajise@scag.ca.gov

Subject: Authorization to Accept Grant for SCAG 2017 Local Active Transportation Planning Initiative and Approve Notice of Exemption

RECOMMENDED ACTION:
SCAG Staff requests the Regional Council: 1) adopt Resolution No. 18-598-5 to approve the filing of a California Environmental Quality Act (CEQA) Notice of Exemption for the SCAG 2017 Local Active Transportation Planning Initiative, subject to the 30-day public inspection period; and 2) to accept the California Active Transportation Program Grant pursuant to Resolution No. 18-598-6. The Energy and Environment Committee previously recommended approval at their February 1, 2018 meeting.

EXECUTIVE SUMMARY:
SCAG seeks authorization to accept $1,289,000 in California Active Transportation Program (ATP) funds ("Grant Funds") for a local active transportation planning initiative to manage seven projects competitively selected by SCAG through the Sustainability Planning Grant Program: 2017 Active Transportation Call for Proposals (hereinafter the "Project"). To accept the Grant funds, SCAG assessed potential environmental impacts as required under CEQA and determined the Project is exempt from CEQA.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Objective A: Create plans that enhance the region's strength, economy, resilience and adaptability by reducing greenhouse gas emissions and air pollution; and C; Ensure quality, effectiveness, and implementation of plans through collaboration, pilot testing, and objective, data-driven analysis.

This item also supports SCAG's Strategic Plan Goal 2: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration; Objective B; Provide resources and expertise to support local leaders and agencies in implementing regional plans.

BACKGROUND:
In coordination with cities across the region, SCAG will be implementing a local active transportation planning initiative across the region. Specifically, the Grant aims to perform:

a) A Complete Streets Plan for the City of Fullerton
b) A Safe Routes to School (SRTS) Plan for the City of La Puente
c) A Citywide Pedestrian Safety Plan and SRTS Plan for the City of Palm Springs
d) An Active Transportation Plan for the City of San Bernardino
e) An Active Transportation Plan for the City of Montclair
f) A SRTS Plan for the City of San Gabriel
g) An Active Transportation Plan for the Soboba Band of Indians in the San Jacinto vicinity

Prior to Caltrans allocating the awarded funds, SCAG must conduct an assessment of potential environmental impacts of the Project pursuant to CEQA in order to determine the type of CEQA document to prepare or whether the Project is exempt. SCAG staff has reviewed the Project and has determined that it is exempt from CEQA under the exemptions discussed herein.

BASIS FOR EXEMPTIONS:
The key considerations for determining if a project is exempt from CEQA are outlined in Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Section 15002(k)(1), 15061, 15062, and 15300 to 15332. In general, CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. A project is exempt from CEQA if the project falls within one or more of the 33 classes. Once the lead agency determines that the project falls within any of the 33 classes, the project is exempt from CEQA, and the environmental review process does not need to proceed any farther. The lead agency may prepare and file a Notice of Exemption or "NOE" pursuant to CEQA Guidelines Section 15062, to which the NOE serves as a public notice that the lead agency has determined that a project is exempt from CEQA. The NOE may be filed with the Office of Planning and Research (OPR) and the county clerk of each county in which the project will be located after approval of the project. Submission of the NOE to the OPR and the county clerks completes the review of exemption process for a lead agency under the provisions of CEQA. The filing and posting of an NOE will begin a 30- day public inspection period.

ENVIRONMENTAL ASSESSMENT:
SCAG staff has conducted an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332. CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. Based upon its assessment, SCAG staff has determined that the following exemptions apply to the Project:

- **CEQA Guidelines §15301(c) – Existing Facilities:** The Project would involve implementing Safe Routes to School programs in the Cities of La Puente, Palm Springs and San Gabriel, that could

foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;

- **CEQA Guidelines § 15304 (e) - Minor Alterations to Land**: The Project would involve developing temporary demonstration projects that would exist for a limited duration (less than three months) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

- **CEQA Guidelines §15301(c) – Existing Facilities**: The Project would involve developing Active Transportation Plans in the Cities of Montclair, San Bernardino, San Jacinto and a Complete Streets Plan for the City of Fullerton, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;

- **CEQA Guidelines § 15304 (e) - Minor Alterations to Land:** The Project would involve developing temporary demonstration projects that would exist for a limited duration (less than three months) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

- **CEQA Guidelines §15306- Information Collection:** The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection; and

- **CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes:** The Project would consist of education and outreach programs involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

SCHEDULE:
Upon approval by the Regional Council, SCAG will submit the NOE to be filed with OPR and the County Clerks of Los Angeles, Orange, Riverside and San Bernardino Counties for a 30-day public inspection period, which will begin on or around March 5, 2018 and end on or around April 4, 2018. It is anticipated that the Project would be implemented beginning in July 2018 and completed by June 2020.

FISCAL IMPACT:
Project funds will be included in the Fiscal Year 2018-19 Overall Work Program in the amount of $1,529,000, with $1,289,000 coming from California Active Transportation Program funds and $240,000 of SCAG in-kind (non-federal) match for project management support.

ATTACHMENT/S:
1. Proposed Resolution No. 18-598-5 approving the filing of Notice of Exemption
2. Proposed Notice of Exemption for the SCAG 2017 Local Active Transportation Planning Initiatives
3. Proposed Resolution No. 18-598-6 authorizing SCAG to manage the award

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Community, Economic & Human Development
Rex Richardson, Long Beach

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

RESOLUTION NO: 18-598-5

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE NOTICE OF EXEMPTION FOR THE SCAG ACTIVE TRANSPORTATION LOCAL PLANNING INITIATIVE

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.;

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies;

WHEREAS, SCAG released a call for applications in coordination with the Agency's Sustainability Planning Grant program;

WHEREAS, , the Regional Council will subsequently consider acceptance of Grant Funds for the Project on March 1, 2018 pursuant to Resolution 18-598-6; and

WHEREAS, the Cities of Fullerton, La Puente, Montclair, Palm Springs, San Bernardino, San Gabriel and the Soboba Band of Luiseno Indians (San Jacinto) applied for grants totaling $1,289,000 in the Active Transportation Program through SCAG's Sustainable Planning Grant program;

WHEREAS, on January 31st, 2018, SCAG was awarded $1,289,000 in grant funds (Grant Funds) from the California Active Transportation program to develop an Active Transportation Local Planning Initiative (Project) based upon proposals submitted by the Cities of Fullerton, La Puente, Montclair, Palm Springs, San Bernardino, San Gabriel and the Soboba Band of Luiseno Indians (San Jacinto);

WHEREAS, the Cities La Puente, San Jacinto (Soboba Band of Luiseno Indians), Palm Springs, Fullerton, San Bernardino, San Gabriel, and Montclair requested that SCAG assume responsibility for managing the Grant Funds, the Project and their respective city projects;

WHEREAS, the Regional Council will subsequently consider acceptance of Grant Funds for the Project on March 1st, 2018 pursuant to a Proposed Resolution;

WHEREAS, the Project is scheduled to be implemented in July 2018 and completed by June 2020;

WHEREAS, SCAG is required to conduct an assessment of potential environmental impacts of the Project pursuant to the California Environmental Quality Act (CEQA), prior to receiving allocation of the awarded Grant Funds;

WHEREAS, the primary goals of the Projects are to (1) Develop active transportation plans for the cities of San Bernardino, Montclair, and San Jacinto; (2) develop a complete streets plan for the city of Fullerton; and (3) develop Safe Routes to School plans for cities of La Puente, Palm Springs and San Gabriel;

WHEREAS, SCAG has conducted an environmental assessment of the Project and determined that the Project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301(c)- Existing Facilities, Section 15304(h)- Minor Alterations to Land, Section 15306- Information Collection; and the scope of the Project activities have been determined to not have a significant effect on the environment; and

WHEREAS, SCAG has prepared a Notice of Exemption (NOE) to be filed with the State of California Office of Planning and Research (OPR) and Clerks for the Counties of Los Angeles, Riverside, San Bernardino, where the Projects will be located for a 30-day public inspection period pursuant to CEQA Guidelines Section 15062.

NOW THEREFORE, BE IT RESOLVED that the SCAG Regional Council finds that based upon an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332, SCAG has determined that the following CEQA exemptions apply to the Project:

1. The Project would involve developing active transportation plans in the Cities of Montclair and of San Bernardino within San Bernardino County, and within San Jacinto (Soboba Band of Luiseno Indians) within Riverside County that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;

2. The Project would involve developing Safe Routes to School plans in the Cities of La Puente and San Gabriel within Los Angeles County, and the City of Palm Springs, within Riverside County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;

3. The Project would involve developing a pedestrian plan in the City of Palm Springs, within Riverside County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;

4. The Project would involve developing Complete Streets Plan in the City of Fullerton within Orange County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;

5. The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection;

6. The Project may involve developing temporary demonstration projects within the project cities that would exist for a limited duration (less than seven days) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

BE IT FURTHER RESOLVED THAT:

1. The Notice of Exemption for the proposed Project has been completed in compliance with CEQA and will be filed with OPR and the Clerks for the counties of Los Angeles, Riverside and San Bernardino, for a 30-day public inspection period; and

2. The proposed Project does not have a significant effect on the environment, and thus additional environmental review by SCAG is not required for the Project and a Notice of Exemption fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2018.

_____
Margaret E. Finlay
President, SCAG
Councilmember, City of Duarte

Attested by:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joann Africa
Chief Counsel

Notice of Exemption

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

County Clerks of Los Angeles,
Orange, Riverside and San Bernardino
Counties

From: Southern California Association of Governments
900 Wilshire Blvd, Ste. 1700
Los Angeles, CA 90017

Project Title: Southern California Association of Governments (SCAG) Local Active Transportation Planning Initiative

Project Location: Los Angeles County (City of La Puente, City of San Gabriel); Orange County (City of Fullerton); Riverside County (City of Palm Springs, City of San Jacinto); San Bernardino County (City of Montclair, City of San Bernardino)

Description of Nature, Purpose, and Beneficiaries of Project: Project is intended to develop active transportation Plans, Safe Routes to School Plans and Complete Streets Plans for seven (7) cities in the SCAG region.

The goal is two-fold: 1) increase safety, particularly for bicyclists and pedestrians in the proposed project areas through education in the short-term and to develop long-term plans for potential active transportation strategies; and 2) increase the number of people walking and biking.

Name of Public Agency Approving Project: Southern California Association of Governments

Name of Person or Agency Carrying Out Project: Southern California Association of Governments

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a)); □ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption: CEQA Guidelines § 15002 (k)(1) – General Concepts; CEQA Guidelines § 15061 – Review for Exemption; CEQA Guidelines § 15301 (c) and 15301 (f) – Existing Facilities; CEQA Guidelines § 15304 (e) – Minor Alterations to Land; CEQA Guidelines § 15306 – Information Collection.Statutory Exemptions

Reasons why project is exempt: SCAG has reviewed the proposed project pursuant to CEQA Guidelines § 15002 (k)(1) – General Concepts, and CEQA Guidelines § 15061 – Review for Exemption, and has determined that the proposed project is categorically exempt from CEQA because the scope of the project activities are included in the classes of projects which have been determined not to have a

significant effect on the environment. Therefore SCAG has determined that the proposed project is exempt from CEQA pursuant to following:

- The Project would involve developing:
    - Safe Routes to School plans in the Cities of La Puente and San Gabriel within Los Angeles County, and
    - the City of Palm Springs, within Riverside County

  that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- The Project would involve developing:
    - active transportation plans in the Cities of Montclair and of San Bernardino within San Bernardino County, and within San Jacinto (Soboba Band of Luiseno Indians) within Riverside County;
    - a pedestrian plan in the City of Palm Springs, within Riverside County; and
    - a Complete Streets plan in the City of Fullerton within Orange County,

  that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection;
- The Project may involve developing temporary demonstration projects within the project cities that would exist for a limited duration (less than seven days) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

Project Approval Date: SCAG's Regional Council Approved the Project on March 1, 2018.The California Transportation Commission awarded funding for this Project on January 31, 2018.

CEQA Contact Person:	**Phone Number:**	**Fax Number:**	**Email:**
Roland Ok	(213) 236-1819	(213) 236-1963	ok@scag.ca.gov
Project Contact Person:	**Phone Number:**	**Fax Number:**	**Email:**
Alan Thompson	(213) 236-1940	(213) 236-1963	thompson@scag.ca.gov

Date received for filing at OPR: _____ Signature of Applicant: _____

Ping Chang, Acting Manager
Compliance and Performance Monitoring
Southern California Association of Governments

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Community, Economic &
Human Development
Rex Richardson, Long Beach

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

RESOLUTION NO. 18-598-6

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AUTHORIZING THE ACCEPTANCE OF CALIFORNIA ACTIVE TRANSPORTATION PLANNING GRANT FUNDS FOR THE SCAG ACTIVE TRANSPORTATION LOCAL PLANNING INITIATIVE

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.;

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies;

WHEREAS, SCAG released a call for applications in coordination with the Agency's Sustainability Planning Grant program;

WHEREAS, the Cities of Fullerton, La Puente, Montclair, Palm Springs, San Bernardino, San Gabriel and the Soboba Band of Luiseno Indians (San Jacinto) applied for grants totaling $1,289,000 in the Active Transportation Program through SCAG's Sustainable Planning Grant program;

WHEREAS, on January 31st, 2018, SCAG was awarded $1,289,000 in grant funds from the California Active Transportation program (Grant Funds) to develop an Active Transportation Local Planning Initiative (Project) based upon the proposals submitted by the Cities of Fullerton, La Puente, Montclair, Palm Springs, San Bernardino, San Gabriel and the Soboba Band of Luiseno Indians (San Jacinto);

WHEREAS, the Cities La Puente, San Jacinto (Soboba Band of Luiseno Indians), Palm Springs, Fullerton, San Bernardino, San Gabriel, and Montclair requested that SCAG assume responsibility for managing the Grant Funds, the Project and their respective city projects;

WHEREAS, the primary goals of the Projects are to (1) develop active transportation plans for the cities of San Bernardino, Montclair, and San Jacinto; (2)

develop a complete streets plan for the city of Fullerton; and (3) develop Safe Routes to School plans for cities of La Puente, Palm Springs and San Gabriel;

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that

1. That the Regional Council hereby authorizes SCAG to accept and administer the Grant Funds in the amount of approximately $1,289,000 to support the Project; and
2. SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to receipt of the Grant Funds supporting the Project.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2018.

_____

Margaret E. Finlay
President, SCAG
Councilmember, City of Duarte

Attested by:

_____

Hasan Ikhrata
Executive Director

Approved as to Form:

_____

Joann Africa
Chief Counsel

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 6
March 1, 2018

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

EXECUTIVE DIRECTOR'S APPROVAL

From: Kome Ajise, Director of Planning, (213) 236-1835, Ajise@scag.ca.gov

Subject: Authorization to Manage Grant for SCAG 2017 Safety and Encouragement Campaign (Phase 2), and Approve Notice of Exemption

RECOMMENDED ACTION:
SCAG Staff recommends the Regional Council: 1) adopt Resolution No. 18-598-7 to approve the filing of a California Environmental Quality Act (CEQA) Notice of Exemption for the SCAG 2017 Safety and Encouragement Campaign (Phase 2), subject to the 30-day public inspection period; and 2) to accept the California Active Transportation Program Grant pursuant to Resolution No. 18-598-8. The Energy and Environment Committee recommended approval at their February 1, 2018 meeting.

EXECUTIVE SUMMARY:
SCAG staff seeks authorization to accept $320,000 in California Active Transportation Program (ATP) funds for Safety and Encouragement Campaign (phase 2) to manage two projects competitively selected by SCAG through the Sustainability Planning Grant Program: 2017 Active Transportation Call for Proposals. To accept ATP funds, SCAG assessed potential environmental impacts as required under CEQA and determined the Project is exempt from CEQA.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Objective E: Facilitate inclusive and meaningful engagement with diverse stakeholders to produce plans that are effective and responsive to community needs.

This item also supports SCAG's Strategic Plan Goal 2: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration; Objective D; Promote and engage partners in a cooperative regional approach to problem-solving.

BACKGROUND:
In coordination with cities, SCAG plans to implement a Safety and Encouragement campaign involving management of the following two projects:

a) A bicycle-pedestrian Safety Awareness Campaign in the City of Beverly Hills
b) The study and evaluation of temporary safety enhancements along Prospect Avenue in the City of Hermosa Beach.

Prior to Caltrans allocating the awarded funds, SCAG must conduct an assessment of potential environmental impacts of the Project pursuant to CEQA in order to determine the type of CEQA document to prepare or whether the Project is exempt. SCAG staff has reviewed the Project and has determined that it is exempt from CEQA under the exemptions discussed herein.

BASIS FOR EXEMPTIONS:
The key considerations for determining if a project is exempt from CEQA are outlined in Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Section 15002(k)(1), 15061, 15062, and 15300 to 15332. In general, CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. A project is exempt from CEQA if the project falls within one or more of the 33 classes. Once the lead agency determines that the project falls within any of the 33 classes, the project is exempt from CEQA, and the environmental review process does not need to proceed any farther. The lead agency may prepare and file a NOE Pursuant to CEQA Guidelines Section 15062, the NOE serves as a public notice that the lead agency has determined that a project is exempt from CEQA. The NOE may be filed with the OPR and the County Clerk for Los Angeles County, in which the project will be located after approval of this project. Submission of the NOE to the OPR and the Los Angeles County Clerk completes the review of exemption process for a lead agency under the provisions of CEQA. The filing and posting of an NOE will begin a 30- day public inspection period.

ENVIRONMENTAL ASSESSMENT:
SCAG staff has conducted an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332. CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. Based upon its assessment, SCAG staff has determined that the following exemptions apply to the Project:

CEQA Guidelines § 15304 (e) - Minor Alterations to Land: The Project would involve developing temporary demonstration projects that would exist for a limited duration (less than three months) on existing rights of way along Prospect Avenue in within the City of Hermosa Beach, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

CEQA Guidelines §15306- Information Collection: The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource with the project areas. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved,

adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection; and

CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes: The Project would consist of education and outreach programs involving no physical changes in the area affected, the City of Beverly Hills, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

SCHEDULE:
Upon approval by the Regional Council, SCAG will submit the NOE to be filed with OPR and the County Clerk of Los Angeles County for a 30-day public inspection period, which will begin on or around March 2, 2018 and end on or around April 2, 2018. It is anticipated that the Project would be implemented beginning in July 2018 and completed by June 2020.

FISCAL IMPACT:
Project funds will be included in the Fiscal Year 2018-19 Overall Work Program in the amount of $403,000, with $320,000 of California Active Transportation Program funds, $55,000 of SCAG in-kind (non-federal) match for project management support, and $28,000 of local return funds.

ATTACHMENT/S:
1. Proposed Resolution No. 18-598-7 approving the filing of Notice of Exemption
2. Proposed Notice of Exemption
3. Proposed Resolution No. 18-598-8 authorizing SCAG to accept and manage the award.

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SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

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First Vice President
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COMMITTEE CHAIRS

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Margaret E. Finlay, Duarte

Community, Economic & Human Development
Rex Richardson, Long Beach

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

RESOLUTION NO: 18-598-7

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING THE NOTICE OF EXEMPTION FOR THE 2017 REGIONAL ACTIVE TRANSPORTATION SAFETY AND ENCOURAGEMENT CAMPAIGN (Phase 2)

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

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS") which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, and 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies, and

WHEREAS, on May 1, 2014, the General Assembly adopted Resolution No. GA 2014-2 supporting the development of a regional pedestrian and bicycle safety initiative in partnership with member agencies, the county transportation commissions and other stakeholders; and

WHEREAS, on January 31st, 2018, SCAG was awarded $320,000 in grant funds from the California Active Transportation program to develop safety and encouragement campaigns; and

WHEREAS, SCAG released a call for applications in coordination with the Sustainability Planning Grant program; and

WHEREAS, the Cities of Beverly Hills and Hermosa Beach applied for a total of $320,000 in Active Transportation Program funds through SCAG's Sustainable Planning Grant program for safety campaign and a safety study, respectively; and

WHEREAS, the Cities of Beverly Hills and Hermosa Beach requested SCAG assume responsibility for managing the safety campaign and safety study

WHEREAS, the Regional Council will subsequently consider acceptance of Grant Funds for the Project on March 1st, 2018 pursuant to Proposed Resolution 18-598-8; and

WHEREAS, the Project is scheduled to be implemented in July 2018 and completed by June 2020; and

WHEREAS, SCAG is required to conduct an assessment of potential environmental impacts of the Project pursuant to the California Environmental Quality Act (CEQA), prior to receiving allocation of the awarded Grant Funds; and

WHEREAS, the Project would consist of two distinct activities: (1) Perform a bicycle pedestrian awareness program in the City of Beverly Hills; and (2) Perform safety studies and analysis along Prospect Avenue in the City of Hermosa Beach.

WHEREAS, SCAG has conducted an environmental assessment of the Project and determined that the Project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301(c)- Existing Facilities, Section 15304(h)- Minor Alterations to Land, Section 15306- Information Collection, and Section 15322- Educational or Training Programs Involving No Physical Changes; and is statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262- Feasibility and Planning Studies; and the scope of the Project activities have been determined to not have a significant effect on the environment; and

WHEREAS, SCAG has prepared a Notice of Exemption (NOE) to be filed with the State of California Office of Planning and Research (OPR) and the Los Angeles County Clerk, where the Projects will be located for a 30-day public inspection period pursuant to CEQA Guidelines Section i 5062.

NOW THEREFORE, BE IT RESOLVED that the SCAG Regional Council finds that based upon an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332, SCAG has determined that the following CEQA exemptions apply to the Project:

1. The Project would involve developing a safety study along Prospect Avenue within the City of Hermosa Beach, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c)- Existing Facilities;

2. The Project may involve developing temporary demonstration projects that would exist for a limited duration (less than thirty days) on existing rights of way within the City of Hermosa Beach, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

3. The project would include education, encouragement campaigns, outreach and media strategies within the City of Beverly Hills, involving no physical changes in the areas affected, as set forth in the exemption under CEQA Guidelines §15322 -Educational or Training Programs Involving No Physical Changes;

4. The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes and feasibility/planning study for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection.

BE IT FURTHER RESOLVED THAT:

1. The Notice of Exemption for the proposed Project has been completed in compliance with CEQA and will be filed with OPR and the Los Angeles County Clerk for a 30-day public inspection period; and
2. The proposed Project does not have a significant effect on the environment, and thus additional environmental review by SCAG is not required for the Project and a Notice of Exemption fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2018

_____

Margaret E. Finlay
President, SCAG
Councilmember, City of Duarte

Attested by:

_____

Hasan Ikhrata
Executive Director

Approved as to Form:

_____

Joann Africa
Chief Counsel

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Notice of Exemption

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

Los Angeles County Clerk

From: Southern California Association of Governments
900 Wilshire Blvd, Ste. 1700
Los Angeles, CA 90017

Project Title: Southern California Association of Governments (SCAG) Safety and Encouragement Campaign (Phase 2)

Project Location: Los Angeles County (City of Beverly Hills, City of Hermosa Beach);

Description of Nature, Purpose, and Beneficiaries of Project: Project is intended to test active transportation safety enhancements and safety awareness plans.

The goal is two-fold: 1) increase safety, particularly for bicyclists and pedestrians in the proposed project areas through education in the short-term and to develop long-term plans for potential active transportation safety; and 2) increase the number of people walking and biking.

Name of Public Agency Approving Project: Southern California Association of Governments

Name of Person or Agency Carrying Out Project: Southern California Association of Governments

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a)); □ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☑ Categorical Exemption: CEQA Guidelines § 15002 (k)(1) – General Concepts; CEQA Guidelines § 15061 – Review for Exemption; CEQA Guidelines § 15301 (c) and 15301 (f) – Existing Facilities; CEQA Guidelines § 15304 (e) and 15304 (e) – Minor Alterations to Land; CEQA Guidelines § 15311 (a) and 15311 (c) – Accessory Structures; CEQA Guidelines § 15322 – Educational or Training Programs Involving No Physical Changes
- ☐ Statutory Exemptions

Reasons why project is exempt: SCAG has reviewed the proposed project pursuant to CEQA Guidelines § 15002 (k)(1) – General Concepts, and CEQA Guidelines § 15061 – Review for Exemption, and has determined that the proposed project is categorically exempt from CEQA because the scope of the project activities are included in the classes of projects which have been determined not to have a significant effect on the environment. Therefore SCAG has determined that the proposed project is exempt from CEQA pursuant to following:

- The Project would involve developing a safety study along Prospect Avenue in the City of Hermosa Beach, within Los Angeles County, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection
- The Project may involve developing temporary demonstration projects within the City of Hermosa Beach that would exist for a limited duration (less than thirty days) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;
- Educational or Training Programs Involving No Physical Changes: The Project would consist of education and outreach programs as part of the Safety and Encouragement Campaign in the City of Beverly Hills within Los Angeles County involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

Project Approval Date: SCAG's Regional Council Approved the project on March 1, 2018
The California Transportation Commission awarded funding for this project on January 31, 2018

CEQA Contact Person:	**Phone Number:**	**Fax Number:**	**Email:**
Roland Ok	(213) 236-1819	(213) 236-1963	ok@scag.ca.gov
Project Contact Person:	**Phone Number:**	**Fax Number:**	**Email:**
Alan Thompson	(213) 236-1940	(213) 236-1963	thompson@scag.ca.gov

Date received for filing at OPR: _____ Signature of Applicant: _____

Ping Chang, Acting Manager
Compliance and Performance Monitoring
Southern California Association of Governments

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Community, Economic &
Human Development
Rex Richardson, Long Beach

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

RESOLUTION NO: 18-598-8

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AUTHORIZING THE ACCEPTANCE OF CALIFORNIA ACTIVE TRANSPORTATION PLANNING GRANT FUNDS FOR THE SCAG ACTIVE TRANSPORTATION SAFETY AND ENCOURAGEMENT CAMPAIGN (PHASE 2)

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.;

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS") which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, and 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies, and

WHEREAS, on January 31st, 2018, SCAG was awarded $320,000 in grant funds from the California Active Transportation program to develop safety and encouragement campaigns; and

WHEREAS, SCAG released a call for applications in coordination with the Sustainability Planning Grant program; and

WHEREAS, the Cities of Beverly Hills and Hermosa Beach applied for $320,000 in Active Transportation Program funds through SCAG's Sustainable Planning Grant program for safety campaigns and a safety study, respectively; and

WHEREAS, the Cities of Beverly Hills and Hermosa Beach requested that SCAG assume responsibility for managing their respective projects; and

WHEREAS, the primary goals of the Projects are to (1) develop a Bicyclists – Pedestrian awareness campaign for the City of Beverly Hills; and (2) Develop a safety analysis and potential solutions along Prospect Avenue within the City of Hermosa Beach.

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that

1. That the Regional Council hereby authorizes SCAG to accept and administer the Grant Funds in the amount of approximately $320,000 to support the SCAG Active Transportation Safety and Encouragement Campaign (phase 2); and
2. SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to receipt of the Grant Funds supporting the Active Transportation Safety and Encouragement Campaign.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of March, 2018.

_____

Margaret E. Finlay
President, SCAG
Councilmember, City of Duarte

Attested by:

_____

Hasan Ikhrata
Executive Director

Approved as to Form:

_____

Joann Africa
Chief Counsel

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 7
March 1, 2018

NO. 597
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE MEETING
THURSDAY, FEBRUARY 1, 2018

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

The Regional Council of the Southern California Association of Governments (SCAG) held its meeting at 900 Wilshire Boulevard, Suite 1700, Los Angeles, CA 90017. A quorum was present.

Members Present

Hon. Margaret E. Finlay, President	***Duarte***	**District 35**
Hon. Alan D. Wapner, 1st Vice President	***Ontario***	**SBCTA/SBCCOG**
Hon. Bill Jahn, 2nd Vice President	***Big Bear Lake***	**District 11**
Hon. Michele Martinez, Imm. Past President	***Santa Ana***	**District 16**
Supervisor Janice Hahn		Los Angeles County
Supervisor Luis Plancarte		Imperial County
Supervisor Curt Hagman		San Bernardino County
Supervisor Linda Parks		Ventura County
Hon. Mike T. Judge	*Simi Valley*	VCTC
Hon. Cheryl Viegas-Walker	*El Centro*	District 1
Hon. Greg Pettis	*Cathedral City*	District 2
Hon. Jim Hyatt	*Calimesa*	District 3
Hon. Clint Lorimore	*Eastvale*	District 4
Hon. Randon Lane	*Murrieta*	District 5
Hon. Frank Navarro	*Colton*	District 6
Hon. L. Dennis Michael	*Rancho Cucamonga*	District 9
Hon. Fred Minagar	*Laguna Niguel*	District 12
Hon. Barbara Kogerman	*Laguna Hills*	District 13
Hon. Steve Nagel	*Fountain Valley*	District 15
Hon. Charles Puckett	*Tustin*	District 17
Hon. Stacy Berry	*Cypress*	District 18
Hon. Tri Ta	*Westminster*	District 20
Hon. Art Brown	*Buena Park*	District 21

Members Present – *continued*

Hon. Marty Simonoff	*Brea*	District 22
Hon. Victor Manalo	*Artesia*	District 23
Hon. Sonny Santa Ines	*Bellflower*	District 24
Hon. Sean Ashton	*Downey*	District 25
Hon. Ali Saleh	*Bell*	District 27
Hon. Dan Medina	*Gardena*	District 28
Hon. Andrew Sarega	*La Mirada*	District 31
Hon. Margaret Clark	*Rosemead*	District 32
Hon. Barbara Messina	*Alhambra*	District 34
Hon. Carol Herrera	*Diamond Bar*	District 37
Hon. Sam Pedroza	*Claremont*	District 38
Hon. James Gazeley	*Lomita*	District 39
Hon. Judy Mitchell	*Rolling Hills Estates*	District 40
Hon. Vartan Gharpetian	*Glendale*	District 42
Hon. Steven Hofbauer	*Palmdale*	District 43
Hon. Carmen Ramirez	*Oxnard*	District 45
Hon. Glen Becerra	*Simi Valley*	District 46
Hon. John Procter	*Santa Paula*	District 47
Hon. Joe Buscaino	*Los Angeles*	District 62
Hon. Steve Manos	*Lake Elsinore*	District 63
Hon. Erik Peterson	*Huntington Beach*	District 64
Hon. Michael Wilson	*Indio*	District 66
Hon. Marsha McLean	*Santa Clarita*	District 67
Hon. Rusty Bailey	*Riverside*	District 68
Hon. Jeffrey Giba	*Moreno Valley*	District 69
Hon. Ben Benoit	*Wildomar*	Air District Representative
Hon. Peggy Huang	*Yorba Linda*	Transpo. Corridor Agencies
Hon. Sabrina Le Roy	*San Manuel Band of Mission Indians*	Tribal Government Regional Planning Board Representative
Hon. Eric Garcetti	*Los Angeles*	Member-at-Large

Members Not Present

Supervisor Hilda Solis		Los Angeles County
Supervisor Shawn Nelson		Orange County
Supervisor V. Manuel Peréz		Riverside County
Hon. James Predmore	*Holtville*	ICTC
Hon. Jan Harnik	*Palm Desert*	RCTC
Hon. James Mulvihill	*San Bernardino*	District 7
Hon. Deborah Robertson	*Rialto*	District 8
Hon. Ray Marquez	*Chino Hills*	District 10
Hon. Donald P. Wagner	*Irvine*	District 14
Hon. Kris Murray	*Anaheim*	District 19
Hon. José Luis Solache	*Lynwood*	District 26
Hon. Rex Richardson	*Long Beach*	District 29
Hon. Lena Gonzalez	*Long Beach*	District 30

Members Not Present - *continued*

Hon. Peggy Delach	*Covina*	District 33
Hon. Jonathan Curtis	*La Cañada Flintridge*	District 36
Hon. Pam O'Connor	*Santa Monica*	District 41
Hon. Laura Rosenthal	*Malibu*	District 44
Hon. Gilbert Cedillo	*Los Angeles*	District 48
Hon. Paul Krekorian	*Los Angeles*	District 49/Public Transit Rep.
Hon. Bob Blumenfield	*Los Angeles*	District 50
Hon. David Ryu	*Los Angeles*	District 51
Hon. Paul Koretz	*Los Angeles*	District 52
Hon. Nury Martinez	*Los Angeles*	District 53
Hon. Monica Rodriguez	*Los Angeles*	District 54
Hon. Marqueece Harris-Dawson	*Los Angeles*	District 55
Hon. Curren D. Price, Jr.	*Los Angeles*	District 56
Hon. Herb Wesson, Jr.	*Los Angeles*	District 57
Hon. Mike Bonin	*Los Angeles*	District 58
Hon. Mitchell Englander	*Los Angeles*	District 59
Hon. Mitch O'Farrell	*Los Angeles*	District 60
Hon. José Huizar	*Los Angeles*	District 61
Hon. Barb Stanton	*Town of Apple Valley*	District 65
Mr. Randall Lewis	*Lewis Group of Companies*	Business Representative

Staff Present

Hasan Ikhrata, Executive Director
Darin Chidsey, Chief Operating Officer
Debbie Dillon, Deputy Executive Director, Administration
Kome Ajise, Director of Planning
Art Yoon, Director, Policy and Public Affairs
Basil Panas, Chief Financial Officer
Julie Loats, Chief Information Officer
Joe Silvey, General Counsel
Joann Africa, Chief Counsel/Director, Legal Services
Tess Rey-Chaput, Office of Regional Council Support

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Margaret Finlay called the meeting to order at 12:17 p.m. and asked Gavin Warnick to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

There was no public comment

REVIEW AND PRIORITIZE AGENDA ITEM/S

There was no reprioritization of the agenda.

PRESENTATION ITEM
(The Honorable Eric Garcetti, Mayor, City of Los Angeles)

President Finlay welcomed and introduced City of Los Angeles Mayor Eric Garcetti to provide a presentation regarding the LA 2028 Olympics.

Before beginning with his presentation, Mayor Garcetti thanked his fellow City of Los Angeles colleagues, Councilmember Joe Buscaino and Supervisor Janice Hahn, for representing Los Angeles at SCAG. He thanked Hasan Ikhrata and the Regional Council for the invitation and welcome to the new SCAG office. He also thanked and welcomed Cliff Meidle, an Olympian and sprint canoeist who competed in the kayak events and served as the U.S. flag bearer at the 2000 Olympics.

Mayor Garcetti commented regarding the work that is being done in California—from transportation to the economy—and emphasized the importance of partnership and collaboration between cities and counties.

Mayor Garcetti opened his presentation with a video o illustrating the evolution of the Olympic Games and the creation of the Paralympic Games. He stated that Los Angeles hosting the 2028 Olympics has four (4) major benefits: 1) a stronger relationship with the world; 2) an improved Olympic movement; 3) a model of sustainability; and 4) hosting in a financially-viable way. He discussed how the 1932 and 1984 Olympics hosted by Los Angeles pioneered a new model of the Games. Mayor Garcetti also discussed the challenges with hosting including the scope and complexity, scandals of doping associated with the competitors and geo-political tension. He discussed the proposal to redefine the Games by being sustainable, inclusive and responsible. He discussed the agreement between the City of Los Angeles and the United States Olympic Committee and stated that LA 2028 will be a fiscally-responsible, low-risk Games. He displayed a rendering of the LA 2028 plan for the Olympic and Paralympic Village and Sports Parks covering the areas of Downtown Los Angeles, South Bay, Valley and Long Beach; and conveyed the benefits for each and every community.

In closing, Mayor Garcetti thanked the Regional Council including the cities and counties who sent letters of support for and to contact Joslyn Treece, Director of Community Relations, for any questions regarding LA 2028 or by visiting the website: LA28org.

On behalf of the Regional Council and SCAG, the Board Officers and Hasan Ikhrata thanked Mayor Eric Garcetti for his presentation. President Finlay and Gavin Warnick presented Mayor Garcetti a personal token of appreciation, a memorabilia medallion pin from the 1984 Olympic Games.

ACTION/DISCUSSION ITEM

1. SCAG Strategic Plan

President Finlay introduced the item and asked Immediate Past President Michele Martinez to provide background information.

As Chair of the President's Strategic Plan Committee, Immediate Past President Martinez thanked the members of the Committee and staff members who worked on updating the Strategic Plan. She stated the Plan's bold vision is not just for the agency but for the region as a whole. Immediate Past President Martinez introduced Darin Chidsey, Chief Operating Officer, to provide background information.

Mr. Chidsey reported regarding the agency's purpose and how this aligns with its Vision, Mission and Goals. He stated the Strategic Plan was first created in 2009 and much has happened since. Mr. Chidsey noted the timeline which included development of the agency's new Vision and Mission Statement and the Strategic Plan Goals and Objectives. Lastly, he reported how the agency's new Core Values are intended to be easy to remember and impactful. In closing, Mr. Chidsey thanked the leadership and acknowledged the Staff Strategic Plan Committee members for their efforts in the last 14 months.

Supervisor Janice Hahn, Los Angeles County, thanked the committee for working on a strategic plan for the region. However, with respect to the survey, Supervisor Hahn asked a question regarding the level of enthusiasm for "Goods Movement and Freight" as she believed that these should be a huge part of planning for all of the regions. Darin Chidsey responded that Goal 1 of the Strategic Plan, "Produce innovative solutions that improve the quality of life for Southern Californians," could be added with more specifics. However, he stated the agency's Work Plan that the Regional Council adopts as part of the Executive Director's evaluation will be directly aligned with the Strategic Plan's Goals and Objectives and would include the specifics such as the Goods Movement and Freight and recognized the importance of this in the region.

President Finlay reminded the members to vote on the communicator keypad using their pre-coded identifying smartcard and to insert the smartcards in the keypad when voting; to remove the cards if they need to leave the meeting room; and to re-insert the cards when they return to the meeting. The electronically-recorded votes will indicate how each member voted, by selecting "1" for a "Yes" vote; "2" for a "No" vote and "3" for an "Abstention." These votes will be a part of the official record of the Regional Council minutes of the meeting.

There being no further discussion, a MOTION was made (Martinez), as recommended by the President's Strategic Plan Committee, that the Regional Council approve SCAG's updated 2018 Strategic Plan Vision, Mission, Core Values, Goals and Objectives. Motion was SECONDED (Ashton) and passed by the following votes:

FOR: Ashton, Bailey, Berry, Brown, Buscaino, Clark, Finlay, Gazeley, Gharpetian, Hahn, Herrera, Hofbauer, Hyatt, Jahn, Judge, Kogerman, Lorimore, Manos, Marquez, M. Martinez, McLean, Medina, Messina, Michael, Minagar, Mitchell, Nagel, Navarro, Plancarte, Predmore, Procter, Puckett, Ramirez, Saleh, Santa Ines, Sarega, Simonoff, Viegas-Walker and Wapner (39).

AGAINST: None (0).

ABSTAIN: None (0).

CONSENT CALENDAR

Approval Items

2. Resolution No. 18-597-1 Regarding Amendment 5 to the Fiscal Year 2017-18 Overall Work Program

3. Minutes of the Regional Council Meeting – December 7, 2017

4. SCAG Memberships and Sponsorships

6. Calendar Year 2018 Transportation Safety Targets

7. Contracts $200,000 or Greater: Contract No. 18-001-850, Safe Routes to School Program for San Bernardino County

Receive & File

8. Governor's Office of Planning and Research (OPR) Proposed Updates to the CEQA Guidelines

9. Summary of the Department of Finance's 2017 Population Growth Estimates for the SCAG Region

10. Governor's Office of Planning and Research (OPR) Proposed 743 Implementation Guidelines and Technical Advisory

11. Purchase Orders more than $5,000 but less than $200,000; Contracts more than $25,000 but less than $200,000; and Amendments $5,000 but less than $75,000

12. CFO Monthly Report

13. State and Federal Legislative Update

A MOTION was made (Jahn) to approve the Consent Calendar Agenda Item Nos. 2 through 7, except for Item No. 5 which was pulled by Supervisor Janice Hahn for discussion (see below); and Receive and File Agenda Item Nos. 8 through 13. Motion was SECONDED (Gharpetian) and passed by the following votes:

FOR: Ashton, Bailey, Berry, Brown, Buscaino, Clark, Finlay, Gazeley, Gharpetian, Hahn, Herrera, Hofbauer, Jahn, Judge, Kogerman, Lorimore, Manos, Marquez, M. Martinez, McLean, Medina, Messina, Michael, Mitchell, Nagel, Navarro, Plancarte, Predmore, Procter, Puckett, Ramirez, Saleh, Santa Ines, Sarega, Simonoff, Viegas-Walker and Wapner (37).

AGAINST: None (0).

ABSTAIN: Minagar (1).

PULLED AGENDA ITEM NO. 5

5. H.R. 4667 (Frelinghuysen) – Supplemental Appropriations for Disaster Assistance - SUPPORT

President Finlay announced that Supervisor Janice Hahn, Los Angeles County, asked to pull Agenda Item No. 5 and requested Art Yoon, Director of Policy and Public Affairs to provide background information.

Mr. Yoon stated that H.R. 4667 is a disaster relief bill—a bill that provides $81 billion in emergency appropriations to several federal agencies for disaster assistance related to hurricanes, wildfires and other major disasters. He explained the analysis behind as to why the bill passed the House with 251 in favor and 169 in opposition.

Supervisor Janice Hahn, Los Angeles County, expressed concerns as to why SCAG will be taking a position on this bill when the agency prides itself with nonpartisanism. Supervisor Hahn stated the bill is a partisan bill and felt there is no need for SCAG to take a position on H.R. 4667.

President Finlay asked a question regarding the timeline associated with the bill. Mr. Yoon responded that the bill should have been taken up in the Senate back in December 2017.

There were comments made by Councilmember Dan Medina, Gardena, District 28, suggesting to table the item; and by Councilmember Joe Buscaino, Los Angeles, District 62, who suggested to continue this item and place on a "watch" position and to report back to the Regional Council to also address Supervisor Hahn's concerns.

Councilmember Marsha McLean, Santa Clarita, District 67, emphasized the allocation for the California wildfire relief and asked a question whether there were recent changes to the bill relative to Puerto Rico. She expressed concerns with partisan issues associated with the bill.

Councilmember Cheryl Viegas-Walker, El Centro, District 1, stated the bill could sent back to the Legislative/Communications & Membership Committee (LCMC) for discussion in two weeks which will be consistent with our policy structure.

Councilmember John Procter, Santa Paula, District 47, stated that his city was in the epicenter of the Thomas Fire. Without stating support or opposition, Councilmember Procter emphasized the recent 'fire was nonpartisan' and asserted opposition to this bill does not make sense although he stated supporting a motion to table to the next meeting.

Councilmember Clint Lorimore, Eastvale, District 4, provided background information on H.R. 4667 as presented to the LCMC which was initially a "Receive and File" item. Since the wildfire affected SCAG member jurisdictions, the LCMC members felt the need to take a position on the bill— irrespective of the author of the bill or who the parties are in opposition.

Councilmember Joe Buscaino provided clarification to his earlier statement and suggested that the bill be returned to LCMC for further discussion and then to the Regional Council.

A MOTION was made (Buscaino) to return H.R. 4667 to the LCMC for further discussion and bring back to the Regional Council. MOTION was SECONDED (Medina). The MOTION did not pass by the following votes:

FOR: Buscaino, Ashton, Brown, Finlay, Gazeley, M. Martinez, Medina, Messina, Nagel, Pettis, Viegas-Walker, Wapner, Gharpetian, Minagar, Hahn, Plancarte, Predmore and Santa Ines (18).

AGAINST: Clark, Hofbauer, Jahn, Kogerman, Lorimore, Marquez, Navarro, Ramirez, Simonoff, Sarega, Herrera, Mitchell, Michael, Judge, Procter, Manos, McLean and Berry (18).

ABSTAIN: None (0).

A new MOTION was made (Lorimore) to support H.R. 4667 (Frelinghuysen) – Supplemental Appropriations for Disaster Assistance. Motion was SECONDED (McLean) and passed by the following votes:

FOR: Buscaino, Ashton, Brown, Clark, Finlay, Gazeley, Hofbauer, Jahn, Kogerman, Lorimore, Marquez, M. Martinez, Medina, Nagel, Navarro, Ramirez, Simonoff, Viegas-Walker, Wapner, Sarega, Herrera, Mitchell, Gharpetian, Minagar, Michael, Plancarte, Judge, Procter, Manos, McLean, Predmore, Santa Ines and Berry (33).

AGAINST: Messina, Pettis and Hahn (3).

ABSTAIN: None (0).

EXECUTIVE DIRECTOR'S REPORT

Hasan Ikhrata, Executive Director, reported that SCAG and the UCLA Institute of Transportation Studies released a report identifying the causes of transit ridership declines in the region. The research effort found that regional transit ridership has been falling since 2007. He stated the decline has affected both bus and rail routes in the region's urban core, which is one of the strongest transit service areas. He also stated the overwhelming cause for the ridership decline is a dramatic increase in private automobile ownership in Southern California, with 2.1 million additional vehicles from 2000 to 2015. Vehicle ownership grew disproportionately among those that are most likely to take transit. He reported there will be some media coverage relative to the study.

Hasan Ikhrata thanked the California Air Resources Board (ARB) staff and ARB Board member Judy Mitchell for collaborating and agreeing with SCAG recommendation of a 19% greenhouse gas emission reduction targets.

BUSINESS UPDATE

As the business representative on the Regional Council, Randall Lewis, Lewis Group of Companies, reported the federal economic report was released and stated the economy and investment are generally doing well, showing a sign of 'Melt Up' which he explained is a dramatic and unexpected improvement in investment performance. With respect to retail, closures from big stores continue with implications of loss revenues and the issue of filling-up those empty spaces as businesses are realizing a need to change with present climate. Randall Lewis stated that California is becoming 'uninvestable' in certain communities and industries. In closing, he expressed support for 2018 Strategic Plan which will help guide SCAG for a better future.

AIR RESOURCES BOARD UPDATE

As an ARB Board Member, representing the South Coast Air Quality Management District (SCAQMD), Councilmember Judy Mitchell, Rolling Hills Estates, District 40, stated the ARB did approve the 19% greenhouse gas emission reduction targets, as indicated by Hasan Ikhrata. She also reported the ARB approved the 2017 Climate Change Scoping Plan and the 2017 Funding Plan for Clean Transportation Incentives. She announced ARB will host a Public Workshop on SB 375 Sustainable Communities and Climate Protection Program scheduled for February 5, 2018 at Caltrans District 7 in Los Angeles. She also announced a public outreach meeting to discuss concepts for minimizing community health impacts from freight facilities scheduled for February 13, 2018 at the Long Beach Library. Lastly, Councilmember Mitchell encouraged the members to visit the ARB website to obtain the document relating to Sustainable Freight Strategy.

PRESIDENT'S REPORT

New Members and Committee Appointments

President Finlay reported that the Officers will be travelling to Ventura County to offer any assistance due to the destruction created by the Thomas Fire, the largest wildfire recorded in California, and that other RC members are welcome to join.

President Finlay appointed the following members to the Nominating Committee:

1. Immediate Past President Michele Martinez, representing Orange County (Chair)
2. Supervisor Janice Hahn, representing Los Angeles County
3. Councilmember Ali Saleh, representing Los Angeles County
4. Councilmember James Mulvihill, representing San Bernardino County
5. Councilmember Cheryl Viegas-Walker, representing Imperial County
6. Councilmember Ben Benoit, representing Riverside County
7. Councilmember Glen Becerra, representing Ventura County

President Finlay appointed the following members to the Bylaws and Resolutions Committee:

1. Second Vice President Bill Jahn, representing San Bernardino County (Chair)
2. Supervisor Curt Hagman, representing San Bernardino County
3. Councilmember Frank Navarro, representing San Bernardino County
4. Supervisor Linda Parks, representing Ventura County
5. Councilmember Carmen Ramirez, representing Ventura County
6. Councilmember Peggy Huang, representing Orange County
7. Councilmember Marty Simonoff, representing Orange County
8. Councilmember Cheryl Viegas-Walker, representing Imperial County
9. Councilmember Jeff Giba, representing Riverside County
10. Councilmember Sam Pedroza, representing Los Angeles County
11. Councilmember Margaret Clark, representing Los Angeles County
12. Councilmember Victor Manalo, representing Los Angeles County

President Finlay announced and welcomed the following members:

- Regional Councilmember Supervisor Hilda Solis, Los Angeles County. She replaced Supervisor Mark Ridley-Thomas
- Regional Councilmember Stacy Berry, Cypress, representing District 18
- EEC Member Cynthia Moran, Chino Hills, representing SBCTA
- Reappointment of Regional Councilmember Frank Navarro, Colton, representing District 6

COMMITTEE REPORTS

Due to lack of time, a report was not provided by the following Policy Committees: Community, Economic and Human Development (CEHD; Energy and Environment Committee (EEC); and Transportation Committee (TC).

FUTURE AGENDA ITEM/S

There were no future agenda items.

ANNOUNCEMENT/S

Councilmember Joe Buscaino, Los Angeles, District 62, announced that the City of Los Angeles, specifically the neighborhood of Watts, was awarded with the first round of state Cap-and-Trade funding for affordable housing and environmental initiatives, and thanked Governor Brown and the state leaders. He also stated that the cities of Ontario and Fresno were also among the award recipients.

As a follow-up to Councilman Buscaino's announcement, First Vice President Alan Wapner, SBCTA, noted that the City of Ontario was successful in its application in part because it received the support of the entire San Bernardino County.

President Finlay announced the next meeting of the Regional Council is scheduled for Thursday, March 1, 2018 at the Wilshire Grand Center, 900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017.

ADJOURNMENT

There being no further business, President Finlay adjourned the Regional Council meeting at 1:37 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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REPORT

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017
Agenda Item No. 8
March 1, 2018

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

EXECUTIVE DIRECTOR'S APPROVAL

From: Art Yoon; Director of Policy & Public Affairs; (213) 236-1840;
artyoon@scag.ca.gov

Subject: SCAG Memberships & Sponsorships

RECOMMENDED ACTION:
Approve

EXECUTIVE SUMMARY:
At its meeting on February 20, 2018, the Legislative/Communications & Membership Committee (LCMC) recommended approval of up to $31,500 in memberships for: 1) Mobility 21 ($25,000) and 2) Coalition for America's Gateways & Trade Corridors ($6,500); and $5,000 in sponsorships for the Mobility 21 2018 Summit.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

BACKGROUND:

Item 1: Mobility 21
Type: Membership **Amount:** $25,000

Mobility 21 is a coalition of public, business, and community stakeholders to pursue regional solutions to transportation challenges facing the SCAG region and San Diego County. Created in 2002 as an effort in Los Angeles County, Mobility 21 became a regional effort in 2007 with the primary goals to:

- Support practical solutions to Southern California's transportation challenges.
- Mobilize regional support for transportation funding and legislative priorities at the federal and state levels.
- Unite political leaders around common priorities for transportation.
- Bring together residents, civic leaders, business groups, and industry experts to inspire them to act and educate them on how to effectively speak out in support of transportation.

SCAG is a founding member of Mobility 21.

Item 2: Coalition for America's Gateways & Trade Corridors
Type: Membership **Amount:** $6,500

The Coalition for America's Gateways and Trade Corridors (CAGTC) was established to bring national attention to the need to significantly expand U.S. freight transportation capabilities and to work toward solutions for this growing national challenge. CAGTC works with and through its members to raise awareness with the public and Congress on the need for sufficient funding for trade corridors, gateways, intermodal connectors, and freight facilities.

As a founding member, SCAG's participation in CAGTC was the result of the perennial Board-adopted goal to seek a federal freight funding partnership. As a member of CAGTC, SCAG has the opportunity to help shape national freight policy and legislation with the organization. Regional Council Board Officers regularly travel to Washington, DC to attend their meetings and conferences. CAGTC is comprised of over sixty representative organizations, including state Departments of Transportations (DOTs), MPOs, ports, engineering firms, and freight corridors who work to improve national freight policy. All of the Southern California freight stakeholders are members of CAGTC.

Item 3: Mobility 21 2018 Summit
Type: Sponsorship **Amount:** $5,000

Mobility 21 will be holding their annual summit on Friday, October 19, 2018 at the JW Marriott at L.A. Live in downtown Los Angeles. This annual event brings together public and private stakeholders to address the region's transportation priorities and improve mobility for all that live, work, and play in Southern California.

SCAG has sponsored this event in the past and staff is recommending sponsorship at the "Gold" level in the amount of $5,000, which includes the following benefits:

- Registration and reserved seating for five (5) attendees at the general sessions and luncheon;
- Attendance for one (1) representative at an exclusive VIP reception with Mobility 21's Board of Directors, speakers, and other guests;
- Exhibitor table at the Mobility 21 Expo with listing as an exhibitor on Mobility 21's website;
- Logo visibility on the conference sponsor slide show, event program and other Summit materials, and inclusion in pre-conference advertising (both print and electronic); and
- A half-page advertisement in the Summit program.

FISCAL IMPACT:
$36,500 for memberships and sponsorships is included in the approved FY 17-18 General Fund budget.

ATTACHMENT(S):
None

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

Agenda Item No. 9
March 1, 2018

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

EXECUTIVE DIRECTOR'S APPROVAL

From: Art Yoon; Director of Policy & Public Affairs; (213) 236-1840; artyoon@scag.ca.gov

Subject: 2018 State & Federal Legislative Priorities

RECOMMENDED ACTION:
Approve

EXECUTIVE SUMMARY:
Each year, the Regional Council adopts legislative priorities for the state and federal legislative session for that year. The staff-recommended state and federal legislative priorities for 2018 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies. The Legislative/Communications & Membership Committee (LCMC) recommended at its meeting on February 20, 2018 that the Regional Council adopt the attached slate of legislative priorities for 2018.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

BACKGROUND:
SCAG maintains a State and Federal Legislative Program, which consists of the Regional Council's positions on policies and legislative initiatives related to SCAG's core planning and policy areas that need the leadership and support of the California State Legislature and Congress to resolve challenges facing the SCAG region. At its meeting on February 20, 2018, the LCMC recommended that the Regional Council adopt the attached slate of state and federal legislative priorities for 2018, which encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies. The policy and issue areas covered include:

State		**Federal**
Transportation Funding	Active Transportation	Transportation Funding
Freight & Goods Movement	Transportation Technology	Freight & Goods Movement
Cap & Trade	Project Streamlining	Transportation Technology
Housing/Affordable Housing	Public-Private Partnerships	Project Streamlining

ATTACHMENT:
Draft SCAG 2018 State & Federal Legislative Priorities

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2018 State & Federal Legislative Priorities

ABOUT SCAG

Founded in 1965, the Southern California Association of Governments (SCAG) 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 and a Council of Governments.

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. 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's 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. Additionally, SCAG Bylaws provide for representation of Native American tribes and Air Districts in the region on the Regional Council and Policy Committees.

SCAG'S LEGISLATIVE PROGRAM

SCAG maintains a State and Federal Legislative Program, which consists of the Regional Council's positions on policies and legislative initiatives related to SCAG's core planning and policy areas—transportation, air quality, freight/goods movement, housing, environmental impact, sustainability, and economic recovery and job creation—that need the leadership and support of the California State Legislature and Congress to resolve challenges facing the SCAG region.

SCAG's legislative efforts are the product of a bottoms-up process whereby the agency's Legislative/Communications & Membership Committee, comprised of elected officials from throughout the region, identifies and recommends specific legislative action for consideration by the Regional Council with respect to state and federal legislation affecting the SCAG region.

The following state and federal legislative priorities for 2018 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

DRAFT

State

Transportation Funding

- Support and preserve existing sources of transportation funding and revenue.
- Protect all existing and new sources of transportation funding from borrowing or use for any purpose other than transportation.
- Support a regional equity component or consideration for additional revenues from any source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.
- Support increased funding for transportation projects selected based on applied regional performance metrics.
- Support legislation that would decrease the voter approval threshold—from the current requirement of 67% down to 55%—for the creation, extension, or increase of local transportation tax measures similar to the authority given to school districts.

Freight & Goods Movement

- Support increased funding to the Trade Corridors Enhancement Program (TCEP), building upon the success of the Trade Corridors Improvement Fund (TCIF), to provide the resources necessary for critical infrastructure enhancements along the State's high-volume freight corridors.
- Support funding to preserve and maintain transportation infrastructure for key regional goods movement infrastructure and corridors that link freight facilities and systems to the rest of the nation.
- Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

Cap & Trade

- Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall greenhouse gas (GHG) reduction goals.
- Support investment priorities that reflect the physical and social realities of the diverse communities across California.
- Support program guidelines and scoring criteria that are sensitive to the needs of all California communities.
- Support state-funded technical assistance to assist communities throughout California to successfully access GGRF resources.

Housing/Affordable Housing

- Support a broad range of proposals that advance incentive-based approaches to expedite the development of both affordable and market-rate housing.
- Support the establishment of a new planning grant that would provide assistance for local jurisdictions to identify locations for housing that are consistent with SB 375 and the Regional Housing Needs Assessment (RHNA).

DRAFT

- Support efforts to provide funding for previously successful housing development programs that are depleted of funds such as voter-approved bond funds like the Infrastructure Infill Grant (IIG) Program and the Transit Oriented Development (TOD) Housing Program.
- Encourage and support incentive-based efforts (e.g., tax incentives) for the development of TODs and/or projects that are consistent with sustainable local growth planning efforts.
- Support the creation and use of innovative financing mechanisms such as Enhanced Infrastructure Finance Districts (EIFD), Community Revitalization and Investment Authorities (CRIA), and transfer of development rights (TDR) programs to fund both affordable and market-rate housing developments.

Active Transportation

- Support expansion and funding of active transportation from all available sources at the state, regional, and local levels for programs including, but not limited to, First/Last Mile Improvements (walk/bike infrastructure to connect transit riders to stations); cycletracks; separated, on-street bike facilities to increase safety; multi-use trails (e.g., along river and utility corridors); Safe Routes to School Programs, including educational programs and infrastructure improvements around schools; and bike-share projects.
- Work with the state and local partners to identify new tools and funding mechanisms to achieve the region's safety targets, including exploring revisions to the California Vehicle Code and Manual on Uniform Traffic Control Devices to allow the DOT and local authorities to explore reducing speed limits when a roadway is found to pose significantly greater risk of injury or death than other roadways due to excessive speeding.

Transportation Technology

- Support the incorporation of new technologies and innovations into the national and state transportation systems such as the next generation of alternatively powered zero/near-zero emission vehicles and autonomous vehicles, aviation technology advancements, advancements in maritime related technologies and commerce, and other emerging technologies that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
- Encourage regulations that foster private sector innovations while maintaining the ability of local jurisdictions to adapt technological innovations to their local needs.
- Encourage and support the ability of local jurisdictions to secure access to public interest data.
- Secure funding to support and/or exceed the State's electric vehicle (EV) goals.

Project Streamlining

- Support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery.
- Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
- Support measures that provide CEQA relief or streamlining for the development of transportation, transit-oriented, infill, and/or housing projects.
- Support innovative approaches to reform and streamline CEQA where reasonable, including, but not limited to, proposals to establish a CEQA-specific court or judicial procedure that is specialized in CEQA case law and related statutes in an effort to expedite legal review of CEQA challenges.

DRAFT

Public-Private Partnerships

- Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and synergistically marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.
- Support improved performance standards to measure success, curtail project delays, reduce expenditures, and increase expenditure accountability.

Federal

Transportation Funding

- Support new transportation and infrastructure funding sources that provide additional investment into the national infrastructure and transportation system.
- Support long-term, stable, and sufficient funding sources to balance the Highway Trust Fund and provide funding stability for the future.
- Support new transportation and infrastructure funding sources that augment the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.
- Support innovative financing tools, expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, and reinstate advance refunding bonds to reduce the cost of transportation investment and debt service costs in order to allow savings to be reinvested in additional transportation infrastructure projects.

Freight & Goods Movement

- Support the continuation of, and increased fund to, discretionary grant opportunities such as the Infrastructure For Rebuilding America (INFRA) and Transportation Investment Generating Economic Recovery (TIGER) grant programs.
- Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.
- Support funding to preserve and maintain transportation infrastructure for key regional goods movement infrastructure and corridors that link freight facilities and systems to the rest of the nation.
- Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

Transportation Technology

- Encourage regulations that foster private sector innovations while maintaining the ability of local jurisdictions to adapt technological innovations to their local needs.
- Encourage and support the ability of local jurisdictions to secure access to public interest data.

Project Streamlining

- Support measures that expedite and streamline both project development and delivery.

DRAFT

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017
Agenda Item No. 10
March 1, 2018

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

EXECUTIVE DIRECTOR'S APPROVAL

From: Art Yoon; Director of Policy & Public Affairs; (213) 236-1840; artyoon@scag.ca.gov

Subject: AB 1759 (McCarty) – General Plans: Housing Element: Production Report: Withholding of Transportation Funds

RECOMMENDED ACTION:
Oppose

EXECUTIVE SUMMARY:
At its meeting on February 20, 2018, the Legislative/Communications & Membership Committee (LCMC) recommended an oppose position on Assembly Bill (AB) 1759. This legislation would link a city or county's eligibility for Road Repair and Accountability Act, also known as Senate Bill (SB) 1, funds to its building permit activity relative to the jurisdiction's Regional Housing Needs Assessment (RHNA) allocation. Currently, local jurisdictions are required to submit an annual progress report to the California Department of Housing and Community Development (HCD) that reports on how many building permits have been issued by the jurisdiction for each RHNA income category. Under AB 1759, a jurisdiction would only be eligible for its share of SB 1 funds if it has met the minimum percentage of building permits in each of the RHNA income levels, with the minimum percentage requirements more stringent over the period from 2020 to 2050.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

BACKGROUND:
California planning and zoning law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. The law requires the city or county, after it has adopted all or part of a general plan, to provide an annual report to the Department of Housing and Community Development (HCD) on the status of the general plan and its progress in meeting the community's share of its regional housing needs. In addition, the law requires the city or county to include in its annual progress report a "production report," which details the number of units of net new housing, including both rental and for-sale housing, that have been issued a completed entitlement, building permit, or certificate of occupancy.

Separately, the Road Repair and Accountability Act of 2017, also known as SB 1 (Chapter 5, Statutes of 2017), creates the Road Maintenance Rehabilitation Account. After certain "off the top" allocations are made, 50% of the remaining funds from this account are distributed for maintenance of the state highway system or state highway operation and protection program and the other 50% for apportionment to cities and counties.

AB 1759

Under AB 1759, a jurisdiction would only be eligible to receive its share of SB 1's Road Maintenance Rehabilitation Account funding if it has met a certain percentage production goal relative to its RHNA allocation. HCD would be required to certify a county or city's compliance with the production goal starting on June 30, 2022, and by June 30 each year thereafter. The requirement would expire June 30, 2051. Over the lifetime of the bill, the percentage production goal would increase (see chart below).

Reporting Periods	RHNA Production Goal
2020 – 2027	20%
2028 – 2032	40%
2033 – 2038	60%
2039 – 2044	80%
2045 – 2050	100%

The bill would provide that, if HCD determines that a city or county has met its applicable minimum production goal for that reporting period, the department shall, no later than June 30 of that year, submit a certification of that result to the State Controller.

For each city and county that is not in compliance with this requirement, the bill would require the State Controller to withhold the apportionment of SB 1 funds that would otherwise be apportioned and distributed for that fiscal year, and deposit those funds in a separate escrow account. The bill would require the Controller to distribute the funds in the escrow account to the applicable city or county only after the city or county is certified to be in compliance by HCD.

Staff recommended that the LCMC forward an oppose position recommendation to the Regional Council for the following reasons:

1. Reneges on SB 1 Deal: When transportation stakeholders supported and advocated for SB 1 to provide new and stable revenue streams for road safety improvements, to fill potholes and repair local streets, highways, and bridges, there were promises that SB 1 funds would only be used for transportation-related purposes. Within those promises was the implication that SB 1 funds would not be held ransom for unrelated policy priorities, regardless of how important those other priorities are.

2. Threatens SB 1 at the Ballot Box: Withholding transportation dollars because a city or county has not yet met its housing production goal relative to its RHNA allocation could give credence to those SB 1 detractors who incorrectly say that these recently passed tax and fee increases are being used for non-transportation purposes. Furthermore, opponents of certain types of land uses that are often associated with RHNA, such as medium or high density developments, could, given AB 1759, seize upon SB 1 repeal efforts as a way to relieve development pressures in their communities. AB 1759 could stoke anti-SB 1 sentiment and further galvanize efforts in support of repeal.

3. Ignores Market Realities: Since 1969, California has required that all cities and counties adequately plan to meet the housing needs of everyone in the community through an extremely detailed housing element process. These plans are subject to state approval by HCD. While local elected officials can plan for housing, they do not control the housing market. Cities and counties do not control investment decisions by developers or landowners. In addition, cities and counties do not control conditions in the national or state economy, interest rates, bank lending requirements, construction labor availability, environmental policies, or other issues that may affect housing production.

At its meeting on February 20, 2018, the LCMC recommended an oppose position on AB 1759.

ATTACHMENT(S):
None

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REPORT

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017
Agenda Item No. 11
March 1, 2018

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

EXECUTIVE DIRECTOR'S APPROVAL

From: Art Yoon; Director of Policy & Public Affairs; (213) 236-1840; artyoon@scag.ca.gov

Subject: SCR 90 (Roth) – Joseph Tavaglione Interchange

RECOMMENDED ACTION:
Support

EXECUTIVE SUMMARY:
At its meeting on February 20, 2018, the Legislative/Communications & Membership Committee (LCMC) recommended a support position on Senate Concurrent Resolution (SCR) 90. This measure would designate the interchange where State Highway Routes 60 and 91 meet Interstate 215 in the County of Riverside as the Joseph Tavaglione Interchange. The measure would request the Department of Transportation to determine the cost of signs showing this special designation and, once donations from non-state sources are secured to cover that cost, to build those signs.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

BACKGROUND:
SCR 90 (https://goo.gl/GQHbSY), introduced by Senator Richard Roth (D-Riverside) on January 22, 2018, would recognize Joseph Tavaglione's service on the California Transportation Commission (CTC) and the communities in the Inland Empire. Appointed to serve as member of the CTC by three different governors, Tavaglione has been a dedicated leader from the County of Riverside. Besides his appointment to the CTC, Tavaglione has over 60 years of experience in the construction field and serves as the President of Tavaglione Construction and Development, Inc., a family-owned business that Tavaglione founded in 1960. The Riverside County Transportation Commission (RCTC), Corona Chamber of Commerce, and Inland Empire Economic Partnership (IEEP) have voiced their support for SCR 90. At its February 20, 2018 meeting, the Legislative/Communications and Membership Committee recommended a support position on SCR 90.

ATTACHMENT(S):
None

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REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 12
March 1, 2018

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

EXECUTIVE DIRECTOR'S APPROVAL

From: Hasan Ikhrata, Executive Director; ikhrata@scag.ca.gov
(213) 236-1800

Subject: Metropolitan Planning Agreements

RECOMMENDED ACTION:
Authorize the Executive Director or his designee to finalize and execute the Metropolitan Planning Agreements.

EXECUTIVE SUMMARY:
SCAG first executed Metropolitan Planning Agreements in 2007 as required by federal regulations. These agreements between SCAG, the county transportation commissions (CTCs), and their respective transit operators, specify mutual responsibilities in carrying out the metropolitan transportation planning process. Revisions to the agreements are needed to reflect the latest federal requirements from the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act, and associated rulemaking. SCAG has reviewed the revised agreements (as reflected in the Memoranda of Understanding attached to this report) with all of the CTCs, and to date the agreements have been approved by the Imperial County Transportation Commission (ICTC), Riverside County Transportation Commission (RCTC), and San Bernardino County Transportation Authority (SBCTA). Staff continues to work in partnership with the CTCs and operators to secure approval from all of the signatory agencies. The recommended action would allow the Executive Director to make further minor revisions as needed, based on input from transit operators, before finalizing and executing the agreements.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Objective E: Facilitate inclusive and meaningful engagement with diverse stakeholders to produce plans that are effective and responsive to community needs.

BACKGROUND:
In 2007, SCAG established Metropolitan Planning Agreements with the county transportation commissions (CTCs) and transit operators in the region. The regulatory basis for the Metropolitan Planning Agreements is found in the Metropolitan Transportation Planning Final Rule issued by the

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) (see 23 CFR 450.314(a)), which states:

> The MPO, the State(s), and the providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the providers of public transportation serving the MPA....The MPO, the State(s), and the providers of public transportation should periodically review and update the agreement, as appropriate, to reflect effective changes.

These agreements acknowledge the role of the CTCs within the SCAG region for countywide planning and programming, and specify that the CTCs will coordinate with the transit operators in their respective county to ensure that transit projects, plans and programs are recommended to SCAG for inclusion in the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP). SCAG maintains the Regional Transit Technical Advisory Committee (RTTAC) as a forum for transit operators and the CTCs to participate in the metropolitan planning process.

Since the agreements were first executed in 2007, there have arisen several new federal requirements that must be incorporated, including the federal rulemaking to implement the performance-based planning provisions from the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. There are also issues that have arisen through the FTA's Triennial Review process and identified in FTA Circulars. Additionally, the Imperial County Transportation Commission (ICTC) did not exist in 2007, therefore a new agreement was created for ICTC.

The revised agreements include two new sections that address the annual listing of projects and the development of the RTP/FTIP financial plan, which are federal requirements put in place just after the 2007 agreements were first executed. The region currently already fulfills these requirements, however pursuant to the Final Rule they must be explicitly incorporated into the agreements.

The revised agreements also include three new sections that address the new MAP-21 and FAST Act requirements for performance-based planning. The proposed additions incorporate text taken directly from the applicable Final Rules, while providing for flexibility in how the requirements will be implemented. The requirements involve the development of written provisions for cooperatively developing and sharing information related to transportation performance data and the selection and reporting of performance targets.

Another new section addresses the FTIP public participation process in relation to the FTA Section 5307 program of projects (POP) requirements. Transit operators may choose to rely on SCAG's FTIP public participation process to satisfy the requirement for public participation in developing the Section 5307 POP. SCAG incorporates in the FTIP document(s) explicit statements reflecting that

public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 program.

FISCAL IMPACT:
Work associated with this item is included in the Fiscal Year 2017-2018 Overall Work Program (140.0121.01 Transit Planning).

ATTACHMENTS:
1. Memorandum of Understanding By and Between the Southern California Association of Governments and Imperial County Transportation Commission

2. Memorandum of Understanding Among the Southern California Association of Governments, the Los Angeles County Metropolitan Transportation Authority, and Los Angeles County Transit Operators

3. Memorandum of Understanding By and Between the Southern California Association of Governments and Orange County Transportation Authority

4. Memorandum of Understanding Among the Southern California Association of Governments, the Riverside County Transportation Commission, and the Riverside County Transit Operators

5. Memorandum of Understanding Among the Southern California Association of Governments, the San Bernardino County Transportation Authority, Omnitrans, and Victor Valley Transit Authority

6. Memorandum of Understanding Among the Southern California Association of Governments, the Ventura County Transportation Commission, and Ventura County Transit Operators

7. Memorandum of Understanding Between the Southern California Association of Governments and Southern California Regional Rail Authority

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Memorandum of Understanding (MOU)
By and Between the Southern California Association of Governments (SCAG) and Imperial County Transportation Commission (ICTC)

This Memorandum of Understanding (MOU), is entered into and effective this _____ day of _____, 2018, by and between the Southern California Association of Governments (SCAG) and Imperial County Transportation Commission (ICTC), to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314. ICTC and SCAG are collectively referred to herein as the "Parties."

RECITALS

WHEREAS, SCAG is a Joint Powers Agency formed pursuant to Section 6502 of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation, adoption and update of a Regional Transportation Plan (RTP), pursuant to Title 23, United States Code Section 134 *et seq.*, Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (CFR) Section 450 *et seq.*;

WHEREAS, SCAG is the multicounty designated transportation planning agency pursuant to Public Utilities Code Section 130004 and California Government Code Section 29532 and is responsible for preparation, adoption and update of the RTP every four years, pursuant to California Government Code Section 65080 *et seq.*;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) et seq., SCAG is also required to prepare a Sustainable Communities Strategy (SCS) for incorporation into the RTP that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB);

WHEREAS, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth the long-range regional plans and strategies for transportation improvements and regional growth throughout the SCAG region;

WHEREAS, the RTP/SCS consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available or reasonably available revenue sources, and are thus probable for implementation. The strategic plan is for information purposes only and identifies potential projects that require additional study,

consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP/SCS constrained plan;

WHEREAS, SCAG is further responsible for preparing and adopting the Federal Transportation Improvement Program (FTIP) (known as the regional transportation improvement program under state law) every two years pursuant to Government Code Sections 14527 and 65082, and Public Utilities Code Section 130301 *et seq.*;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, pursuant to Government Code Section 65080 (b)(2)(F) and federal public participation requirements including 23 CFR Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. The SCAG Public Participation Plan, as amended and adopted on April 3, 2014, serves as a guide for SCAG's public involvement process, including the public involvement process to be used for the RTP/SCS and an enhanced outreach program that incorporates the public participation requirements under SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, in 2007, to coordinate metropolitan transportation planning in accordance with federal law, SCAG entered into Memoranda of Understanding with providers of public transportation in five other counties in the region, including County Transportation Commissions (CTCs) and transit operators;

WHEREAS, in 2009, the Imperial County Transportation Commission (ICTC) was established pursuant to Senate Bill 607 (Ducheny) and amended by Senate Bill 1318 (Lowenthal);

WHEREAS, SCAG now seeks to enter into a Memorandum of Understanding with ICTC to reflect most recent metropolitan transportation planning regulations as set forth under 23 CFR Section 450.314, which requires SCAG, the State and providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans that support the RTP and FTIP, and development of the annual listing of obligated projects;

WHEREAS, SCAG has entered into a separate Memorandum of Understanding with the State of California Department of Transportation, updated and effective July 7, 2017, in accordance with 23 CFR Section 450.314;

WHEREAS, ICTC is a County Transportation Commission created pursuant to Public Utilities Code Section 132800 and is charged pursuant thereto for approval of all projects in Imperial County utilizing federal and state highway and transit funds and is responsible for transportation programming and long and short range transportation planning in Imperial County;

WHEREAS, ICTC, branded as Imperial Valley Transit, provides transit service within Imperial County; and

WHEREAS, the Parties desire to utilize this MOU to specify cooperative procedures for carrying out the metropolitan transportation planning process as required by 23 CFR 450.314 and any successors thereto, and as may be subject to any final rule-making.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR HEREIN, THE PARTIES HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

1.1 **SCAG's Role**: SCAG is the agency with the overall responsibility for continuous, comprehensive and coordinated regional transportation planning in the six county SCAG region. In accordance with applicable federal and state laws these responsibilities primarily include but are not limited to preparation and adoption of the RTP/SCS and FTIP.

1.2 **ICTC's County Transportation Commission Role**: ICTC is responsible for continuous, comprehensive and coordinated transportation and transit planning, and project implementation within Imperial County. These responsibilities include but are not limited to the development and adoption of the County Transportation Improvement Program (TIP) for Imperial County, development of corridor and sub-regional studies, short and long range transit planning and allocation of transit funds in Imperial County. ICTC is also responsible for ensuring that the Imperial County transit projects, plans and programs identified in ICTC's Congestion Management Program (CMP) and through other activities and the County TIPs for Imperial County are recommended to SCAG for inclusion in the RTP, FTIP, and regional transportation studies.

1.3 **Certification and Assurances:** In carrying out their respective responsibilities under this MOU, each party shall comply with the requirements and any successors thereto, referenced in SCAG's annual Certifications and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's Overall Work Program, including but not limited to:

a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21 and related federal guidelines including but not limited to FTA Circular 4702.1;

b. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

c. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

d. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

1.4 **Coordination Process:** SCAG shall engage in a consultative process with ICTC, in accordance with applicable federal and state laws and regulations, and successors thereto, pertaining to the roles and responsibilities of the Parties in metropolitan transportation planning.

a. SCAG shall provide timely notice of the opportunity to comment on its Draft RTP and Draft FTIP to the parties and the opportunity to participate in Overall Work Program development.

b. SCAG shall continue maintaining the Regional Transit Technical Advisory Committee or a successor group, to provide a forum for ICTC, other CTCs, and Transit Operators, to participate in the metropolitan transportation planning process.

c. ICTC agrees to participate in SCAG's Technical Working Group or any successor group established to serve the same function which shall also serve as a forum to ensure that local transportation projects, plans and programs are effectively integrated into the RTP and FTIP updates.

d. The Executive Officers of SCAG and the CTCs shall continue to meet regularly to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination.

e. The Parties shall cooperatively develop an annual listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year, in accordance with 23 CFR 450.334.

f. The Parties shall cooperatively develop estimates of funds that will be available to support RTP/SCS implementation, and reasonable financial principles and

information that support revenue and cost estimates, to be used in the RTP and FTIP financial plan, in accordance with 23 CFR 450.324(f)(11).

g. The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii), and subject to applicable final rulemaking. The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1).

h. To aid in the planning process, ICTC shall make available to SCAG their Transit Asset Management Plan and any supporting records or documents, performance targets, investment strategies, and annual condition assessment report, upon request of SCAG and in accordance with the RTP/SCS development schedule, in order to fulfill requirements of 49 CFR 625.53.

i. SCAG shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation, in accordance with 23 CFR 450.306(d)(4).

j. ICTC may choose to rely on SCAG's public participation process associated with the FTIP development to satisfy the requirement for public participation in developing the FTA Section 5307 program of projects (POP). SCAG agrees to incorporate in the FTIP document(s) an explicit statements reflecting that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 Program.

Section 2

General Provisions

2.1 **Drafting:** This MOU has been prepared by all parties and has been reviewed and endorsed by each.

2.2 **Amendments:** This MOU may be amended only by the execution by all parties of a written amendment.

2.3 **Indemnity:** Each of the parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each party shall indemnify, defend and hold each of the other parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property,

any legal fees and any claims for damages attributable only to performance of the responsibilities as set forth in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying party (Indemnitor) or its officers, agents employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of an indemnified party (Indemnitee).

2.4 **Termination:** Any party may terminate this MOU upon ninety (90) days written notice to each party, providing that the notice of termination set forth the effective date of termination and the reason for termination. Additionally, the notice of termination shall provide that the parties during the period prior to the effective date of termination shall meet to try to resolve any dispute. In the event that the termination is for cause, the termination shall not be effective if the party cures the default in its performance within the ninety day period.

2.5 **Jurisdiction and Venue:** This MOU shall be deemed an Agreement under the laws of the State of California and for all purposes shall be interpreted in accordance with such laws. All parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.

2.6 **Non-assignment:** No party may assign this MOU, or any part thereof, without the written consent of each party to this MOU.

2.7 **Notice:** Any notice or notices required or permitted to be given pursuant to this MOU may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Executive Director
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, California 90017-3435

Executive Director
Imperial County Transportation Commission
1503 N. Imperial Ave., Suite 104
El Centro, CA 92243

Each undersigned party agrees to notify the other party of any changes to the address for receipt of Notices.

2.8 **Effective Date:** This MOU shall be effective on the date (meaning the last date indicated below) all parties have fully executed this MOU.

2.9 **Execution of Agreement or Amendments**: This MOU, or any amendment related

thereto (Amendment), may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any Amendment may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any Amendment.

[SIGNATURE PAGE TO FOLLOW]

IN WITNESS WHEREOF, the Parties have caused this MOU to be executed by their duly authorized representatives on the dates set forth below.

The Southern California Association of Governments ("SCAG")

By: _____ Date: _____

Hasan Ikhrata
Executive Director

Approved as to Form:

_____ Date: _____

Joanna Africa
Chief Counsel/Director of Legal Services

Imperial County Transportation Commission ("ICTC")

By: _____ Date: _____

Mark Baza
Executive Director

Approved as to Form:

_____ Date: _____

Eric Havens, Deputy County Counsel

Memorandum of Understanding
Among the Southern California Association of Governments, the Los Angeles County Metropolitan Transportation Authority, and Los Angeles County Transit Operators

This Memorandum of Understanding (MOU), is entered into and effective this _____ day of _____, 2018, among the Southern California Association of Governments (SCAG), the Los Angeles Metropolitan Transportation Authority (Metro), and Los Angeles County Transit Operators, to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314. The undersigned Los Angeles County Transit Operators include the transit operators and paratransit operator operating in Los Angeles County, and are collectively referred to herein as the "Transit Operators." SCAG, Metro, and Transit Operators are referred to herein individually as a "Party" and collectively as the "Parties."

RECITALS

WHEREAS, SCAG is a Joint Powers Agency formed pursuant to Section 6502 of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation, adoption and update of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 *et seq*., Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (CFR) Section 450 *et seq.*;

WHEREAS, SCAG is the multicounty designated transportation planning agency pursuant to Public Utilities Code Section 130004 and California Government Code Section 29532, and is responsible for preparation, adoption and update of the RTP every four years pursuant to California Government Code Section 65080 *et seq.*;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) et seq., SCAG is also required to prepare a Sustainable Communities Strategy (SCS) for incorporation into the RTP that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB);

WHEREAS, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth the long-range regional plans and strategies for transportation improvements and regional growth throughout the SCAG region;

WHEREAS, the RTP/SCS consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available or reasonably available revenue sources, and are thus probable for implementation. The strategic plan is for information purposes only and identifies potential projects that require additional study, consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP/SCS constrained plan;

WHEREAS, SCAG is further responsible for preparing and adopting the Federal Transportation Improvement Program (FTIP) (known as the regional transportation improvement program under state law) every two years pursuant to Government Code Sections 14527 and 65082, and Public Utilities Code Section 130301 et seq.;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, pursuant to Government Code Section 65080(b)(2)(F) and federal public participation requirements including 23 CFR Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. The SCAG Public Participation Plan serves as a guide for SCAG's public involvement process, including the public involvement process to be used for the RTP/SCS and an enhanced outreach program that incorporates the public participation requirements under SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, in 2007, to coordinate metropolitan transportation planning in accordance with federal law, SCAG entered into Memoranda of Understanding with providers of public transportation in the region, including County Transportation Commissions (CTCs) and Transit Operators (referred to herein as "2007 MOUs");

WHEREAS, SCAG now seeks to update and enter into a new Memoranda of Understanding to supersede and replace the 2007 MOU. This MOU reflects the most recent metropolitan transportation planning regulations as set forth under 23 CFR Section 450.314, which requires SCAG, the State and providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans that support the RTP and FTIP and development of the annual listing of obligated projects;

WHEREAS, SCAG has entered into a separate Memorandum of Understanding with the State of California Department of Transportation, updated and effective July 7, 2017, in accordance with 23 CFR Regulations Section 450.314;

WHEREAS, Metro is a County Transportation Commission created pursuant to Public Utilities

Code Section 130050 and is charged pursuant thereto for approval of all projects in Los Angeles County utilizing federal and state highway and transit funds and is responsible for transportation programming and long and short range transportation planning in Los Angeles County;

WHEREAS, Metro is the regional transit operator for Los Angeles County, created pursuant to Public Utilities Code section 130050; and the undersigned Transit Operators set forth in Exhibit "A," provide transit service within Los Angeles County; and

WHEREAS, the Parties desire to utilize this MOU to specify cooperative procedures for carrying out the metropolitan transportation planning process as required by 23 CFR 450.314 and any successors thereto, and as may be subject to any final rulemaking.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR THEREIN, THE PARTIES HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

1.1 **SCAG's Role:** SCAG is the agency with the overall responsibility for continuous, comprehensive and coordinated regional transportation planning in the six county SCAG region. In accordance with applicable federal and state laws these responsibilities primarily include but are not limited to preparation and adoption of the RTP/SCS and FTIP.

1.2 **Metro's County Transportation Commission Role:** Metro is responsible for continuous, comprehensive and coordinated transportation planning and project implementation within Los Angeles County. These responsibilities include but are not limited to the development and adoption of the Long Range Transportation Plan (LRTP) and County Transportation Improvement Program (TIP) for Los Angeles County, development of corridor and sub-regional studies, and for allocating transit funds to Los Angeles County transit operators. Metro will coordinate with Transit Operators in meeting its countywide transportation planning responsibilities. Metro is also responsible for ensuring that the transit projects, plans and programs identified in Metro's LRTP and County TIPs for Los Angeles County are recommended to SCAG for inclusion in the RTP/SCS, FTIP, and regional transportation studies.

1.3 **Transit Operators' Role:** Transit Operators are responsible for coordinating with Metro regarding their capital and operating needs and submittal of projects for inclusion into the LRTP and TIP for Los Angeles County.

1.4 **Certification and Assurances:** In carrying out their respective responsibilities under this MOU, each Party shall comply with the requirements and any successors thereto,

referenced in SCAG's annual Certifications and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's Overall Work Program, including but not limited to:

a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21 and related federal guidelines including but not limited to FTA Circular 4702.1;
b. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
c. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
d. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

1.5 **Coordination Process:** SCAG shall engage in a consultative process with Metro and Transit Operators in accordance with applicable federal and state laws and regulations, and successors thereto, pertaining to the roles and responsibilities of the Parties in metropolitan transportation planning.

a. SCAG shall provide timely notice of the opportunity to comment on its Draft RTP and Draft FTIP to the Parties and the opportunity to participate in Overall Work Program development.
b. SCAG shall continue maintaining the Regional Transit Technical Advisory Committee or a successor group, to provide a forum for Metro, other CTCs, and Transit Operators, to participate in the metropolitan transportation planning process.
c. Metro agrees to participate in SCAG's Technical Working Group or any successor group established to serve the same function which shall also serve as a forum to ensure that local transportation projects, plans and programs are effectively integrated into the RTP/SCS and FTIP updates.
d. The Executive Officers of SCAG and the CTCs shall continue to meet regularly to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination.
e. Metro and Transit Operators, with the exception of Access Services Inc., will participate in the Bus Operations Subcommittee of the Metro Technical Advisory Committee or any successor group as a forum for ensuring that Transit Operators' plans, programs, studies, and other issues are integrated into the county and

regional transportation planning process.

f. Access Services Incorporated (ASI), the Consolidated Transportation Services Agency for Los Angeles County and the administrator of the Los Angeles County Coordinated Paratransit Plan, shall participate in the Local Transit Service Subcommittee of the Metro Technical Advisory Committee or any successor group as a forum for ensuring that Transit Operators' plans, programs, studies, and other issues are integrated into the county and regional transportation planning process.
g. Metro and Transit Operator general managers shall participate in the General Manager's Group or any successor group as a forum for executive coordination, ensuring that Transit Operators' plans, programs, studies, and other issues are integrated into the county and regional transportation planning process.
h. Metro shall provide Transit Operators the opportunity to include projects in the LRTP and TIP for Los Angeles County. Projects and programs adopted by the Metro Board in the Los Angeles County LRTP and TIP shall be submitted to SCAG and recommended for inclusion in the RTP/SCS and FTIP, respectively.
i. The Parties shall cooperatively develop an annual listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year, in accordance with 23 CFR 450.334.
j. The Parties shall cooperatively develop estimates of funds that will be available to support RTP/SCS implementation, and reasonable financial principles and information that support revenue and cost estimates, to be used in the RTP/SCS and FTIP financial plan, in accordance with 23 CFR 450.324(f)(11).
k. The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii), and subject to applicable final rulemaking. The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1).
l. To aid in the planning process, Metro and Transit Operators shall make available to SCAG their Transit Asset Management Plan and any supporting records or documents, performance targets, investment strategies, and the annual condition assessment report required under 49 CFR 625.55, upon request of SCAG and in accordance with the RTP/SCS development schedule, in order to fulfill requirements of 49 CFR 625.53 and any successors thereto.
m. SCAG shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation, in accordance with 23 CFR 450.306(d)(4).
n. Transit Operators may choose to rely on SCAG's public participation process associated with the FTIP development to satisfy the requirement for public

participation in developing the FTA Section 5307 program of projects (POP). SCAG agrees to incorporate in the FTIP document(s) an explicit statement reflecting that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 Program.

Section 2

General Provisions

2.1 **Term of Agreement:** This MOU shall be effective as to each Party on the date such Party executes this MOU, and continues in full force until such Party withdraws from this MOU pursuant to Section 2.5 below or this MOU is terminated by SCAG upon thirty (30) days prior written notice. This MOU shall supersede and replace all prior agreements including but not limited to the 2007 MOU between the Parties concerning metropolitan planning agreements required to be developed pursuant to 23 CFR 450.314 and predecessors thereto.

2.2 **Drafting:** This MOU has been prepared by all Parties and has been reviewed and endorsed by each.

2.3 **Amendments:** This MOU may be amended only by the execution by all Parties of a written amendment.

2.4 **Indemnity:** Each of the Parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each Party shall indemnify, defend and hold each of the other Parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any legal fees and any claims for damages attributable only to performance of the responsibilities as set forth in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying Party (Indemnitor) or its officers, agents employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of an indemnified Party (Indemnitee).

2.5 **Withdrawal:** Any Party may withdraw from this MOU upon ninety (90) days written notice to each Party, providing that the notice of withdrawal set forth the effective date of withdrawal and the reason for withdrawal. Additionally, the notice of withdrawal shall provide that the Parties during the period prior to the effective date of withdrawal shall meet to try to resolve any dispute. In the event that the withdrawal is for cause, the withdrawal shall not be effective if the Party cures the default in its performance within the ninety day period. SCAG shall notify FTA of the withdrawal from this MOU of any Party.

2.6 **Jurisdiction and Venue:** This MOU shall be deemed an Agreement under the laws of the State of California and for all purposes shall be interpreted in accordance with such laws. All Parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.

2.7 **Non-assignment:** No Party may assign this MOU, or any part thereof, without the written consent of each Party to this MOU.

2.8 **Notice:** Any notice or notices required or permitted to be given pursuant to this MOU may be personally served on the other Party by the Party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Executive Director
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, California 90017

Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012-2952

Los Angeles County Transit Operators (See Exhibit "A")

Each undersigned Party agrees to notify the other Parties of any changes to the address for receipt of Notices.

2.9 **Order of Precedence:** In the event of a conflict between and among this MOU and Exhibit "A," the order of precedence shall be:

Amendments to the MOU
MOU
Exhibit "A"

2.10 **Execution of Agreement or Amendments:** This MOU, or any amendment related thereto (Amendment), may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any Amendment may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any Amendment.

IN WITNESS WHEREOF, the Parties have caused this MOU to be executed by their duly authorized representatives on the dates set forth below.

The Southern California Association of Governments ("SCAG")

By: _____ Date: _____

Hasan Ikhrata
Executive Director

Approved as to Form:

_____ Date: _____

Joanna Africa
Chief Counsel/Director of Legal Services

Los Angeles County Metropolitan Transportation Authority ("Metro")

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Antelope Valley Transit Authority

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Arcadia Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Beach Cities Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Claremont Dial-A-Ride

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Commerce Bus Lines

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

The City of Culver City

Culver City Bus

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Foothill Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Gardena Municipal Bus Lines

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

La Mirada Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Los Angeles Department of Transportation (LADOT)

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Long Beach Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Montebello Bus Lines

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Norwalk
Norwalk Transportation Department

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

DRAFT – NOT FOR DISTRIBUTION

City of Santa Clarita/Santa Clarita Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Santa Monica Big Blue Bus

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Torrance,
a Municipal Corporation

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Access Services, Incorporated

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

EXHIBIT A
Los Angeles County Transit Operators

Executive Director Antelope Valley Transit Authority 42210 6th Street West Lancaster, CA 93534	Community Services Director La Mirada Transit 13700 La Mirada Bl. La Mirada, CA 90638
Assistant City Manager Arcadia Transit PO Box 60021 Arcadia, CA 91066	General Manager LADOT 100 S. Main St.,10th Floor Los Angeles, CA 90012
Transit Manager Beach Cities Transit 415 Diamond St. Redondo Beach, CA 90277	President and CEO Long Beach Transit PO Box 731 Long Beach, CA 90801
Director of Community Services Claremont Dial-A-Ride 207 Harvard Ave. Claremont, CA 91711	Director of Transportation Montebello Bus Lines 400 S. Taylor Ave. Montebello, CA 90640
Director Commerce Bus Lines 2535 Commerce Way Commerce, CA 90040	Director of Transportation Norwalk Transit Systems 12650 E. Imperial Hwy. Norwalk, CA 90650
Transportation Director Culver City Bus 4343 Duquesne Av. Culver City, CA 90232	City Manager Santa Clarita Transit 28250 Constellation Rd Santa Clarita, CA 91355
Executive Director Foothill Transit 100 N. Barranca Av., Suite 100 West Covina, CA 91791	City Manager City of Santa Monica 1685 Main Street Room 209 Santa Monica, California 90407-2200
Director of Transportation Gardena Municipal Bus Lines 15350 S. Van Ness Ave. Gardena, CA 90249	General Manager Torrance Transit 20500 Madrona Ave. Torrance, CA 90503
	Executive Director Access Services Incorporated 707 Wilshire Blvd. Suite 9 AON Building Los Angeles, CA 90017

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Memorandum of Understanding
By and Between the Southern California Association of Governments and Orange County Transportation Authority

This Memorandum of Understanding (MOU), is entered into and effective this _____ day of _____, 2018, by and between the Southern California Association of Governments (SCAG) and Orange County Transportation Authority (OCTA), to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314. OCTA and SCAG are collectively referred to herein as the "Parties."

RECITALS

WHEREAS, SCAG is a Joint Powers Agency formed pursuant to Section 6502 of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation, adoption and update of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 *et seq*., Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (CFR) Section 450 *et seq.*;

WHEREAS, SCAG is the multicounty designated transportation planning agency pursuant to Public Utilities Code Section 130004 and California Government Code Section 29532 and is responsible for preparation, adoption and update of the RTP every four years, pursuant to California Government Code Section 65080 *et seq.*;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) et seq., SCAG is also required to prepare a Sustainable Communities Strategy (SCS) for incorporation into the RTP that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB);

WHEREAS, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth the long-range regional plans and strategies for transportation improvements throughout the SCAG region;

WHEREAS, the RTP/SCS consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available or reasonably available revenue sources, and are thus probable for implementation. The strategic plan is for information purposes only and identifies potential projects that require additional study,

consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP/SCS constrained plan;

WHEREAS, SCAG is further responsible for preparing and adopting the Federal Transportation Improvement Program (FTIP) (known as the regional transportation improvement program under state law) every two years pursuant to Government Code Sections 14527 and 65082, and Public Utilities Code Section 130301 *et seq*.;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP/SCS in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, pursuant to Government Code Section 65080(b)(2)(F) and federal public participation requirements including 23 CFR Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. The SCAG Public Participation Plan serves as a guide for SCAG's public involvement process, including the public involvement process to be used for the RTP/SCS and an enhanced outreach program that incorporates the public participation requirements under SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, in 2007, to coordinate metropolitan transportation planning in accordance with federal law, SCAG entered into Memoranda of Understanding with providers of public transportation in the region, including County Transportation Commissions (CTCs) and transit operators (referred to herein as "2007 MOU");

WHEREAS, SCAG now seeks to update and enter into new Memoranda of Understanding with the region's CTCs and transit providers to reflect most recent metropolitan transportation planning regulations as set forth under 23 CFR Section 450.314(a), which requires SCAG and the above mentioned providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans that support the RTP/SCS and FTIP and development of the annual listing of obligated projects;

WHEREAS, SCAG has entered into a separate Memorandum of Understanding with the State of California Department of Transportation, updated and effective July 7, 2017, in accordance with 23 CFR Section 450.314;

WHEREAS, OCTA is a County Transportation Commission created pursuant to Public Utilities Code Section 130052 *et seq.* and is charged pursuant thereto for approval of all projects utilizing federal and state highway and transit funds and is responsible for transportation programming and representing Orange County in the metropolitan transportation planning process;

WHEREAS, transportation agencies in Orange County, California are consolidated into a single, countywide transportation agency to promote collaborative multimodal transportation planning of highways, roads, transit and rail services, and unify transportation decision making;

WHEREAS, OCTA (formerly known as Orange County Transportation Commission) is known as the consolidated transit and transportation agency in Orange County;

WHEREAS, SCAG and OCTA entered into a 1979 Memorandum of Understanding for the purpose of defining the roles and relationships in meeting the transportation planning and programming responsibilities;

WHEREAS, SCAG and OCTA additionally entered into a 1980 Memorandum of Understanding for the purpose, in part, of assuring cooperative, effective, and coordinated transit planning and programming;

WHEREAS, OCTA and four other CTCs in the SCAG region are members of a Joint Powers Authority that oversee implementation and operation of the Metrolink System in the SCAG region;

WHEREAS, the Parties desire to integrate and clarify consistently with the above referenced agreements, the roles, responsibilities and coordination of the regional transportation planning requirements and to utilize this MOU to fulfill the requirements of state and federal law and in particular the requirements set forth in 23 CFR 450.314 and any successors thereto, and as may be subject to any final rule-making.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR HEREIN, THE PARTIES HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

1.1 **SCAG's Role:** The Parties recognize SCAG as the agency with the overall responsibility for continuous, comprehensive and coordinated regional transportation planning in the six county SCAG region. In accordance with applicable federal and state laws these responsibilities primarily include but are not limited to preparation and adoption of the RTP/SCS and FTIP.

1.2 **County Transportation Commission Role:** The Parties recognize OCTA is responsible for submitting Orange County's long- and short-range transportation projects, policies and actions for inclusion in the RTP/SCS and for approving all Orange County projects utilizing federal and state highway and transit funds..

a. OCTA is responsible for preparing transit studies, transit capital and operating needs and ensuring that transit operators in Orange County participate in the transportation planning and programming processes, including the development of corridor and sub-regional studies, and in the development of short range and long range county transportation plans and programs.
b. OCTA, in coordination with SCAG and the state Department of Transportation, is responsible for preparing short range transportation improvement programs (short range TIPs) for Orange County, pursuant to Pub. Util. Code Section 130303 and 130304, and long-range expenditure plans, as applicable, in accordance with Pub. Util. Code Section 130303.1.
c. In developing the county plans, OCTA shall ensure that the transit capital and operating needs are considered in developing countywide transportation plans and short range TIPs, and in funding countywide transit programs. OCTA is also responsible for ensuring that the transit projects, plans and programs identified in the countywide planning process and in the short range TIPs are recommended to SCAG for inclusion in the RTP/SCS and FTIP, respectively, and regional transportation planning studies.

1.3 **Certifications and Assurances.** In carrying out their respective responsibilities under this MOU, each party shall comply with the requirements and any successors thereto, referenced in SCAG's annual Certifications and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's Overall Work Program, including but not limited to:

a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21 and related federal guidelines including but not limited to FTA Circular 4702.1;
b. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
c. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
d. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

1.4 **Coordination Process:** SCAG shall engage in a consultative process with OCTA, in accordance with applicable federal and state laws and regulations, and successors

thereto, pertaining to the roles and responsibilities of the Parties in metropolitan transportation planning.

a. SCAG shall provide timely notice to the Parties of the opportunity to comment on its Draft RTP/SCS and Draft FTIP and the opportunity to participate in Overall Work Program development.
b. SCAG shall provide OCTA and other CTCs the opportunity to propose priority order for projects to be listed in a financially constrained Transportation Improvement Program and to coordinate with SCAG in the development of the RTP/SCS and FTIP.
c. SCAG shall continue maintaining the Regional Transit Technical Advisory Committee or a successor group, to provide a forum for OCTA and other CTCs and transit operators to participate in the metropolitan transportation planning process.
d. OCTA agrees to participate in SCAG's Technical Working Group or any successor group established to serve the same function which shall also serve as a forum to ensure that local transportation projects, plans and programs are effectively integrated into the RTP/SCS and FTIP updates.
e. The Executive Officers of SCAG and the CTCs shall continue to meet regularly to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination.
f. The Parties shall cooperatively develop an annual listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year, in accordance with 23 CFR 450.334.
g. The Parties shall cooperatively develop estimates of funds that will be available to support RTP/SCS implementation, and reasonable financial principles and information that support revenue and cost estimates, to be used in the RTP/SCS and FTIP financial plan, in accordance with 23 CFR 450.324(f)(11).
h. The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii), and subject to applicable final rulemaking. The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1).
i. To aid in the planning process, OCTA and other transit operators shall make available to SCAG their Transit Asset Management Plan and any supporting records or documents, performance targets, investment strategies, and annual condition assessment report, upon request of SCAG and in accordance with the RTP/SCS development schedule, in order to fulfill requirements of 49 CFR 625.53.
j. SCAG shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation, in accordance with 23 CFR 450.306(d)(4).

k. Transit operators may choose to rely on SCAG's public participation process associated with the FTIP development to satisfy the requirement for public participation in developing the FTA Section 5307 program of projects (POP). SCAG agrees to incorporate in the FTIP document(s) an explicit statement reflecting that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 Program.

Section 2

General Provisions

2.1 **Drafting:** This MOU has been prepared by the Parties and has been reviewed and endorsed by each.

2.2 **Amendments:** This MOU may be amended only by the execution by the Parties of a written amendment.

2.3 **Indemnity:** Each of the parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each party shall indemnify, defend and hold each of the other parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any legal fees and any claims for damages attributable only to performance of responsibilities in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying party (Indemnitor) or its officers, agents, employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of an indemnified party (Indemnitee).

2.4 **Termination:** Any party may terminate this Memorandum of Understanding upon ninety (90) days written notice to each party, providing that the notice of termination set forth the effective date of termination and the reason for termination. Additionally, the notice of termination shall provide that the parties during the period prior to the effective date of termination shall meet to try to resolve any dispute. In the event that the termination is for cause, the termination shall not be effective if the party cures the default in its performance within the ninety day period.

2.5 **Jurisdiction and Venue:** This MOU shall be deemed an Agreement under the laws of the State of California, and for all purposes shall be interpreted in accordance with such laws. All parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.

2.6 **Non-assignment:** No party may assign this MOU, or any part thereof, without the written

consent of each party to this MOU.

2.7 **Notice:** Any notice or notices required or permitted to be given pursuant to this MOU may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Executive Director
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, California 90017-3435

Chief Executive Officer
Orange County Transportation Authority
550 South Main St. P.O. Box 14184
Orange, California 92863-1584

Each undersigned party agrees to notify the other party of any changes to the address for receipt of Notices.

2.8 **Effective Date:** This MOU shall be effective on the date (meaning the last date indicated below) all parties have fully executed this MOU. This MOU shall supersede and replace all prior agreements including but not limited to the 2007 MOU between the Parties concerning metropolitan planning agreements required to be developed pursuant to 23 CFR 450.314 and predecessors thereto.

2.9 **Execution of Agreement or Amendments:** This MOU, or any amendment related thereto (Amendment), may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any Amendment may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any Amendment.

IN WITNESS WHEREOF, the Parties have caused this MOU to be executed by their duly authorized representatives.

The Southern California Association of Governments ("SCAG")

By: _____ Date: _____

Hasan Ikhrata
Executive Director

Approved as to Form:

_____ Date: _____

Joanna Africa
Chief Counsel/Director of Legal Services

Orange County Transportation Authority ("OCTA")

By: _____ Date: _____

Darrell Johnson
Chief Executive Officer

Approved as to Form:

_____ Date: _____

Memorandum of Understanding
Among the Southern California Association of Governments, the Riverside County Transportation Commission, and the Riverside County Transit Operators

This Memorandum of Understanding (MOU), is entered into and effective this ____ day of _____, 2018, among the Southern California Association of Governments (SCAG), the Riverside County Transportation Commission (RCTC), and the Riverside County Transit Operators to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314. The undersigned Riverside County Transit Operators provide transit service in Riverside County, and are collectively referred to herein as the "Transit Operators." SCAG, RCTC and the Riverside County Transit Operators are collectively referred to herein as the "Parties."

RECITALS

WHEREAS, SCAG is a Joint Powers Agency formed pursuant to Section 6502 of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation, adoption and update of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 *et seq*., Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (CFR) Section 450 *et seq.*;

WHEREAS, SCAG is the multicounty designated transportation planning agency pursuant to Public Utilities Code Section 130004 and California Government Code Section 29532, and is responsible for preparation, adoption and update of the RTP every four years, pursuant to California Government Code Section 65080 *et seq.*;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) *et seq*., SCAG is also required to prepare a Sustainable Communities Strategy (SCS) for incorporation into the RTP that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB);

WHEREAS, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth the long-range regional plans and strategies for transportation improvements and regional growth throughout the SCAG region;

WHEREAS, the RTP/SCS consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available or reasonably available revenue sources, and are thus probable for implementation. The strategic plan is for information purposes only and identifies potential projects that require additional study,

consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP/SCS constrained plan;

WHEREAS, SCAG is further responsible for preparing and adopting the Federal Transportation Improvement Program (FTIP) (known as the regional transportation improvement program under state law) every two years pursuant to Government Code Sections 14527 and 65082, and Public Utilities Code Section 130301 *et seq*.;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, pursuant to Government Code Section 65080(b)(2)(F) and federal public participation requirements including 23 CFR Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. The SCAG Public Participation Plan, as amended and adopted on April 3, 2014, serves as a guide for SCAG's public involvement process, including the public involvement process to be used for the RTP/SCS and an enhanced outreach program that incorporates the public participation requirements under SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, in 2007, to coordinate metropolitan transportation planning in accordance with federal law, SCAG entered into Memoranda of Understanding with providers of public transportation in the region, including County Transportation Commissions (CTCs) and transit operators (referred to herein as "2007 MOU");

WHEREAS, SCAG now seeks to update and enter into new Memoranda of Understanding to reflect most recent metropolitan transportation planning regulations as set forth under 23 CFR Section 450.314, which requires SCAG, the State and providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans that support the RTP and FTIP, and development of the annual listing of obligated projects;

WHEREAS, SCAG has entered into a separate Memorandum of Understanding with the State of California Department of Transportation, updated and effective July 7, 2017, in accordance with 23 CFR Section 450.314;

WHEREAS, RCTC is a County Transportation Commission created pursuant to Public Utilities Code Section 130053 and is charged pursuant thereto with recommendation and approval of all projects within Riverside County utilizing federal and state highway and transit funds and is responsible for transportation programming and short range planning within its jurisdiction;

WHEREAS, RCTC and four other CTCs in the SCAG region are members of a Joint Powers Authority that oversee implementation and operation of the Metrolink System in the SCAG region;

WHEREAS, SCAG and the South Coast Air Quality Management District entered into a

Memorandum of Understanding dated December 2, 1999, for coordination of air quality planning roles and responsibilities;

WHEREAS, the undersigned Transit Operators set forth in Exhibit "A" provide transit service within Riverside County; and

WHEREAS, the Parties desire to integrate and clarify consistently with the above referenced federal and state rules and regulations, cooperative procedures for carrying out the metropolitan transportation planning process and to utilize this MOU to fulfill the requirements of 23 CFR 450.314 and any successors thereto, and as may be subject to any final, adopted federal regulations.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR THEREIN, THE PARTIES HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

1.1 **SCAG's Role:** SCAG is an agency with responsibility for comprehensive and coordinated regional transportation planning in the six county SCAG region. In accordance with applicable federal and state laws, these responsibilities primarily include but are not limited to preparation and adoption of the RTP/SCS and FTIP.

1.2 **RCTC's County Transportation Commission Role:** RCTC is responsible for continuing, comprehensive and coordinated transportation planning and project implementation within Riverside County. These responsibilities include but are not limited to preparation and adoption of the Short-Range Transportation Improvement Program (TIP) and any updates for Riverside County, and for allocating transit funds to the Transit Operators. The Parties further recognize that RCTC may prepare a Long-Range Transportation Plan (LRTP) for Riverside County. In accordance with applicable federal and state law, RCTC shall coordinate with SCAG and the Transit Operators in meeting its transportation planning responsibilities. RCTC shall consider the Transit Operators' capital and operating needs and recommendations in developing the LRTP and Short-Range TIP for Riverside County. RCTC is also responsible for coordinating to ensure that the transit projects, plans and programs identified in RCTC's LRTP and Short-Range TIPs for Riverside County are recommended to SCAG for inclusion in the RTP, FTIP, and regional transportation studies.

1.3 **Transit Operator's Role:** The Transit Operators are responsible for coordinating with RCTC regarding their capital and operating needs and providing recommendations regarding RCTC's LRTP and Short-Range TIP.

1.4 **Certification and Assurances:** In carrying out their respective responsibilities under this MOU, each party shall comply with the requirements and any successors thereto, referenced in SCAG's annual Certifications and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's Overall Work Program, including but not limited to:

a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21 and related federal guidelines including but not limited to FTA Circular 4702.1;
b. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
c. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
d. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

1.5 **Coordination Process:** SCAG shall engage in a consultative process with RCTC and the Transit Operators, in accordance with applicable federal and state laws and regulations, and successors thereto, pertaining to the roles and responsibilities of the Parties in carrying out the metropolitan transportation planning process.

a. SCAG shall provide timely notice to the other parties of the opportunity to comment on its Draft RTP and Draft FTIP and the opportunity to participate in Overall Work Program development and implementation.
b. SCAG shall provide RCTC the opportunity to propose projects to be listed in the FTIP and to actively participate in the development of the RTP and FTIP.
c. SCAG shall continue maintaining the Regional Transit Technical Advisory Committee or a successor group, to provide a forum for RCTC and other CTCs and transit operators to participate in the metropolitan transportation planning process.
d. RCTC agrees to participate in SCAG's Technical Working Group, or any successor group established, to serve the same function which shall also serve as a forum to ensure that local transportation projects, plans and programs are effectively integrated into the RTP and FTIP.
e. The Executive Officers of SCAG and the CTCs shall continue to meet regularly to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination.
f. RCTC shall provide the Transit Operators the opportunity to propose projects for inclusion in RCTC's Short-Range TIP and LRTP for Riverside County.
g. Projects and programs adopted as part of RCTC's LRTP and Short- Range TIP shall be submitted to SCAG and recommended for inclusion in the RTP and FTIP, respectively.
h. The Parties shall cooperatively develop an annual listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year, in accordance with 23 CFR 450.334.

i. The Parties shall cooperatively develop estimates of funds that will be available to support RTP/SCS implementation, and reasonable financial principles and information that support revenue and cost estimates, to be used in the RTP and FTIP financial plan, in accordance with 23 CFR 450.324(f)(11).
j. The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii) and subject to applicable final rulemaking. The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1).
k. To aid in the planning process, RCTC and Transit Operators shall make available to SCAG their Transit Asset Management Plan and any supporting records or documents, performance targets, investment strategies, and annual condition assessment report, upon request of SCAG and in accordance with the RTP/SCS development schedule, in order to fulfill requirements of 49 CFR 625.53 .
l. SCAG shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation, in accordance with 23 CFR 450.306(d)(4).
m. Transit Operators may choose to rely on SCAG's public participation process associated with the FTIP development to satisfy the requirement for public participation in developing the FTA Section 5307 program of projects (POP). SCAG agrees to incorporate in the FTIP document(s) an explicit statement reflecting that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 program.

Section 2

General Provisions

2.1 **Term of Agreement:** This MOU shall be effective as to each party on the date such party executes this MOU, and continues in full force until such party withdraws from this MOU pursuant to Section 2.5 below or this MOU is terminated by SCAG upon thirty (30) days prior written notice. This MOU shall supersede and replace all prior agreements including but not limited to the 2007 MOU between the Parties concerning metropolitan planning agreements required to be developed pursuant to 23 CFR 450.314 and predecessors thereto.

2.2 **Drafting:** This MOU has been prepared by all parties and has been reviewed and endorsed by each.

2.3 **Amendments:** This MOU may be amended only by the execution by all parties of a

written amendment.

2.4 **Indemnity:** Each of the parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each party shall indemnify, defend and hold each of the other parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any legal fees and any claims for damages attributable only to performance of the responsibilities as set forth in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying party (Indemnitor) or its officers, agents, employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of an indemnified party (Indemnitee).

2.5 **Withdrawal:** Any party may withdraw from this MOU upon ninety (90) days written notice to each party, providing that the notice of withdrawal set forth the effective date of withdrawal and the reason for withdrawal. Additionally, the notice of withdrawal shall provide that the parties during the period prior to the effective date of withdrawal shall meet to try to resolve any dispute. In the event that the withdrawal is for cause, the withdrawal shall not be effective if the party claimed to have defaulted cures the default in its performance within the ninety day period. SCAG shall notify FTA of the withdrawal from this MOU of any party.

2.6 **Jurisdiction and Venue:** This MOU shall be deemed an Agreement under the laws of the State of California, and for all purposes shall be interpreted in accordance with such laws. All parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.

2.7 **Non-assignment:** No party may assign this Memorandum of understanding, or any part thereof, without the written consent of each party to this MOU.

2.8 **Notice:** Any notice or notices required or permitted to be given pursuant to this MOU may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Executive Director
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, California 90017-3435

Executive Director
Riverside County Transportation Commission
4800 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

Riverside County Transit Operators (See Exhibit "A")

Each undersigned party agrees to notify the other parties of any changes to the address

for receipt of Notices.

2.9 **Order of Precedence:** In the event of a conflict between and among this MOU, the order of precedence shall be:

Amendments to the MOU
MOU
Exhibit A

2.10 **Execution of Agreement or Amendments:** This MOU, or any amendment related thereto (Amendment), may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any Amendment may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any Amendment.

IN WITNESS WHEREOF, the Parties have caused this MOU to be executed by their duly authorized representatives.

The Southern California Association of Governments ("SCAG"):

By: _____ Date: _____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____ Date: _____
Joanna Africa
Chief Counsel/Director of Legal Services

Riverside County Transportation Commission ("RCTC"):

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

SunLine Transit Agency:

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Riverside Transit Agency:

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Riverside:

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Corona:

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Banning:

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Beaumont:

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Palo Verde Transit Agency:

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

EXHIBIT A
Riverside County Transit Operators

General Manager SunLine Transit Agency 32-505 Harry Oliver Trail Thousand Palms, CA 92276
General Manager Riverside Transit Agency 1825 Third Street Riverside, CA 92507
City Manager City of Riverside 3900 Main Street, 7th. Floor Riverside, CA 92522
City Manager City of Corona 400 S. Vicentia Avenue Corona, CA 92882-2187
City Manager City of Banning 99 E. Ramsey Street Banning, CA 92220
City Manager City of Beaumont 550 E. Sixth Street Beaumont, CA 92223
General Manager Palo Verde Transit Agency 415 North Main Street Blythe, CA 92225

SBCTA Contract 18-1001887

Memorandum of Understanding
Among the Southern California Association of Governments, the San Bernardino County Transportation Authority, Omnitrans, and Victor Valley Transit Authority

This Memorandum of Understanding (MOU), is entered into and effective this _____ day of _____, 2018, among the Southern California Association of Governments (SCAG), San Bernardino County Transportation Authority (SBCTA), Omnitrans, and Victor Valley Transit Authority (VVTA) to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314. SCAG, SBCTA, Omnitrans, and VVTA, collectively referred to herein as the "Parties."

RECITALS

WHEREAS, SCAG is a Joint Powers Agency formed pursuant to Section 6502 of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation, adoption and update of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 *et seq*., Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (CFR) Section 450 *et seq.*;

WHEREAS, SCAG is the multicounty designated transportation planning agency pursuant to Public Utilities Code Section 130004 and California Government Code Section 29532, and is responsible for preparation, adoption and update of the RTP every four years;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) *et seq.*, SCAG is also required to prepare a Sustainable Communities Strategy (SCS) for incorporation into the RTP that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB);

WHEREAS, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth the long-range regional plans and strategies for transportation improvements and regional growth throughout the SCAG region;

WHEREAS, the RTP/SCS consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available or reasonably available revenue sources, and are thus probable for implementation. The strategic plan is for

information purposes only and identifies potential projects that require additional study, consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP/SCS constrained plan;

WHEREAS, SCAG is further responsible for preparing and adopting the Federal Transportation Improvement Program (FTIP) (known as the regional transportation improvement program under state law) every two years pursuant to Government Code Sections 14527 and 65082, and Public Utilities Code Section 130301 *et seq.*;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, pursuant to Government Code Section 65080(b)(2)(F) and federal public participation requirements including 23 CFR Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. The SCAG Public Participation Plan, as amended and adopted on April 3, 2014, serves as a guide for SCAG's public involvement process, including the public involvement process to be used for the RTP/SCS and an enhanced outreach program that incorporates the public participation requirements under SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, in 2007, to coordinate metropolitan transportation planning in accordance with federal law, SCAG entered into Memoranda of Understanding with providers of public transportation in the region, including County Transportation Commissions (CTCs) and transit operators (referred to herein as "2007 MOU");

WHEREAS, SCAG now seeks to update and enter into new Memoranda of Understanding to reflect most recent metropolitan transportation planning regulations as set forth under 23 CFR Section 450.314(a), which requires SCAG, the State and providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans that support the RTP and FTIP and development of the annual listing of obligated projects;

WHEREAS, SCAG has entered into a separate Memorandum of Understanding with the State of California Department of Transportation, updated and effective July 7, 2017, in accordance with 23 CFR Section 450.314;

WHEREAS, the SBCTA is a County Transportation Commission created pursuant to Public Utilities Code Section 130800 *et seq.* and is charged pursuant thereto for approval of all projects utilizing federal and state highway and transit funds and responsible for transportation

programming and short range transportation planning for San Bernardino County, and is the Congestion Management Agency pursuant to Government Code Section 65088 *et seq.* responsible for updating the Congestion Management Program for San Bernardino County;

WHEREAS, Omnitrans is a Joint Powers Agency created pursuant to Section 6503.5 of the California Government Code to provide public transit service within the urbanized San Bernardino Valley portion of San Bernardino County and which desires to enter into an agreement with SCAG and SBCTA to specify its role in transportation planning and programming and the congestion management process;

WHEREAS, VVTA is a Joint Powers Agency created pursuant to Section 6503.5 of the California Government Code to provide public transit service within the urbanized Victor Valley, and unurbanized areas of Adelanto and Barstow portion of San Bernardino County and which desires to enter into an agreement with SCAG and SBCTA to specify its role in transportation planning and programming and the congestion management process;

WHEREAS, SCAG and SBCTA entered into a 1979 Memorandum of Understanding for the purpose of defining the roles and relationships in meeting the transportation planning and programming responsibilities; and

WHEREAS, the Parties desire to integrate and clarify consistently with the above referenced agreements, the roles, responsibilities and coordination of the metropolitan transportation planning requirements and to utilize this agreement to fulfill the requirements of state and federal law and in particular the requirements set forth in 23 CFR 450.314 and any successors thereto, and as may be subject to any final adopted federal regulations.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR HEREIN, THE PARTIES HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

1.1 **SCAG's Role:** The Parties recognize SCAG is the agency with overall responsibility for continuous, comprehensive and coordinated regional transportation planning in the six county SCAG region. In accordance with applicable federal and state laws, these responsibilities primarily include but are not limited to preparation and adoption of the RTP/SCS and FTIP.

1.2 **County Transportation Commission Role:** The Parties recognize SBCTA is responsible for preparing the short and long range county transportation plans, programming state and federal transit funds and updating the congestion management program within San Bernardino County.

In developing the county plans, SBCTA is responsible to ensure that the transit capital and operating needs identified in short range transit plans or through other transit plans are considered in developing countywide transportation plans and in funding countywide transit programs. SBCTA is also responsible for ensuring that the transit projects, plans and programs identified in the countywide transportation planning and congestion management process are recommended to SCAG for inclusion in the regional transportation planning studies, the FTIP, and in the development of the RTP.

1.3 **Transit Operator Role:** Omnitrans and VVTA, in coordination with SBCTA, shall prepare biennially a short range transit plan which includes transit studies, transit capital and operating needs for a five-year period. Omnitrans and VVTA shall participate in the SBCTA transportation planning process, including the development of corridor and sub-regional studies, the development of short range and long range county transportation plans and the updating of the congestion management program.

1.4 **Coordination Process:** SCAG shall engage in a consultative process with SBCTA, Omnitrans and VVTA, in accordance with applicable federal and state laws and regulations, and successors thereto, pertaining to the roles and responsibilities of the Parties in carrying out the metropolitan transportation planning process.

a. SCAG shall provide the opportunity to comment on its Draft RTP and Draft FTIP to the parties and the opportunity to participate in Overall Work Program development.
b. SCAG shall provide SBCTA, in consultation with Omnitrans and VVTA, the opportunity to submit information, including but not limited to project scope, cost, schedule and revenue assumptions that support the proposed priority order for projects, necessary for the development of the RTP and FTIP financial plans.
c. SCAG shall continue to maintain the Regional Transit Technical Advisory Committee or a successor group, to provide a forum for SBCTA, Omnitrans and VVTA to participate in the metropolitan transportation planning process.
d. SBCTA, Omnitrans and VVTA agree to participate in SCAG's Technical Working Group or any successor group established to serve the same function which shall also serve as a forum to ensure that local transportation projects, plans and programs are effectively integrated into the RTP and FTIP.
e. The Executive Officers of SCAG and SBCTA shall continue to meet regularly with the Executive Officers of the other county transportation commissions to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination.
f. The Parties shall cooperatively develop an annual listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year, in accordance with 23 CFR 450.334.
g. The Parties shall cooperatively develop estimates of funds that will be available to support RTP/SCS implementation, and reasonable financial principles and information that support revenue and cost estimates, to be used in the RTP/SCS

and FTIP financial plan, in accordance with 23 CFR 450.324(f)(11).

h. The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii), and subject to applicable final rulemaking. The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1).

i. To aid in the planning process, SBCTA, Omnitrans and VVTA shall make available to SCAG their Transit Asset Management Plans and any supporting records or documents, performance targets, investment strategies, and annual condition assessment report, upon request of SCAG and in accordance with the RTP/SCS development schedule, in order to fulfill requirements of 49 CFR 625.53.

j. SCAG shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation, in accordance with 23 CFR 450.306(d)(4).

k. Transit Operators may choose to rely on SCAG's public participation process associated with the FTIP development to satisfy the requirement for public participation in developing the FTA Section 5307 program of projects (POP). SCAG agrees to incorporate in the FTIP document(s) an explicit statement and sufficient details reflecting that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 program.

1.5 **Certification and Assurances:** In carrying out their respective responsibilities under this MOU, each party shall comply with the requirements and any successors thereto, referenced in SCAG's annual Certifications and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's Overall Work Program, including but not limited to:

a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21 and related federal guidelines including but not limited to FTA Circular 4702.1;

b. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

c. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

d. 23 CFR part 230, regarding the implementation of an equal employment

opportunity program on Federal and Federal-aid highway construction contracts;

e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Section 2

General Provisions

2.1 **Drafting:** This MOU has been prepared by all parties and has been reviewed and endorsed by each.

2.2 **Amendments:** This MOU may be amended only by the execution by all parties of a written amendment.

2.3 **Termination:** Any party may terminate this MOU upon ninety (90) days written notice to each party, providing that the notice of termination set forth the effective date of termination and the reason for termination. Additionally, the notice of termination shall provide that the parties during the period prior to the effective date of termination shall meet to try to resolve any dispute. In the event that the termination is for cause, the termination shall not be effective if the party claimed to have defaulted cures the default in its performance within the ninety day period. SCAG shall notify FTA of the termination of this MOU by any party.

2.4 **Indemnity:** Each of the parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each party to this MOU shall indemnify, defend and hold each of the other parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of risk of property, any legal fees and any claims for damages attributable only to performance of the responsibilities as set forth in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying party (Indemnitor) or its officers, agents employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of an indemnified party (Indemnitee).

2.5 **Jurisdiction and Venue:** This MOU shall be deemed an Agreement under the laws of the State of California, and for all purposes shall be interpreted in accordance with such

laws. All parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.

2.6 **Non-assignment:** No party may assign this MOU, or any part thereof, without the written consent of each party to this MOU.

2.7 **Notice:** Any notice or notices required or permitted to be given pursuant to this agreement may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Executive Director
Southern California Association of Governments
900 Wilshire Blvd, Ste. 1700
Los Angeles, California 90017

Executive Director
San Bernardino County Transportation Authority
1170 W. 3rd Street, 2nd Floor
San Bernardino, California 92410-1715

General Manager/Chief Executive Officer
Omnitrans
1500 West 5th Street
San Bernardino, CA 92411

Executive Director
Victor Valley Transit Authority
17150 Smoke Tree St.
Hesperia, CA 92345

Each undersigned party agrees to notify the other parties of any changes to the address for receipt of Notices.

2.8 **Effective Date:** This Agreement shall be effective on the date (meaning the last date indicated below) all parties have fully executed this Agreement. This MOU shall supersede and replace all prior agreements including but not limited to the 2007 MOU among the Parties concerning metropolitan planning agreements required to be developed pursuant to 23 CFR 450.314 and predecessors thereto.

2.9 **Execution of Agreement or Amendments:** This MOU, or any amendment related thereto (Amendment), may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any Amendment may be executed by way of a

manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any Amendment.

[SIGNATURE PAGES TO FOLLOW]

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized representatives.

The Southern California Association of Governments ("SCAG")

By: _____ Date: _____

Hasan Ikhrata
Executive Director

Approved as to Form:

_____ Date: _____

Joanna Africa
Chief Counsel/Director of Legal Services

San Bernardino County Transportation Authority ("SBCTA")

By: _____ Date: _____

Alan Wapner
Board President

Approved as to Form:

_____ Date: _____

Eileen Monaghan Teichert
SBCTA General Counsel

Omnitrans

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Victor Valley Transit Authority ("VVTA")

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Memorandum of Understanding
Among the Southern California Association of Governments, the Ventura County Transportation Commission, and Ventura County Transit Operators

This Memorandum of Understanding (MOU), is entered into and effective this _____ day of _____, 2018, among the Southern California Association of Governments (SCAG), Ventura County Transportation Commission (VCTC), and Ventura County Transit Operators, to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314. The undersigned Ventura County Transit Operators include the transit operators and paratransit operator operating in Ventura County, and are collectively referred to herein as the "Transit Operators." SCAG, VCTC and Transit Operators are collectively referred to herein as the "Parties."

RECITALS

WHEREAS, SCAG is a Joint Powers Agency formed pursuant to Section 6502 of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and Imperial, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation, adoption and update of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 *et seq*., Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (CFR) Section 450 *et seq.*;

WHEREAS, SCAG is the multicounty designated transportation planning agency pursuant to Public Utilities Code Section 130004 and California Government Code Section 29532, and is responsible for preparation, adoption and update of the RTP every four years pursuant to California Government Code Section 65080 *et seq.*;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) et seq., SCAG is also required to prepare a Sustainable Communities Strategy (SCS) for incorporation into the RTP that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB);

WHEREAS, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth the long-range regional plans and strategies for transportation improvements and regional growth throughout the SCAG region;

WHEREAS, the RTP/SCS consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available or reasonably available

revenue sources, and are thus probable for implementation. The strategic plan is for information purposes only and identifies potential projects that require additional study, consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP/SCS constrained plan;

WHEREAS, SCAG is further responsible for preparing and adopting the Federal Transportation Improvement Program (FTIP) (known as the regional transportation improvement program under state law) every two years pursuant to Government Code Sections 14527 and 65082, and Public Utilities Code Section 130301 *et seq*.;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, pursuant to Government Code Section 65080(b)(2)(F) and federal public participation requirements including 23 CFR Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. The SCAG Public Participation Plan serves as a guide for SCAG's public involvement process, including the public involvement process to be used for the RTP/SCS and an enhanced outreach program that incorporates the public participation requirements under SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, in 2007, to coordinate metropolitan transportation planning in accordance with federal law, SCAG entered into Memoranda of Understanding with providers of public transportation in the region, including County Transportation Commissions (CTCs) and transit operators (referred to herein as "2007 MOU");

WHEREAS, SCAG now seeks to update and enter into new Memoranda of Understanding to reflect most recent metropolitan transportation planning regulations as set forth under 23 CFR Section 450.314, which requires SCAG, the State and providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans that support the RTP and FTIP and development of the annual listing of obligated projects;

WHEREAS, SCAG has entered into a separate Memorandum of Understanding with the State of California Department of Transportation, updated and effective July 7, 2017, in accordance with 23 CFR Section 450.314;

WHEREAS, VCTC is a County Transportation Commission created pursuant to Public Utilities Code section 130050 and is charged pursuant thereto for approval of all projects in Ventura County utilizing federal and state highway and transit funds and is responsible for transportation

programming and long and short range transportation planning in Ventura County;

WHEREAS, VCTC and the undersigned Transit Operators set forth in Exhibit "A" provide transit service within Ventura County; and

WHEREAS, the Parties desire to utilize this MOU to specify cooperative procedures for carrying out the metropolitan transportation planning process as required by 23 CFR 450.314 and any successors thereto, and as may be subject to any final rule-making.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR HEREIN, THE PARTIES HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

1.1 **SCAG's Role:** SCAG is the agency with the overall responsibility for continuous, comprehensive and coordinated regional transportation planning in the six county SCAG region. In accordance with applicable federal and state laws, these responsibilities primarily include but are not limited to preparation and adoption of the RTP/SCS and FTIP.

1.2 **VCTC's County Transportation Commission Role:** VCTC is responsible for continuous, comprehensive and coordinated transportation planning and project implementation within Ventura. These responsibilities include but are not limited to the development and adoption of the County Transportation Improvement Program (TIP) for Ventura County, development of corridor and sub-regional studies, and for allocating transit funds to Ventura County transit operators. VCTC will coordinate with Transit Operators in meeting its countywide transportation planning responsibilities. VCTC is also responsible for ensuring that the Ventura County transit projects, plans and programs identified in VCTC's Congestion Management Program (CMP) and through other activities and the County TIPs for Ventura County are recommended to SCAG for inclusion in the RTP, FTIP, and regional transportation studies.

1.3 **Transit Operators' Role:** Transit Operators are responsible for coordinating with VCTC regarding their capital and operating needs and providing recommendations regarding VCTC's CMP and County TIP.

1.4 **Certification and Assurances:** In carrying out their respective responsibilities under this MOU, each party shall comply with the requirements and any successors thereto, referenced in SCAG's annual Certifications and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's Overall Work Program, including but not limited to:

a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21 and related federal guidelines including but not limited to FTA Circular 4702.1;
b. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
c. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
d. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

1.5 **Coordination Process:** SCAG shall engage in a consultative process with VCTC and Transit Operators in accordance with applicable federal and state laws and regulations, and successors thereto, pertaining to the roles and responsibilities of the Parties in metropolitan transportation planning.

a. SCAG shall provide timely notice of the opportunity to comment on its Draft RTP and Draft FTIP to the parties and the opportunity to participate in Overall Work Program development.
b. SCAG shall continue maintaining the Regional Transit Technical Advisory Committee or a successor group, to provide a forum for VCTC, other CTCs, and Transit Operators, to participate in the metropolitan transportation planning process.
c. VCTC agrees to participate in SCAG's Technical Working Group or any successor group established to serve the same function which shall also serve as a forum to ensure that local transportation projects, plans and programs are effectively integrated into the RTP and FTIP updates.
d. The Executive Officers of SCAG and the CTCs shall continue to meet regularly to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination.
e. VCTC shall ensure that Transit Operators' plans, programs, studies and other issues are integrated into the county and regional transportation planning process. VCTC shall provide Transit Operators the opportunity to propose projects for inclusion in VCTC's TIP and CMP. Projects and programs adopted by the VCTC in the Ventura County TIP and CMP shall be submitted to SCAG and recommended for inclusion in the FTIP and RTP, respectively.
f. The Parties shall cooperatively develop an annual listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program

year, in accordance with 23 CFR 450.334.

g. The Parties shall cooperatively develop estimates of funds that will be available to support RTP implementation, and reasonable financial principles and information that support revenue and cost estimates, to be used in the RTP and FTIP financial plan, in accordance with 23 CFR 450.324(f)(11).
h. The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii), and subject to applicable final rulemaking. The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1).
i. To aid in the planning process, VCTC and Transit Operators shall make available to SCAG their Transit Asset Management Plan and any supporting records or documents, performance targets, investment strategies, and annual condition assessment report, upon request of SCAG and in accordance with the RTP/SCS development schedule, in order to fulfill requirements of 49 CFR 625.53.
j. SCAG shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation, in accordance with 23 CFR 450.306(d)(4).
k. Transit Operators may choose to rely on SCAG's public participation process associated with the FTIP development to satisfy the requirement for public participation in developing the FTA Section 5307 program of projects (POP). SCAG agrees to incorporate in the FTIP document(s) an explicit statement reflecting that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 program.

Section 2

General Provisions

2.1 **Term of Agreement:** This MOU shall be effective as to each party on the date such party executes this MOU, and continues in full force until such party withdraws from this MOU pursuant to Section 2.5 below or this MOU is terminated by SCAG upon thirty (30) days prior written notice. This MOU shall supersede and replace all prior agreements including but not limited to the 2007 MOU between the Parties concerning metropolitan planning agreements required to be developed pursuant to 23 CFR 450.314 and predecessors thereto.

2.2 **Drafting:** This MOU has been prepared by all parties and has been reviewed and endorsed by each.

2.3 **Amendments:** This MOU may be amended only by the execution by all parties of a written amendment.

2.4 **Indemnity:** Each of the parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each party shall indemnify, defend and hold each of the other parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any legal fees and any claims for damages attributable only to performance of the responsibilities as set forth in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying party (Indemnitor) or its officers, agents employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of an indemnified party (Indemnitee).

2.5 **Withdrawal:** Any party may withdraw from this MOU upon ninety (90) days written notice to each party, providing that the notice of withdrawal sets forth the effective date of withdrawal and the reason for withdrawal. Additionally, the notice of withdrawal shall provide that the parties during the period prior to the effective date of withdrawal shall meet to try to resolve any dispute. In the event that the withdrawal is for cause, the withdrawal shall not be effective if the party cures the default in its performance within the ninety day period. SCAG shall notify FTA of the withdrawal from this MOU of any party.

2.6 **Jurisdiction and Venue:** This MOU shall be deemed an Agreement under the laws of the State of California and for all purposes shall be interpreted in accordance with such laws. All parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.

2.7 **Non-assignment:** No party may assign this MOU, or any part thereof, without the written consent of each party to this MOU.

2.8 **Notice:** Any notice or notices required or permitted to be given pursuant to this MOU may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Executive Director
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, California 90017

Executive Director
Ventura County Transportation Commission
950 County Square Drive #207
Ventura, California 93003

Ventura County Transit Operators (See Exhibit "A")

Each undersigned party agrees to notify the other parties of any changes to the address for receipt of Notices.

2.9 **Order of Precedence:** In the event of a conflict between and among this MOU and Exhibit "A," the order of precedence shall be:

Amendments to the MOU
MOU
Exhibit "A"

2.10 **Execution of Agreement or Amendments:** This MOU, or any amendment related thereto (Amendment), may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any Amendment may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any Amendment.

[SIGNATURE PAGES TO FOLLOW]

IN WITNESS WHEREOF, the Parties have caused this MOU to be executed by their duly authorized representatives on the dates set forth below.

The Southern California Association of Governments ("SCAG")

By: _____ Date: _____

Hasan Ikhrata
Executive Director

Approved as to Form:

_____ Date: _____

Joanna Africa
Chief Counsel/Director of Legal Services

Ventura County Transportation Commission ("VCTC")

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Gold Coast Transit District

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Simi Valley, A Municipal Corporation

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Ojai

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Camarillo

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Moorpark

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

City of Thousand Oaks

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

County of Ventura

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

EXHIBIT A

Ventura County Transit Operators

Executive Director
Ventura County Transportation Commission/VCTC Intercity/Valley Express
950 County Square Drive
Ventura, CA 93003

General Manager
Gold Coast Transit District
301 E. Third St.
Oxnard, CA 93030-6048

City Manager
City of Simi Valley Transit
City Hall
2929 Tapo Canyon Road
Simi Valley, CA 93063

City Manager
City of Ojai Transit/Ojai Trolley
Ojai City Hall
401 S. Ventura Street
Ojai, CA 93023

City Manager
City of Camarillo/Camarillo Area Transit
City Hall
601 Carmen Drive
Camarillo, California 93010

City Manager
City of Moorpark/Moorpark City Transit
City Hall
401 S. Ventura Street
Ojai, CA 93023

City Manager
City of Thousand Oaks/Thousand Oaks Transit
City Hall
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

County Executive Officer
County of Ventura/Kanan Shuttle
800 S. Victoria Avenue
Ventura, CA 93009

DRAFT – NOT FOR DISTRIBUTION

Memorandum of Understanding
Between the Southern California Association of Governments and Southern California Regional Rail Authority

This Memorandum of Understanding (MOU), is entered into and effective this _____ day of _____, 2018, by and between the Southern California Association of Governments (SCAG) and Southern California Regional Rail Authority (SCRRA), to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314. SCRRA and SCAG are collectively referred to herein as the "Parties."

RECITALS

WHEREAS, SCAG is a Joint Powers Agency formed pursuant to Section 6502 of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation, adoption and update of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 *et seq*., Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (CFR) Section 450 *et seq.*;

WHEREAS, SCAG is the multicounty designated transportation planning agency pursuant to Public Utilities Code Section 130004 and California Government Code Section 29532, and is responsible for preparation, adoption and update of the RTP every four years pursuant to California Government Code Section 65080 *et seq.*;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) et seq., SCAG is also required to prepare a Sustainable Communities Strategy (SCS) for incorporation into the RTP that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB);

WHEREAS, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth the long-range regional plans and strategies for transportation improvements and regional growth throughout the SCAG region;

WHEREAS, the RTP/SCS consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available or reasonably available revenue sources, and are thus probable for implementation. The strategic plan is for information purposes only and identifies potential projects that require additional study, consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP/SCS constrained plan;

WHEREAS, SCAG is further responsible for preparing and adopting the Federal Transportation Improvement Program (FTIP) (known as the regional transportation improvement program under state law) every two years pursuant to Government Code Sections 14527 and 65082, and Public Utilities Code Section 130301 *et seq*.;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, pursuant to Government Code Section 65080(b)(2)(F) and federal public participation requirements including 23 CFR Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. The SCAG Public Participation Plan, as amended and adopted on April 3, 2014, or its successor, serves as a guide for SCAG's public involvement process, including the public involvement process to be used for the RTP/SCS and an enhanced outreach program that incorporates the public participation requirements under SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, in 2007, to coordinate metropolitan transportation planning in accordance with federal law, SCAG entered into Memoranda of Understanding with providers of public transportation in the region, including County Transportation Commissions (CTCs) and transit operators (referred to herein as "2007 MOU");

WHEREAS, SCAG now seeks to update and enter into new Memoranda of Understanding to reflect most recent metropolitan transportation planning regulations as set forth under 23 CFR Section 450.314, which requires SCAG, the State, and providers of public transportation, including CTCs and affected transit operators in the region, to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans that support the RTP and FTIP, and development of the annual listing of obligated projects;

WHEREAS, SCAG has entered into a separate Memorandum of Understanding with the State of California Department of Transportation, updated and effective July 7, 2017, in accordance with 23 CFR Section 450.314;

WHEREAS, SCRRA is a Joint Powers Authority created pursuant to Public Utilities Code Section 130255 to plan, design, construct and administer the operation of Metrolink commuter rail service serving the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura in the SCAG region;

WHEREAS, SCRRA is a public transit operator providing Metrolink commuter rail service in the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura in the SCAG region;

WHEREAS, five CTCs in the SCAG region: Los Angeles County Metropolitan Transportation Authority (LACMTA); Orange County Transportation Authority (OCTA); Riverside County Transportation Commission (RCTC); San Bernardino County Transportation Authority (SBCTA); and Ventura County Transportation (VCTC) are member agencies of the SCRRA;

WHEREAS, the Parties desire to integrate and clarify consistently with the above referenced agreements, the roles, responsibilities and coordination of the metropolitan transportation planning requirements and to utilize this MOU to fulfill the requirements of state and federal law and in particular the requirements set forth in 23 CFR 450.314 and any successors thereto, and as may be subject to any final rule-making.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR HEREIN, THE PARTIES HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

1.1 **SCAG's Role:** SCAG is the agency with overall responsibility for continuous, comprehensive and coordinated regional transportation planning in the six county SCAG region. In accordance with applicable federal and state law these responsibilities primarily include but are not limited to preparation and adoption of the RTP/SCS and FTIP.

1.2 **County Transportation Commission Role:** The Parties recognize SCRRA's five member agencies are responsible for preparing the short and long range county transportation plans and for programming state and federal transit funds within the five counties.

a. SCRRA member agencies are each responsible for preparing a short range transit plan which includes transit studies, transit capital and operating needs and ensuring that transit operators in each county participate in the transportation planning processes, including the development of corridor and sub-regional studies, and long range county transportation plans.

b. SCRRA shall coordinate with its member agencies to ensure that their transit capital and operating needs identified in short range transit plans or through other transit plans are considered in developing countywide transportation plans and in funding countywide transit programs. SCRRA and its member agencies are also responsible for ensuring that the transit projects, plans and programs identified in the countywide planning process are recommended to SCAG for inclusion in the regional transportation planning studies and in the development of the RTP and FTIP.

1.3 **Certifications and Assurances:** In carrying out their respective responsibilities under this MOU, each party shall comply with the requirements and any successors thereto, referenced in SCAG's annual Certifications and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's Overall Work Program, including but not limited to:

a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21 and related federal guidelines including but not limited to FTA Circular 4702.1;
b. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
c. Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
d. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

1.4 **SCRRA Role:** The Parties recognize that SCRRA participates in the LACMTA, OCTA, RCTC, SBCTA and VCTC transportation planning processes, including the development of corridor and sub-regional studies, the development of short range and long range county transportation plans and the update of the congestion management program.

1.5 **Coordination Process:** SCAG shall engage in a consultative process with SCRRA, in accordance with applicable federal and state laws and regulations, and successors thereto, pertaining to the roles and responsibilities of the Parties in metropolitan transportation planning.

a. SCAG shall provide SCRRA timely notice of the opportunity to comment on Overall Work Program development.
b. SCRRA shall coordinate with its member agencies to propose projects to be listed in a financially constrained County Transportation Improvement Program and to actively participate in the development of the RTP and FTIP.
c. SCAG shall continue maintaining the Regional Transit Technical Advisory Committee or a successor group, to provide a forum for CTCs and transit

operators to participate to ensure that transit priorities meet the region's mobility and air quality goals.

d. SCRRA agrees to participate in SCAG's Technical Working Group or any successor group established to serve the same function to ensure that local transportation projects, plans and programs are effectively integrated into the Regional Transportation Improvement Plan.

e. The Executive Officers of SCAG and SCRRA shall continue to meet regularly to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination.

f. The Parties shall cooperatively develop an annual listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year, in accordance with 23 CFR 450.334.

g. The Parties shall cooperatively develop estimates of funds that will be available to support RTP/SCS implementation, and reasonable financial principles and information that support revenue and cost estimates, to be used in the RTP and FTIP financial plan, in accordance with 23 CFR 450.324(f)(11).

h. The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii) and subject to applicable final rulemaking. The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1).

i. To aid in the planning process, SCRRA shall make available to SCAG its Transit Asset Management Plan and any supporting records or documents, performance targets, investment strategies, and annual condition assessment report, upon request of SCAG and in accordance with the RTP/SCS development schedule, in order to fulfill requirements of 49 CFR 625.53.

j. SCAG shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation, in accordance with 23 CFR 450.306(d)(4).

k. Transit operators may choose to rely on SCAG's public participation process associated with the FTIP development to satisfy the requirement for public participation in developing the FTA Section 5307 program of projects (POP). SCAG agrees to incorporate in the FTIP document(s) an explicit statement reflecting that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 Program.

Section 2

General Provisions

2.1 **Drafting:** This MOU has been prepared by the Parties and has been reviewed and endorsed by each.

2.2 **Amendments:** This MOU may be amended only by the execution by the Parties of a written amendment.

2.3 **Indemnity:** Each of the Parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each party shall indemnify, defend and hold each of the other parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any legal fees and any claims for damages attributable only to performance of responsibilities in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying party or its officers, agents employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of the indemnified party (Indemnitee).

2.4 **Termination:** Any party may terminate this Memorandum of Understanding upon ninety (90) days written notice to each party, providing that the notice of termination set forth the effective date of termination and the reason for termination. Additionally, the notice of termination shall provide that the parties during the period prior to the effective date of termination shall meet to try to resolve any dispute. In the event that the termination is for cause, the termination shall not be effective if the party cures the default in its performance within the ninety-day period.

2.5 **Jurisdiction and Venue:** This MOU shall be deemed an Agreement under the laws of the State of California, and for all purposes shall be interpreted in accordance with such laws. All parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.

2.6 **Non-assignment:** No party may assign this Memorandum of understanding, or any part thereof, without the written consent of each party to this MOU.

2.7 **Notice:** Any notice or notices required or permitted to be given pursuant to this MOU may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Executive Director
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, California 90017

Chief Executive Officer
Southern California Regional Rail Authority
One Gateway Plaza
Twelfth Floor
Los Angeles, California 90012

Each undersigned party agrees to notify the other party of any changes to the address for receipt of Notices.

2.8 **Effective Date:** This MOU shall be effective on the date (meaning the last date indicated below) both Parties have fully executed this MOU. This MOU shall supersede and replace all prior agreements including but not limited to the 2007 MOU between the Parties concerning metropolitan planning agreements required to be developed pursuant to 23 CFR 450.314 and predecessors thereto.

2.9 **Execution of Agreement or Amendments:** This MOU, or any amendment related thereto (Amendment), may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any Amendment may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any Amendment.

[SIGNATURE PAGE TO FOLLOW]

IN WITNESS WHEREOF, the Parties have caused this MOU to be executed by their duly authorized representatives.

The Southern California Association of Governments ("SCAG")

By: _____ Date: _____

Hasan Ikhrata
Executive Director

Approved as to Form:

_____ Date: _____

Joanna Africa
Chief Counsel/Director of Legal Services

Southern California Regional Rail Authority ("SCRRA")

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 13
March 1, 2018

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

EXECUTIVE DIRECTOR'S APPROVAL

From: Basil Panas, Chief Financial Officer, panas@scag.ca.gov
(213) 236-1817

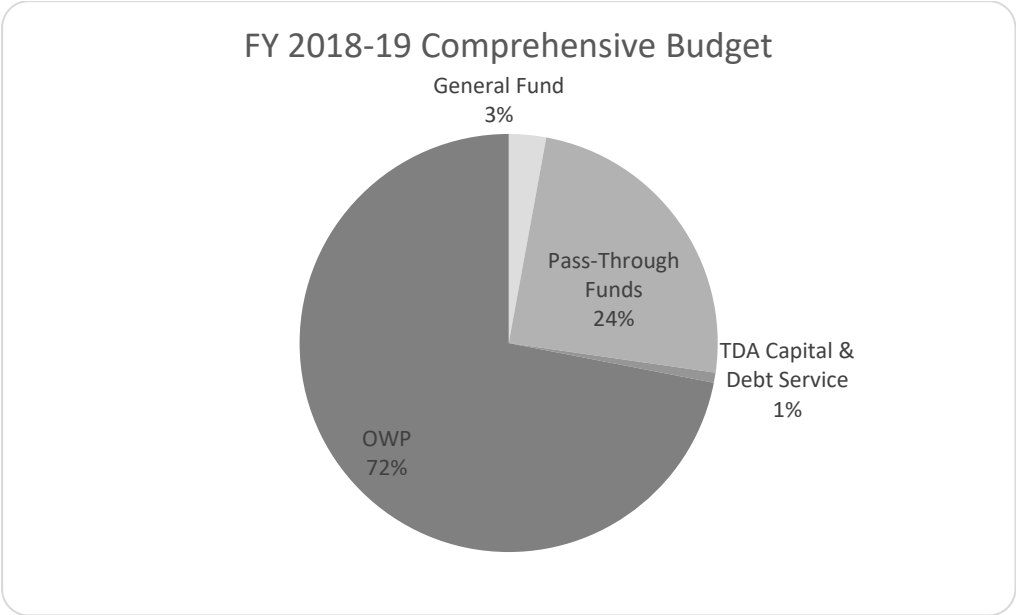
Subject: Approval of the Fiscal Year 2018-19 Draft Comprehensive Budget

RECOMMENDED ACTION:
It is recommended that the Regional Council: 1) Approve the Fiscal Year (FY) 2018-19 Draft Comprehensive Budget, which includes the Draft Overall Work Program (OWP), the General Fund Budget and Membership Assessment, the Indirect Cost Budget, and the Fringe Benefits Budget. 2) Authorize the release of the Draft OWP to initiate the 30-day public comment period, and transmit the General Fund Budget and Membership Assessment to the General Assembly in May 2018.

EXECUTIVE SUMMARY:
SCAG is required by federal and state law to develop the OWP Budget and the Indirect Cost Budget each year. Additionally, SCAG's Bylaws require the adoption of an annual budget. Staff has developed the FY 2018-19 Draft Comprehensive Budget that contains: the Draft Overall Work Program; the General Fund Budget and Membership Assessment; the Indirect Cost Budget; and the Fringe Benefits Budget. After the 30-day public comment period, the Final OWP will be submitted to the Regional Council for approval on May 3, 2018. The General Fund Budget and the Membership Assessment will be forwarded to the General Assembly for approval also in May.

The proposed FY 2018-19 Comprehensive Budget is $89.6 million, which is $ 37.2 million or 71% more than the amended FY 2017-18 Comprehensive Budget of $52.4 million. Most of that increase results from $21.6 million of FTA funds for which SCAG is the designated recipient and must pass through to eligible public agencies for specialized transportation programs and projects. Additionally, the proposed budget includes $9.6 million of formula grant funds from Senate Bill (SB) 1, The Road Repair and Accountability Act of 2017, $2.8 million of Active Transportation Program funds, $1.2 million of Caltrans Sustainable Communities Grants, and $2.0 million of MSRC grant funds.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 7, Objective B: Maximize Efficiency and Effectiveness in Resource Allocation to Maintain Adequate Working Capital, Appropriate Reserves, and Investments, and Utilize Resources in a Timely and Responsible Fashion.



BACKGROUND:
As a Metropolitan Planning Organization (MPO), SCAG is required by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the California Department of Transportation (Caltrans) to develop an annual work program. The OWP represents a major part of the Comprehensive Budget and is primarily funded by federal and state transportation funds. The Comprehensive Budget also includes other federal and state grant funded programs, the General Fund budget, and the Indirect Cost and the Fringe Benefits budgets.

On January 24, 2018, SCAG held its annual OWP coordination meeting with Caltrans, FHWA and FTA representatives. SCAG staff presented the proposed FY 2018-19 work program and reported progress on major work initiatives for FY 2017-18.

On February 1, 2018, the Regional Council adopted SCAG's new Strategic Plan. The programs and projects in the proposed FY 2018-19 OWP are aligned to the new goals and objectives in the Strategic Plan.

DISCUSSION:
The proposed FY 2018-19 OWP budget is $65.2 million. Next year's work program will focus on the following major strategic initiatives:

2020 RTP/SCS Development

- GHG Reduction Strategies
- Bottom-Up Local Review and Input Process
- Scenario Development & Environmental Justice Outreach
- Draft Program Environmental Impact Report (PEIR)

Transportation

- Process Amendment 3 to 2016 RTP/SCS
- Establish targets for remaining MAP-21 performance measures – Pavement and Bridge Condition; Travel Time Reliability; Freight, & CMAQ Program.

Transit/Rail

- Complete work on: LA-Orange Inter-County Connectivity Study, Transportation Demand Management Strategic Plan, and Regional Intelligent Transportation Systems (ITS) Architecture Update.
- Initiate work on: ADA Paratransit Demand Forecast, Integrated Passenger and Freight Rail Forecast, and Transit Asset Management (TAM) target setting for 2020 RTP/SCS.

Goods Movement & Transportation Finance

- Continue to engage with partner agencies to advance the East-West Freight Corridor including PSR completion.
- Continue urban delivery study and framework for a potential pilot project.
- Collaborate on implementation of FAST Act freight provisions and funding opportunities.
- Process amendments to 2016 RTP/SCS Financial Plan and draft Financial Plan for 2020 RTP/SCS.
- Continue refinement of key value pricing/transportation user fee initiatives, including Mobility Innovations & Incentives efforts.

Federal Transportation Improvement Program (FTIP)

- Process amendments and administrative modifications to 2017 FTIP.
- Prepare 2019 FTIP for Federal review and approval by December 2018.

Sustainability

- Continue work on Phase 1 and 2 of 2016 Sustainability Planning Grant Program.
- Conduct a call for projects for 2018 Sustainability Planning Grant Program.
- Commence work on a Regional Climate Adaptation Framework
- Continue providing Greenhouse Gas Reduction Fund assistance to local jurisdictions.
- Continue work on High Quality Transit Area (HQTA)/Sustainable Communities Initiative.

Mobility Innovations

- Develop strategies for Electric Vehicle (EV) charging and vehicle deployment
- Expand support for SCAG Clean Cities Coalition conducting outreach to all 191 cities to assess fleet composition
- Proceed with Multi-MPO cooperative agreement & joint research program to evaluate impact of future technology on RTP/SCS development

Active Transportation & Public Health

- Draft Active Transportation Plan for 2020 RTP/SCS
- Manage ATP Cycle 4 for California/Regional, including a call for proposals in connection with the SPG Program for active transportation planning and non-infrastructure projects.
- Continue the Go Human Campaign and demonstration projects in the region.
- Prepare Public Health Appendix and Analysis for 2020 RTP/SCS.
- Continue to develop and promote utilization of Active Transportation Database.
- Administer grant funding and provide oversight for the implementation of local active transportation plans and projects.
- Implement ATP grant to develop a template and conduct six example plans or case studies for leveraging SCAG's planning, analysis and community outreach tools to develop active transportation plans in low-resourced communities.

Air Quality

- Obtain final transportation conformity determinations for 2019 FTIP and 2016 RTP/SCS Amendment 3; and draft conformity determination for 2020 RTP/SCS.

GIS Services, Data/Modeling Support

- Complete transportation model enhancement and validation for 2020 RTP/SCS.
- Complete 2019 Local Profiles for member agencies.
- Continue providing GIS services and the regional data warehouse to member agencies.

Economic & Job Creation

- Conduct Enhanced Infrastructure Financing Districts (EIFD)/Community Revitalization and Investment Authorities (CRIA) pilot studies and local trainings.

Future Communities Initiative

- Initiatives aimed at harnessing the power of new technologies, big data, open data as well as enhanced analytics to promote innovation in regional and local planning and reduce transportation demand, include: Regional Data Platform, Communities Grant Program, Research Study, Policy Labs, and Data Science Fellowship.

FISCAL IMPACT:

There is no immediate fiscal impact or budget action necessary as a result of the recommended actions. Staff will return to the Regional Council on May 3, 2018 to recommend adoption of the Final FY 2018-19 Comprehensive Budget.

ATTACHMENT:

FY 2018-19 Draft Comprehensive Budget

LINK TO DRAFT FY 2018-19 OWP AND PUBLIC COMMENT FORM:

http://scag.ca.gov/about/Pages/DraftFY2018-2019OWP.aspx

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INNOVATING FOR A BETTER TOMORROW

DRAFT Comprehensive Budget FISCAL YEAR 2018-2019

March 2018

Southern California Association of Governments

Comprehensive Budget

Fiscal Year 2018-19

Table of Contents

Section I – Overview

Page

Introduction 3
SCAG Organization 4
Organizational Chart 5
SCAG Strategic Plan 6
The FY 2018-19 Comprehensive Budget 10
- Comprehensive Line Item Budget 11

Section II – Budget Components

- Overall Work Program (OWP) 13
  - Summary of Revenue Sources 15
  - OWP Budget 18
  - OWP Program Summaries 20
- FTA Discretionary and Formula Grant Budget 36
- TDA Capital & Debt Service Budget 37
- General Fund (GF) 38
  - What is the General Fund Budget? 38
  - Membership Dues Assessments 38
  - General Fund Line Item Budget 39
- Fringe Benefits Budget (FB) 42
  - What is the Fringe Benefits Budget? 42
  - The Fringe Benefits Budget 43
- Indirect Cost Budget (IC) 44
  - What is the Indirect Cost Budget? 44
  - How is the Indirect Cost Budget Funded? 45
  - Indirect Cost Budget 45
  - Indirect Cost Functional Activities 46

Section III – Appendices

- Description of SCAG Budget Line Items 47
- Membership Assessment 53
- SCAG Salary Schedule 59

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DRAFT Comprehensive Budget FISCAL YEAR 2018-2019

SECTION I

Overview

Organization

Introduction

This document contains the Southern California Association of Governments' (SCAG) Comprehensive Budget for Fiscal Year 2018-19.

The annual budget for 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.

- *FTA Discretionary and Formula Grant Budget*
  A budget for federal grant funds of which SCAG is the designated recipient and must pass through to eligible public agencies for specialized transportation programs and projects.

- *TDA Capital and Debt Service Budget*
  A budget for the local transportation funds that the Transportation Commissions in Los Angeles, Orange, Riverside and San Bernardino counties allocate to SCAG as the multi-county planning agency for the region.

- *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.

Organization

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 the Multicounty Designated Transportation Planning Agency for the six (6) 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.

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

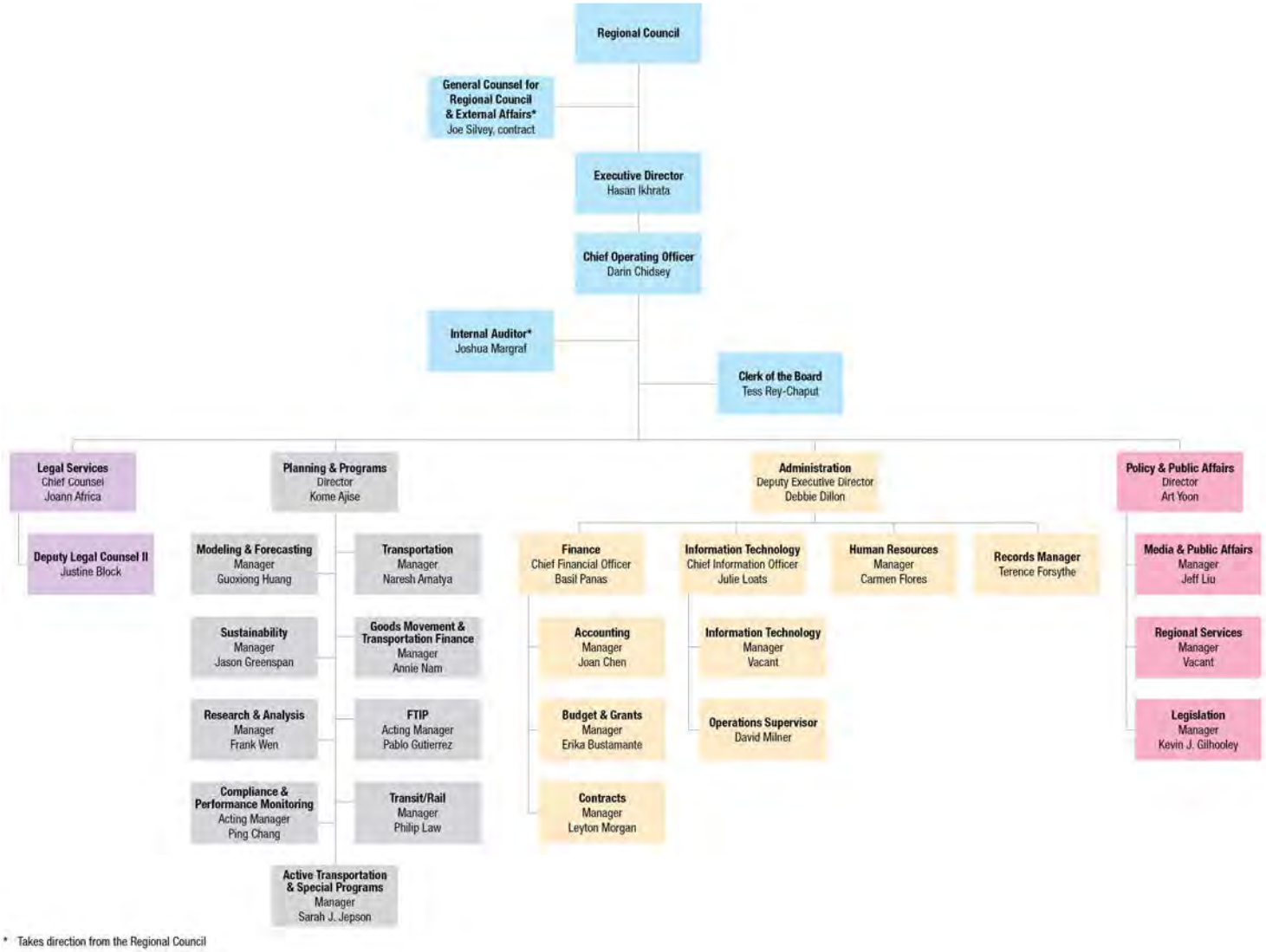
SCAG's primary responsibilities include: the development of the Regional Transportation Plan (RTP), which includes the Sustainable Communities Strategy (SCS); the Federal Transportation Improvement Program (FTIP); the annual Overall Work Program (OWP); and the transportation-related portions of local air quality management plans. Under the federal Clean Air Act, SCAG is responsible for determining if regional transportation plans and programs are in conformity with of applicable state air quality plans. SCAG's additional functions include the intergovernmental review of regionally significant development projects, and the periodic preparation of a Regional Housing Needs Assessment (RHNA).

In addition to the six (6) counties and 191 cities that make up SCAG's region, there are six (6) County Transportation Commissions (CTCs) that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. 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) or joint power agencies that represent SCAG's cities and counties.

The framework for developing the FY 2018-19 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 2018-19 Comprehensive Budget supports Strategic Plan Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products. All the work programs funded in the budget support at least one of the seven Strategic Plan Goals.

Organization

SCAG Organization Chart



Strategic Plan

Strategic Plan Components

Vision Statement

Southern California's Catalyst for a Brighter Future.

Mission Statement

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

Core Values

Be Open
Be accessible, candid, collaborative and transparent in the work we do.

Lead by Example
Commit to integrity and equity in working to meet the diverse needs of all people and communities in our region.

Make an Impact
In all endeavors, effect positive and sustained outcomes that make our region thrive.

Be Courageous
Have confidence that taking deliberate, bold and purposeful risks can yield new and valuable benefits.

Strategic Plan

Strategic Plan Goals

GOAL #1

Produce innovative solutions that improve the quality of life for Southern Californians.

Objectives

A. Create plans that enhance the region's strength, economy, resilience and adaptability by reducing greenhouse gas emissions and air pollution.

B. Be the leading resource for best practices that lead to local implementation of sustainable and innovative projects.

C. Ensure quality, effectiveness, and implementation of plans through collaboration, pilot testing, and objective, data-driven analysis.

D. Identify partnership opportunities with the private sector yield public benefits.

E. Facilitate inclusive and meaningful engagement with diverse stakeholders to produce plans that are effective and responsive to community needs.

F. Partner with the broader research community to ensure plans are informed by the most recent research and technology.

GOAL #2

Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Objectives

A. Cultivate dynamic knowledge of the major challenges and opportunities relevant to sustainability and quality of life in the region.

B. Develop and implement effective legislative strategies at both the state and federal level.

C. Advocate for the allocation, distribution and expenditure of resources to meet the region's needs.

D. Promote and engage partners in a cooperative regional approach to problem-solving.

E. Act as the preeminent regional convener to shape regional, state and national policies.

GOAL #3

Be the foremost data information hub for the region.

Objectives

A. Develop and maintain models, tools, and data sets that support innovative plan development, policy analysis and project implementation.

B. Become the information hub of Southern California by improving access to current, historical, local, and regional data sets that reduce the costs of planning and increase the efficiency of public services.

C. Allocate resources to accelerate public sector innovation related to big data, open data and smart communities with a focus on social equity in the deployment of new technologies across the region.

D. Develop partnerships and provide guidance by sharing best practices and promoting collaborative research opportunities with universities, local communities and the private sector regionally, nationally, and internationally.

E. Facilitate regional conversations to ensure data governance structures are in place at the local and regional level to standardize data sets, ensure timely updates of data, and protect the region's data systems and people.

F. Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies.

GOAL #4

Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

Objectives

A. Promote information-sharing and local cost savings with enhanced services to member agencies through networking events, educational and training opportunities, technical assistance, and funding opportunities.

B. Provide resources and expertise to support local leaders and agencies in implementing regional plans.

C. Expand SCAG's ability to address local and regional planning and information needs by prioritizing regular engagement with members to develop innovative, insight-driven, and interactive tools.

D. Promote data-driven decision making, government transparency, and information as public engagement tools to increase opportunities for the public to inform local and regional policy.

E. Identify, support, and partner with local champions to foster regional collaboration.

GOAL #5

Recruit, support, and develop a world-class workforce and be the workplace of choice.

Objectives

A. Integrate the Strategic Plan into SCAG's day-to-day operations by defining roles and responsibilities across the agency.

B. Prioritize a diverse and cooperative environment that supports innovation, allows for risk-taking, and provides opportunities for employees to succeed.

C. Encourage interdepartmental collaboration through the use of formal and informal communication methods.

D. Adopt and support enterprise-wide data tools to promote information sharing across the agency.

E. Anticipate future organizational needs of the agency by developing a systematic approach to succession planning that ensures leadership continuity and cultivates talent.

F. Invest in employee development by providing resources for training programs, internal mentorship opportunities, and partnerships with universities.

G. Foster a culture of inclusion, trust, and respect that inspires relationship-building and employee engagement.

GOAL #6

Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

Objectives

A. Leverage cutting-edge communication tools and strategies to maximize connectivity and sustain regional partnerships.

B. Produce clear and consistent communications, media, and promotional campaigns that exemplify agency values and standards.

C. Enhance the SCAG brand as a respected and influential voice for the region increasing awareness of agency's work and purpose.

D. Practice robust public engagement, conducting proactive outreach to traditionally underrepresented communities as well as long-term stakeholders.

GOAL #7

Secure funding to support agency priorities to effectively and efficiently deliver work products.

Objectives

A. Pursue innovative funding opportunities for planning and infrastructure investments.

B. Maximize efficiency and effectiveness in resource allocation to maintain adequate working capital, appropriate reserves, and investments, and utilize resources in a timely and responsible fashion.

C. Pioneer best practices and streamline administrative processes to better support agency activities.

D. Focus resources to maintain and expand programs that are aligned with agency values.

Comprehensive Budget

FY 2018-19 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 of SCAG's funding sources.

Funding Sources	Amount
FHWA PL	22,824,617
FTA PL	9,660,755
STATE	17,196,478
FED - OTHER	5,453,950
PASS - THROUGH PAYMENTS	21,936,647
TDA NON-CAPITAL	6,452,977
TDA CAPITAL & DEBT SERVICE	705,827
LOCAL	123,634
3RD PARTY MATCH	3,699,506
MEMBERSHIP DUES	2,053,962
GENERAL FUND	556,650
INDIRECT COST CARRYFORWARD	(1,028,659)
TOTAL REVENUES	**89,636,344**

How the Budget is Allocated

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

Expenditures	Amount
SALARIES	$ 15,779,497
SCAG CONSULTANTS	32,765,958
PASS - THROUGH PAYMENTS	21,842,696
CAPITAL & DEBT SERVICE	1,005,827
OTHER COSTS*	18,242,366
TOTAL EXPENDITURES	**$89,636,344**

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

Comprehensive Budget

Comprehensive Line Item Budget: FY16 through FY19

GL Account	Line Item	FY16 Actuals	FY17 Actuals	FY18 Amend No. 1	Proposed FY19	% Incr. (Decr)
500XX	Staff	14,301,613	14,468,552	$ 14,778,001	$ 15,779,497	7%
54300	SCAG consultant	12,864,605	10,496,007	13,204,288	32,765,958	148%
54340	Legal	312,132	234,211	155,000	305,000	97%
54350	Professional services	291,765		-	-	
54360	Pass-Through Payments	4,005,015	4,130,075	3,525,186	12,075,472	243%
55210	Software support	619,866	574,491	690,147	732,211	6%
55220	Hardware support	93,620	106,523	66,253	86,000	30%
55240	Repair - maintenance	30,811	41,676	15,000	15,000	0%
5528X	3rd party contribution	3,127,578	3,172,766	3,317,551	3,649,823	10%
55310	F&F Principal	-	-	-	231,850	
55315	F&F Interest	-	-	-	49,426	
55320	AV Principal	-	-	-	102,665	
55325	AV Interest	-	-	-	21,886	
55400	Office rent / Operating expense	1,590,818	1,643,221	830,000	724,350	-13%
55410	Office rent satellite	139,189	150,701	245,883	245,883	0%
55415	Off-site Storage	-	-	-	2,500	
55420	Equipment leases	90,279	86,550	120,000	120,000	0%
55425	Lease Obligation Payment	-		1,555,787	-	-100%
55430	Equipment repair-maintenance	52,113	60,566	26,500	26,500	0%
55435	Security Services	58,623	96,653	100,000	100,000	0%
55440	Insurance	120,417	174,857	199,089	199,089	0%
55441	Payroll / bank fees	26,193	29,867	29,500	27,500	-7%
55445	Taxes	5,529	4,849	6,200	5,000	-19%
55460	Materials & equipment < $5,000	39,164	144,636	14,000	14,000	0%
55510	Office supplies	100,214	81,782	99,300	98,800	-1%
55520	Graphic supplies	6,136	7,976	7,500	7,500	0%
55530	Telephone	163,904	178,371	170,000	170,000	0%
55540	Postage	20,002	10,134	10,000	10,000	0%
55550	Delivery services	5,443	5,918	-	-	
55600	SCAG memberships	185,267	178,220	222,150	210,450	-5%
55610	Professional memberships	11,282	11,396	11,500	11,500	0%
55620	Resource materials / subscriptions	197,752	427,997	707,840	988,756	40%
55700	Depreciation - furniture & fixture	43,986	38,110	10,000	232,000	2220%
55710	Depreciation - computer	22,144	17,126	120,000	35,000	-71%
55715	Amortization - software	248,167	161,873	250,000	250,000	0%
55720	Amortization - lease	8,235	7,534	37,500	70,000	87%
55725	Fixed Asset Write-Down	343,314		-	-	
55730	Capital outlay	-		2,400,000	300,000	-88%
55800	Recruitment - advertising	7,777	10,968	20,000	20,000	0%
55801	Recruitment - other	16,716	43,434	38,000	38,000	0%
55810	Public notices	59,101	47,562	2,500	58,500	2240%
55820	Staff training	47,390		84,500	20,000	-76%
55830	Networking Meetings/Special Events	33,859	35,006	30,000	30,000	0%
55840	Training Registration	-	-	-	65,000	
55860	Scholarships	30,000	24,000	32,000	32,000	0%
55910	RC/committee meetings	22,107	5,199	25,000	25,000	0%
55912	RC Retreat	9,036	9,796	5,000	5,000	0%
55914	RC General Assembly	475,796	496,545	500,000	375,000	-25%

Comprehensive Budget

Comprehensive Line Item Budget: FY 16 thru FY 19 (continued)

GL Account	Line Item	FY16 Actuals	FY17 Actuals	FY18 Amend No. 1	Proposed FY19	% Incr. (Decr)
55915	Demographic Workshop	20,952	27,551	18,000	18,000	0%
55916	Economic Summit	96,295	92,328	80,000	80,000	0%
55918	Housing Summit	-	107,565	40,000	40,000	0%
55920	Other meeting expense	78,577	135,901	83,658	126,000	51%
55930	Miscellaneous other	163,806	157,472	87,825	159,722	82%
55940	Stipend-RC meetings	232,820	209,340	215,925	215,925	0%
55950	Temporary help	124,591	81,493	38,500	38,500	0%
55980	Contingency - General Fund	793,519	15,390	-	-	
56100	Printing	22,594	28,229	63,500	78,500	24%
58100	Travel	183,454	218,697	310,000	374,250	21%
58101	Travel - local	67,704	63,114	44,300	49,250	11%
58110	Mileage	85,724	78,095	39,800	75,400	89%
58150	Staff lodging expense	9,280	8,411	-	-	
58200	Travel-registration	28,415	88,289	5,500	5,000	-9%
58800	RC sponsorships	156,793	144,058	135,000	135,000	0%
59090	Expense - Local Cash	-	-	-	9,767,224	
60110	Retirement-PERS	3,599,653	3,818,058	4,026,077	4,607,315	14%
60120	Retirement-PARS	70,998	72,418	72,178	73,621	2%
60200	Health ins. - active employees	1,277,375	1,252,185	1,315,200	1,353,600	3%
60201	Health ins. - retirees PAYGO	515,816	526,584	647,608	636,009	-2%
60202	Health ins. - retirees GASB 45	413,624	398,309	339,153	242,805	-28%
60210	Dental insurance	181,293	185,370	193,372	217,049	12%
60220	Vision insurance	51,572	51,563	55,167	59,632	8%
60225	Life insurance	85,147	85,127	86,963	83,863	-4%
60240	Medicare tax employers	205,002	207,324	204,225	218,855	7%
60245	Social security tax employers	15,915	24,147	53,053	45,900	-13%
60300	Tuition reimbursement	30,331	34,886	27,360	32,832	20%
60310	Transit passes	131,408	137,564	148,840	156,639	5%
60320	Carpool reimbursement	560	420	420	420	0%
60400	Workers compensation insurance	202,562	168,588	170,048	170,048	0%
60405	Unemployment compensation insurance	4,357	20,308	35,000	35,000	0%
60410	Miscellaneous employee benefits	54,070	58,934	58,980	66,035	12%
60415	SCAG 457 match	107,804	143,631	120,500	120,500	0%
60450	Benefits administrative fees	3,606	3,592	3,346	2,914	-13%
60500	Automobile allowance	12,970	16,420	18,420	18,420	0%
	Total	**48,855,545**	**46,076,506**	**52,399,094**	**89,636,344**	**71%**

*Totals may not add due to rounding

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Comprehensive Budget

FISCAL YEAR 2018-2019

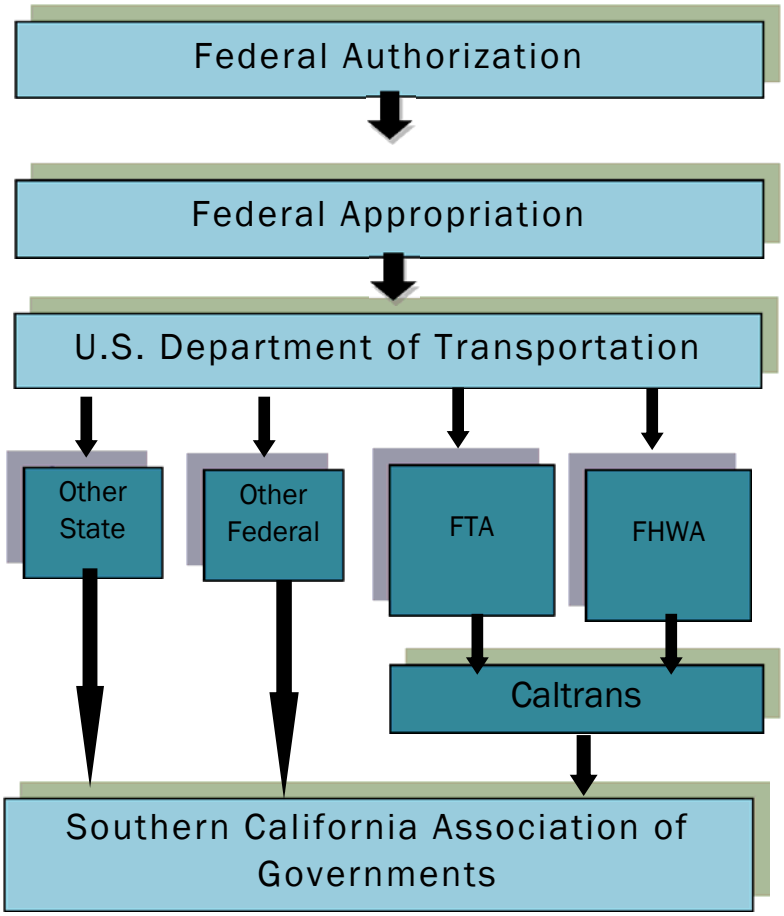
SECTION II

Budget Components

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.



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 overarching objectives:

   Sustainable Communities and Strategic Partnerships Grant Program Overarching Objectives

   Sustainability – Promote reliable and efficient mobility for people, goods, and services, while meeting the State's GHG emission reduction goals, preserving the State's natural and working lands, and preserving the unique character and livability of California's communities.

   Preservation – Preserve the transportation system through protecting and/or enhancing the environment, promoting energy conservation, improving the quality of life, and/or promoting consistency between transportation improvements and State and local planning growth and economic development patterns.

Mobility – Increase the accessibility of the system and mobility of people and freight.

Safety – Increase the safety and/or security of the transportation system for motorized and active transportation users.
Innovation – Promote the use of technology and innovative designs to improve the performance and social equity of our transportation system and provide sustainable transportation options.

Economy – Support the economic vitality of the area (i.e. enables global competitiveness, enables increased productivity, improves efficiency, increases economic equity by enabling robust economic opportunities for individuals with barriers to employment and for Disadvantaged Business Enterprises (DBEs), etc.).

Health – Decrease exposure to local pollution sources, reduce serious injuries and fatalities on the transportation system, and promote physical activity especially through transportation means.

Social Equity – All of these overarching objectives should promote transportation solutions that focus on and prioritize the needs of communities most affected by poverty, air pollution and climate change, and promote solutions that integrate community values with transportation safety and performance while encouraging greater than average public involvement in the transportation decision making process.

Transportation Planning Grant Program

In FY 2015-16, the Sustainable Transportation Planning Grant Program was developed to align with Caltrans' updated mission and other State priorities. The Grant Program provides two discretionary grants, Sustainable Communities and Strategic Partnerships, and includes a combination of State and federal funding. The Grant Program runs on an annual cycle and awards roughly $10 million in grant funding available. In FY 2017-18, the grants were substantially augmented with passage of Senate Bill (SB) 1, The Road Repair and Accountability Act of 2017. SB 1 adds $25 million in Sustainable Communities grants and $20 million over three years for Adaptation Planning grants.

SB1 Formula Grant Funds

Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, authorized the grant funding to support and implement Regional Transportation (RTP) Sustainable Communities Strategies (SCS) and to ultimately achieve the State's greenhouse gas (GHG) reduction target. The SB1 formula funds for the MPOs reflect the same formula used to distribute FHWA PL funds.

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 up to ¾ 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 Funds

Funding from local agencies is provided to SCAG to serve as matching funds to the CPG and other grants that require local match for consultant expenditures 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 for staff costs 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 guide-way, as well as to construct related facilities and to purchase related equipment.

Overall Work Program

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. Regional 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 & Expenditure 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.

Overall Work Program

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	FY18 Amend No. 1	Proposed FY19	Incr (Decr)
500XX Staff	$ 8,641,383	$ 8,626,290	$ (15,093)
54300 SCAG consultant	11,309,241	30,834,788	$ 19,525,547
55210 Software support	247,231	247,231	$ -
5528X Third party contribution	3,317,551	3,649,823	$ 332,272
55520 Graphic supplies	5,000	5,000	$ -
55600 SCAG membership	6,000	-	$ (6,000)
55620 Resource materials/subscriptions	653,040	931,456	$ 278,416
55810 Public notices	-	56,000	$ 56,000
55820 In House Training	3,000	-	$ (3,000)
55830 Networking Meetings/Special Events	-	3,500	$ 3,500
55920 Other meeting expense	36,158	83,500	$ 47,342
55930 Miscellaneous other	72,325	74,375	$ 2,050
56100 Printing	23,000	28,000	$ 5,000
58100 Travel	173,500	247,250	$ 73,750
58101 Travel-local	5,500	2,500	$ (3,000)
58110 Mileage	-	25,800	$ 25,800
58200 Travel-registration	4,500	5,000	$ 500
Sub-total	**$ 24,497,429**	**$ 44,820,513**	$ 20,323,084
50011 Fringe benefits	$ 6,192,861	$ 6,400,028	$ 207,167
50012 Indirect costs	$ 13,278,535	$ 14,018,155	$ 739,620
Total	**$ 43,968,826**	**$ 65,238,696**	$ 21,269,870

*Totals may not add due to rounding

Overall Work Program

This table shows the same budget by work element and major budget category.

Work Element		Proposed FY19		
		Total *	SCAG	Consultant
10	System Planning	1,724,486	1,349,486	375,000
15	Transportation Finance	773,901	701,401	72,500
20	Environmental Planning	1,522,663	872,663	650,000
25	Air Quality and Conformity	762,445	762,445	-
30	Federal Transportation Improvement Program (FTIP)	2,560,626	2,560,626	-
45	Geographic Information System (GIS)	2,355,479	1,796,839	558,640
50	Active Transportation Planning	843,854	843,854	-
55	Regional Forecasting and Policy Analysis	1,994,803	1,694,803	300,000
60	Corridor Planning	162,202	162,202	-
65	Sustainability Program	1,167,783	642,783	525,000
70	Modeling	4,817,222	4,261,142	556,080
80	Performance Assessment & Monitoring	384,019	384,019	-
90	Public Information & Communications	2,310,394	1,827,819	482,575
95	Regional Outreach and Public Participation	4,394,989	3,444,989	950,000
100	Intelligent Transportation System (ITS)	334,102	299,102	35,000
120	OWP Development & Administration	1,667,541	1,667,541	-
130	Goods Movement	1,701,862	1,551,862	150,000
140	Transit and Rail Planning	1,486,212	1,036,212	450,000
145	Sustainable Communities, Strategic Partnerships and Adaption Planning Grant Program	3,850,370	439,905	3,410,465
150	Collaborative Projects	5,820,949	3,392,108	2,428,841
225	Special Grant Projects	9,257,594	1,481,728	7,775,866
230	Airport Ground Access	454,564	454,564	-
265	So. Calif. Value Pricing Pilot Program	42,618	42,618	-
266	Regional Significant Locally - Funded Projects	280,040	-	280,040
267	Clean Cities Program	107,449	107,449	-
275	SB1 Sustainability Planning Grant Program	5,787,291	281,196	5,506,095
280	Future Communities Initiative	6,041,750	1,127,250	4,914,500
285	SB1 Program Administration	498,694	498,694	-
290	Sustainable Communities Strategy (SCS) Development	2,132,794	718,608	1,414,186
	Total Direct Costs	**65,238,696**	**34,403,908**	**30,834,788**

*Totals may not add due to rounding

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

Overall Work Program

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 2018-19 will be to continue to manage, guide, and monitor progress of the 2016 RTP/SCS and develop the 2020 RTP/SCS. SCAG will ensure that the 2020 RTP/SCS Plan is consistent with state and federal requirements while addressing the region's transportation needs.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.
Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

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 2018-19, this work program will involve development of the 2020 RTP financial plan.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.
Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

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. The focus of FY 2018-19 will be to continue to monitor progress of the 2016 RTP/SCS and provide additional environmental documentation for additional amendments, as needed. Staff will initiate and develop the 2020 RTP/SCS Programmatic Environmental Impact Report (PEIR), pursuant to the California Environmental Quality Act (CEQA).

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

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 California Air Resources Board (ARB) and local air districts in the SCAG region in developing air quality management plans/state implementation plans (AQMPs/SIPs), including new transportation conformity emission budgets to meet federal transportation conformity requirements. Facilitate federally required interagency consultation via SCAG's Transportation Conformity Working Group (TCWG), 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 transportation control measures (TCMs). Continue to track and participate in

relevant air quality rulemaking. Collaborate with six County Transportation Commissions in the SCAG region to compile, review, and upload federally required information for projects funded by the Congestion Mitigation and Air Quality Improvement Program (CMAQ).

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

030 Federal Transportation Improvement Program (FTIP)

Manager: Pablo Gutierrez, Acting

Program Objective:

The Federal Transportation Improvement Program (FTIP) is a multimodal list of capital improvement projects programmed over a six-year period. The FTIP is the program that implements the RTP. The currently approved FTIP is the 2017 FTIP and was federally approved and found to conform on December 16, 2016. The program contains approximately $27.7 billion worth of projects beginning FY 2016-17 to FY 2021-22. The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects and projects for which approval from a federal agency is required regardless of funding source. The FTIP is developed to incrementally implement the programs and projects in the Regional Transportation Plan. The FTIP is amended on an on-going basis, as necessary, thereby allowing projects consistent with the Regional Transportation Plan to move forward toward implementation. Staff expects Federal Agencies' approval of the 2019 FTIP in December 2018, at which time the 2017 FTIP will expire.

Strategic Plan:

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

045 Geographic Information Systems (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 discovering and developing cutting edge web-GIS applications and tools for data sharing; providing advanced spatial analytics and visualization for

insights of data and information; providing an interconnected platform for integrated planning and regional collaboration.

A top priority will be to provide GIS training, data cleanup/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, GIS analysis, 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 #1 – Produce innovative solutions that improve the quality of live for Southern Californians;
Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy;
Supports Goal #3 – Be the foremost data information hub for the region; and
Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

050 Active Transportation Planning

Manager: Sarah Jepson

Program Objective:

Staff will continue work on the development of the active transportation and public health components of the 2020 RTP/SCS, as well as, play a significant role in the stakeholder engagement and outreach process to ensure the plan resonates and empowers countywide and local agencies to advance policies and projects that align with regional planning goals.

For FY 2018-19, staff will also continue to focus on activities that support the delivery of more active transportation projects in the region, including the selection of projects to be included in the 2019 Regional ATP, administration of projects included in the Cycle 2 and 3 of the regional component of the Statewide Active Transportation Program, building support for local projects through the implementation Go Human demonstration projects, 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 advance 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 the Office of Traffic Safety 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 collaborating on the Caltrans Strategic Highway Safety Plan Challenge Areas related to active transportation and providing technical support on safety performance measures.

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.

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 – Produce innovative solutions that improve the quality of life for Southern Californians.
Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.
Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

055 Regional Forecasting & Policy Analysis

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 implementing and monitoring the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), and developing the 2020 RTP/SCS. 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 #1 – Produce innovative solutions that improve the quality of live for Southern Californians;
Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy;
Supports Goal #3 – Be the foremost data information hub for the region; and
Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

060 Corridor Planning

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 – Produce innovative solutions that improve the quality of life for Southern Californians.
Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

065 Sustainability Program

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 Grant Program 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.

CTC Joint Work Programs: 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 – Produce innovative solutions that improve the quality of life for Southern Californians.

070 Modeling

Manager: *Guoxiong Huang*

Program Objective:

Provide data and modeling services for the development and implementation of the RTP/SCS, FTIP, and other major land use and transportation planning initiatives. Analyze socioeconomic data and build analytical foundations for planning activities. Develop demographic and employment growth forecast through collaborating with local jurisdictions and peer planning agencies and building consensus. Continue to provide small area socioeconomic data for scenario planning and transportation modeling. 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 #2 – Be the Foremost Data Information Hub for the Region.

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, regional sustainability and climate resilience, and the socioeconomic well-being of the SCAG population (e.g., income and housing affordability). The results of the monitoring and assessment program provide the basis for informed policy-making and support plan implementation, particularly in relation to regional transportation planning and required federal performance monitoring and reporting. 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 #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

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 #6 – Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

095 Regional Outreach & Public Participation

Manager: Art Yoon

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 #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy; Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

100 Intelligent Transportation Systems (ITS)

Manager: Philip Law

Program Objective:

Continue engaging with regional stakeholders on ITS and ITS related matters, including use and maintenance of the updated Regional ITS Architecture. Maintain the web-accessible Architecture and provide documentation to maximize usability of the Architecture and ensure on-going maintenance. Seek to provide training and educational opportunities to stakeholders on ITS related topics in partnership with FHWA/Caltrans as opportunities become available.

Overall Work Program

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

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 #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

130 Goods Movement

Manager: Annie Nam

Program Objective:

This work program focuses on integrating freight related transportation initiatives into the regional transportation planning process, including efforts to refine and support the implementation of the Comprehensive Regional Goods Movement Plan and Implementation Strategy. This strategy includes proposals set forth in the 2016 RTP/SCS.

Strategic Plan:

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.
Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

140 Transit and Rail Planning

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 for inclusion in the 2020 RTP/SCS. Monitor FTA rulemaking related to new provisions in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and coordinate with transit operators to address new requirements related to transit safety and transit asset management (TAM), 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 – Produce innovative solutions that improve the quality of life for Southern Californians.

145 Sustainable Communities, Strategic Partnerships and Adaptation Planning Grant Program

Manager: Erika Bustamante

Program Objective:

To encourage local and regional planning that furthers state goals; to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system; and to support planning actions at the local and regional levels that advance climate change efforts on the transportation system.

Strategic Plan:

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy;
Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

150 Collaborative Projects

Manager: Frank Wen

Program Objective:

Collaborative Projects fosters 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 – Produce innovative solutions that improve the quality of live for Southern Californians;
Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy;
Supports Goal #3 – Be the foremost data information hub for the region; and
Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

225 Special Grant Projects

Manager: Sarah Jepson

Program Objective:

To fund and participate in environmental and transportation specialized projects with funding from discretionary grants and/or local funds contributed by local jurisdictions. 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. In addition, these discretionary grants provide funding to develop active transportation plans, complete streets plans and safe routes to school plans for local agencies. These grants also fund safety and encouragement campaigns in our region to increase public awareness and support for active transportation through regional partnerships between transportation agencies, health departments, local agencies, non-profits and private sector partners.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of live for Southern Californians;
Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy;
Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

230 Regional Aviation & Airport Ground Access Planning

Manager: Naresh Amatya

Program Objective:

Continue to monitor progress of the 2016 RTP/SCS Aviation Program and support policies and actions, including promotion of regionalization at airports within the region, and prepare for updating the Regional Aviation Element in the 2020 RTP/SCS.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.
Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

265 Express Travel Choices Phase III

Manager: Annie Nam

Program Objective:

Develop an implementation strategy for mobility innovations and incentives.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.
Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver.

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.

Strategic Plan:

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

267 Clean Cities Program

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 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

275 SB1 Sustainability Planning Grant Program

Manager: Jason Greenspan

Program Objective:

The Sustainability Planning Grant (SPG) Program is a proven, recognized and effective framework for deploying essential planning resources throughout the SCAG region. It will continue to be a critical tool in achieving SB 375 targets and other State goals aimed at reducing GHG emissions. The three main grant categories – Integrated Land Use; Active Transportation; and Green Region Initiative – offer jurisdictions the wherewithal to develop and update local plans that support State priorities, reduce vehicle miles travelled (VMT), and advance the region's Sustainable Communities Strategy (SCS).

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of live for Southern Californians;
Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy;
Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

280 Future Communities Initiative

Manager: Sarah Jepson

Program Objective:

The Future Communities Initiative, guided by of the Open Data/Big Data- Smart and Connected SCAG Region Committee, includes early action items aimed at harnessing the power of new technologies, big data, open data as well as enhanced analytics to promote innovation in regional and local planning and reduce transportation demand. Tools and resources provided through the initiative will enable more informed regional and local policy making, increase the efficiency of public service delivery, and ensure the financial sustainability of future cities. The Future Communities Initiative will play a key role in reducing VMT and GHG emissions by modernizing regional land-use and transportation planning tools and providing local agencies with planning resources to pilot new technologies to reduce travel demand.

Strategic Plan:

Supports Goal #3 – Be the foremost data information hub for the region.
Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

285 SB1 Program Administration

Manager: Erika Bustamante

Program Objective:

Provide program administration for SB1 formula funds. Activities will include: conducting the procurement process for work performed by a consultant; preparing and reviewing contract documents; reviewing invoices and preparing requests for reimbursements each quarter; providing progress updates for each awarded grant project each quarter; preparing amendments to the OWP; and collecting and submitting final work products for completed projects.

Strategic Plan:

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

290 Sustainable Communities Strategy (SCS) Development

Manager: Jason Greenspan

Program Objective:

SCAG staff initiated implementation of the 2016 RTP/SCS immediately after its adoption, and has since launched research, planning and studies in preparation for the 2020 SCS. Much of SCAG's research and planning is focused on reducing single occupancy vehicle trips and transportation related GHG through: advancing mode shift; transportation demand management; operational efficiency; system accessibility; and integration of future transportation, employment and land use.

Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of live for Southern Californians.
Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

FTA Discretionary and Formula Grant Budget

FTA Discretionary and Formula Grant Budget

What is the FTA Discretionary and Formula Grant Budget?

SCAG is the Designated Recipient of Federal Transit Administration (FTA) Urbanized Area Formula Grants under 49 U.S.C. Section 5307 for the large urbanized areas (UZAs) with populations of 200,000 or more (according to the latest U.S. Census) in the SCAG region. Pursuant to the two-year transportation reauthorization bill that was signed into Law on July 6, 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21; P.L. 112-131), funding is authorized for 49 U.S.C. Section 5339 Bus and Bus Facilities Formula Grants Program and U.S.C. Section 5312 National Research & Technology Program to SCAG due to being the Section 5307 Designated Recipient.

As the Designated Recipient, SCAG is responsible to apply for and pass through Section 5339 and Section 5312 grant funds for specialized transportation programs and projects, which provide capital funding to replace, rehabilitate and purchase buses, vans, fixed guide-way, as well as to construct related facilities and purchase related equipment.

FTA Discretionary and Formula Grant Budget

The following table shows the FTA Discretionary and Formula Grant line item budget.

Cost Category	FY18 Amend No. 1	Proposed FY19	Incr (Decr)
500XX Staff	$ 77,235	$ 58,477	$ (18,758)
54360 Pass Through Payments	3,525,186	12,075,472	$ 8,550,286
55930 Miscellaneous other		64,847	$ 64,847
58100 Travel	1,500	-	$ (1,500)
59090 Expense - Local Cash	-	9,767,224	$ 9,767,224
Sub-total	**$ 3,603,921**	**$ 21,966,020**	$ 18,362,099
50011 Fringe benefits	$ 59,292	$ 46,198	$ (13,094)
50012 Indirect costs	$ 122,210	$ 97,650	$ (24,560)
Total	**$ 3,785,423**	**$ 22,109,868**	$ 18,324,445

TDA Capital and Debt Service Budget

TDA Capital and Debt Service Budget

What is the TDA Budget?

State of California Public Utilities Code Section 99233.2 authorizes the Transportation Commissions in Los Angeles, Orange, Riverside and San Bernardino counties to allocate up to ¾ of 1 percent of their local transportation funds to SCAG as the multi-county planning agency for the region. SCAG uses TDA to fund local initiatives and to provide cash match as needed for projects funded with state or federal funds.

TDA Capital and Debt Service Budget

In FY 2018-19, TDA funds capital purchases and debt service payments for furniture/fixtures and audio visual equipment for the new SCAG offices.

The following table shows the TDA line item budget.

Cost Category	FY18 Amend No. 1	Proposed FY19	Incr (Decr)
55310 F&F Principal	$ -	$ 231,850	$ 231,850
55315 F&F Interest	-	49,426	49,426
55320 AV Principal	-	102,665	102,665
55325 AV Interest	-	21,886	21,886
55730 Capital Outlay	1,100,000	300,000	(800,000)
Sub-total	**$ 1,100,000**	**$ 705,827**	$ (394,173)
Total	**$ 1,100,000**	**$ 705,827**	$ (394,173)

General Fund Budget

General Fund Budget (GF)

What is the General Fund Budget?

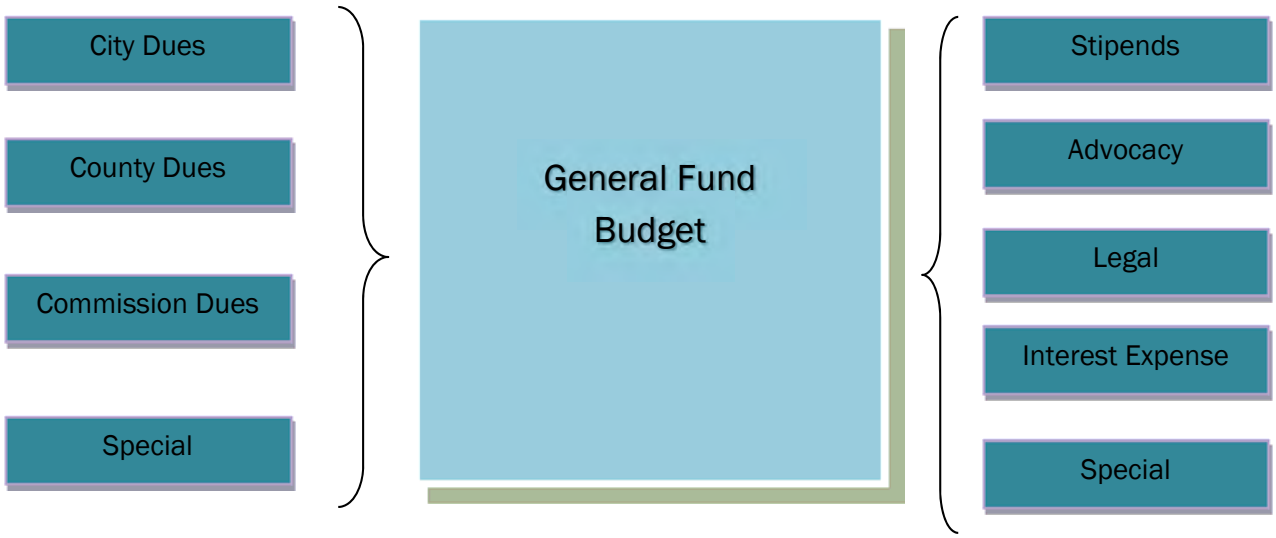
The General Fund (GF) has been established to: provide support to the Regional Council and its Subcommittees for the costs of stipends and travel; fund costs not eligible for grant reimbursement (i.e., interest expense); provide a source of working capital; finance program expenditures, which must be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

General Fund Line Item Budget

The following table shows General Fund revenues and expenditures by task.

		FY17 ACTUAL	FY18 AMEND NO.1 BUDGET	FY19 PROPOSED BUDGET	FY18 AMEND NO.1 TO FY19 PROPOSED INCR (DECR)
REVENUE:	Membership Dues:				
	Counties	297,899	300,111	307,523	7,412
	Cities	1,543,468	1,569,192	1,637,939	68,747
	Commissions	85,000	85,000	88,500	3,500
	Transportation Corridor Agency	10,000	10,000	10,000	-
	Air Districts	3,333	10,000	10,000	-
	Sub-total	1,939,700	$ 1,974,303	$ 2,053,962	$ 79,659
	Interest	114,318	95,000	95,000	-
	Other	52,574	85,000	121,650	36,650
	General Assembly Sponsorships & Registrations	327,515	284,500	340,000	55,500
	Leasehold Improvements Reimbursement	-	-	-	-
	Transfer from Reserves	-	1,300,000	-	(1,300,000)
	Sub-total	494,408	$ 1,764,500	$ 556,650	$ (1,207,850)
	Total Revenues	2,434,108	$ 3,738,803	$ 2,610,612	$ (1,128,191)
EXPENDITURES:					
Task .01 Regional Council	**Regional Council:**				
	Staff Time	1,323	9,634	9,904	270
	Legal Services	97,650	105,000	105,000	-
	Miscellaneous Other	5,917	1,000	1,000	-
	Networking Mtgs/Special Events	14,846	15,000	15,000	-
	Other Meeting Expense	53,134	20,000	20,000	-
	Printing		500	500	-
	RC/Committee Meeting	5,199	25,000	25,000	-
	RC Retreat	9,796	5,000	5,000	-
	Stipends	209,340	215,925	215,925	-
	Travel - Outside	57,207	35,000	35,000	-
	Travel - Local	29,843	25,000	25,000	-
	Travel - Reg Fees	13,559	1,000	-	(1,000)
	Mileage - Local	20,145	20,000	20,000	-
	Task sub-total	517,959	$ 478,059	$ 477,329	$ (730)
Task 0.02 Legislative	**External Legislative:**				
	Staff Time	-	10,365	6,575	(3,790)
	Federal Lobbyist	-	112,247	119,000	6,753
	Other Meeting Expense	25,538	20,000	20,000	-
	Resource Materials / Subscriptions	1,340	-	-	-
	State Lobbyist	89,718	95,850	95,850	-
	Task sub-total	116,596	$ 238,462	$ 241,425	$ 2,963
Task .03 RHNA	**RHNA:**				
	Staff Time	-	138,382	195,782	57,400
		-	-	75,000	75,000
	Task sub-total	-	$ 138,382	$ 270,782	$ 132,400

General Fund Budget

General Fund Line Item Budget (continued…)

		FY17 ACTUAL	FY18 AMEND NO.1 BUDGET	FY19 PROPOSED BUDGET	FY18 AMEND NO.1 TO FY19 PROPOSED INCR (DECR)
Task .04 Other	**Other:**				
	Staff Time	4,290	8,177	10,924	2,747
	Bank Fees	16,259	12,500	12,500	-
	Contingency	15,390	-	-	-
	Demographic Workshop	27,551	18,000	18,000	-
	Economic Summit	92,328	80,000	80,000	-
	Housing Summit	107,565	40,000	40,000	-
	Miscellaneous Other	8,787	11,000	11,000	-
	Office Supplies	25,700	25,000	25,000	-
	Other Meeting Expense	36,572	-	-	-
	Professional Memberships	10,998	11,500	11,500	-
	SCAG Consultant	143,931	60,000	60,000	-
	SCAG Memberships	75,798	21,250	22,000	750
	Scholarships	24,000	32,000	32,000	-
	Security Services	64,935	-	-	-
	Sponsorships	144,058	135,000	135,000	-
	Travel	728	4,500	4,500	-
	Travel - Local	283	500	500	-
	Staff Lodging Expense	8,411	-	-	-
	Mileage - Local	443	500	500	-
	Task sub-total	808,025	$ 459,927	$ 463,424	$ 3,497
Task .06 GA	**General Assembly**				
	Staff Time	16,652	13,783	26,372	12,589
	General Assembly	496,545	500,000	375,000	(125,000)
	Printing	-	5,000	25,000	20,000
	Mileage	423	1,000	3,000	2,000
	Task sub-total	513,620	$ 519,783	$ 429,372	$ (90,411)
Task .07 LHI	**Leasehold Improvements**				
	Leasehold Improvements	-	900,000	-	(900,000)
	Task sub-total	-	$ 900,000	$ -	$ (900,000)
Task .10 Capital	**Capital Outlay > $5K**				
	Capital Outlay	-	400,000	-	(400,000)
		-	$ 400,000	$ -	$ (400,000)
Task .11 Public Records Administration	**Public Records Administration**				
	Staff Time	2,710	21,787	20,658	(1,129)
		2,710	$ 21,787	$ 20,658	$ (1,129)

General Fund Budget

General Fund Line Item Budget (continued…)

		FY17 ACTUAL	FY18 AMEND NO.1 BUDGET	FY19 PROPOSED BUDGET	FY18 AMEND NO.1 TO FY19 PROPOSED INCR (DECR)
Task .13 Sustainability Project	**Sustainability Project**				
	SCAG Consultant	33,619	-	-	-
		33,619	$ -	$ -	$ -
Task .14 International Collaboration	**International Collaboration**				
	Staff Time	50,452	27,583	9,514	(18,069)
	Miscellaneous Other	131	-	-	-
	Other Meeting Expense	664	5,000	-	(5,000)
	Printing	-	5,000	5,000	-
	Travel	12,201	5,000	5,000	-
	Travel - Local	625	-	-	-
	Mileage	197	-	-	-
		64,270	$ 42,583	$ 19,514	$ (23,069)
Task .16 El Segundo Litigation	**El Segundo Litigation**				
	Staff Time	16,441	-	-	-
	Legal Services	50,340	-	-	-
	SCAG Consultant	2,114	-	-	-
		68,895	$ -	$ -	$ -
Task .17 El Segundo Litigation Joe Silvey	**El Segundo Litigation - Joe Silvey**				
	Legal Services	44,926	-	-	-
		-	-	-	-
		44,926	$ -	$ -	$ -
Task .19 El Segundo Litigation PC Law Group	**El Segundo Litigation - PC Law Group**				
	Legal Services	5,151	-	-	-
		5,151	$ -	$ -	$ -
Task .20 Go Human Events	**Go Human Events**				
	Go Human	20,330	-	-	-
		20,330	$ -	$ -	$ -
Task .21 Other Litigation	**Other Litigation**				
	Staff Time	10,896	-	-	-
		10,896	$ -	$ -	$ -
	Total for all tasks	2,206,998	$ 3,198,983	$ 1,922,504	$ (1,276,479)
	Allocated Fringe Benefits	81,047	176,347	220,986	44,639
	Allocated Indirect Costs	146,203	363,473	467,122	103,649
	Total	2,434,248	$ 3,738,803	$ 2,610,612	$ (1,128,191)

*Totals may not add due to rounding

Fringe Benefits Budget

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 budget is $790.00 (79.00%).

Fringe Benefits Budget

Fringe Benefits Budget

The following table shows the Fringe Benefits line item budget.

GL Account	Line Item	FY18 Amend No. 1	Proposed FY19	Incr (Decr)
60002	Sick leave	277,589	272,404	(5,185)
60004	PFH	239,103	245,056	5,953
60003	Holiday	520,870	571,934	51,064
60001	Vacation	793,422	1,023,687	230,265
60110	PERS	4,026,077	4,607,315	581,238
60120	PARS	72,178	73,621	1,443
60200	Health insurance - actives	1,315,200	1,353,600	38,400
60201	Health insurance - retirees PAYGO	647,608	636,009	(11,599)
60202	Health insurance - retirees GASB 45	339,153	242,805	(96,348)
60210	Dental insurance	193,372	217,049	23,677
60220	Vision insurance	55,167	59,632	4,465
60225	Life insurance	86,963	83,863	(3,100)
60240	Medicare tax - employers	204,225	218,855	14,630
60245	Social security tax employers	53,053	45,900	(7,153)
60300	Tuition reimbursement	27,360	32,832	5,472
60310	Bus passes	148,840	156,639	7,799
60320	Carpool reimbursement	420	420	-
60400	Workers compensation	170,048	170,048	-
60405	Unemployment compensation Insurance	35,000	35,000	-
60410	Miscellaneous employee benefits	58,980	66,035	7,055
60415	SCAG 457 match	120,500	120,500	-
60450	Benefits administrative fees	3,346	2,914	(432)
60500	Automobile allowance	18,420	18,420	-
		9,406,895	10,254,538	847,643

*Totals may not add due to rounding

Indirect Cost Budget

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 is $932.91 (93.29%). A review of the comprehensive line item budget chart on page 11 shows the impact of this concept. Notice that the OWP (pg.17) and General Fund (pg.33) budgets have each allocated funds for indirect costs which represents each budget component's share of funding the Indirect Cost program.

Indirect Cost Budget

Indirect Cost Budget

The following table shows the IC budget by category.

GL Account	Cost Category	FY18 Amend No. 1	Proposed FY19	Incr (Decr)
	Staff	$ 3,998,687	$ 4,701,920	$ 703,233
54300	SCAG consultant	1,626,950	1,656,320	29,370
54340	Legal	50,000	125,000	75,000
55210	Software support	442,916	484,980	42,064
55220	Hardware support	66,253	86,000	19,747
55240	Repair- maintenance	15,000	15,000	-
55400	Office rent / Operating expense	830,000	724,350	(105,650)
55410	Office rent satellite	245,883	245,883	-
55415	Off-site Storage	-	2,500	2,500
55420	Equipment leases	120,000	120,000	-
55425	Lease Obligation Payment	1,555,787	-	(1,555,787)
55430	Equip repairs and maintenance	26,500	26,500	-
55435	Security Services	100,000	100,000	-
55440	Insurance	199,089	199,089	-
55441	Payroll / bank fees	17,000	15,000	(2,000)
55445	Taxes	6,200	5,000	(1,200)
55460	Materials & equipment <$5K	14,000	14,000	-
55510	Office supplies	74,300	73,800	(500)
55520	Graphic Supplies	2,500	2,500	-
55530	Telephone	170,000	170,000	-
55540	Postage	10,000	10,000	-
55550	Delivery services	-	-	-
55600	SCAG memberships	194,900	188,450	(6,450)
55620	Resource materials	54,800	57,300	2,500
55700	Depreciation - furniture & fixture	10,000	232,000	222,000
55710	Depreciation - computer	120,000	35,000	(85,000)
55715	Amortization - software	250,000	250,000	-
55720	Amortization - lease	37,500	70,000	32,500
55800	Recruitment adverting	20,000	20,000	-
55801	Recruitment - other	38,000	38,000	-
55810	Public notices	2,500	2,500	-
55820	In House Training	81,500	20,000	(61,500)
55830	Networking Meetings/Special Events	15,000	11,500	(3,500)
55840	Training Registration	-	65,000	65,000
55920	Other meeting expense	2,500	2,500	-
55930	Miscellaneous other	3,500	8,500	5,000
55950	Temporary help	38,500	38,500	-
56100	Printing	30,000	20,000	(10,000)
58100	Travel	90,500	82,500	(8,000)
58101	Travel - local	13,300	21,250	7,950
58110	Mileage	18,300	26,100	7,800
	Sub-total	$ 10,591,866	$ 9,966,942	$ (624,924)
50011 Fringe benefits		2,978,395	3,587,326	608,931
	Total	$ 13,570,261	$13,554,268	$ (15,993)

*Totals may not add due to rounding

Indirect Cost Budget

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.

SCAG™

INNOVATING FOR A BETTER TOMORROW

DRAFT

Comprehensive Budget

FISCAL YEAR 2018-2019

SECTION III

Appendices

Budget Line Items

Description of Budget Line Item

The following chart shows budget line items and a description.

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.
55310 Furniture & Fixture Principal	Principal paid for furniture and fixture.
55315 Furniture & Fixture Interest	Interest paid for furniture and fixture.
55320 AV Principal	Principal paid for audio-visual equipment.
55325 AV Interest	Interest paid for audio-visual equipment.
55400 Office Rent / Operating Expense	Rent and operating expense paid for SCAG's main office.
55410 Office Rent Satellite	Rent paid for SCAG's satellite offices.

Budget Line Items

Account/Line Item	Description
55415 Off-site Storage	Fees paid for off-site storage.
55420 Equipment Leases	Fees paid for copier, telephone, postage, etc. equipment.
55425 Lease Obligation Payment	Lease obligation payable to the landlord of the Los Angeles office in FY18.
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.
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.

Budget Line Items

Account/Line Item	Description
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	Same as above.
55715 Amortization - Software	To account for amortization of software.
55720 Amortization - Lease	To account for amortization of leasehold improvements.
55725 Fixed Asset Write-Down	Adjustments to the carrying cost of capitalized assets.
55730 Capital Outlay	Fixed asset purchases greater than $5,000. The cost is recovered when depreciation is charged to a grant.
55800 Recruitment Advertising	Advertising in certain journals and publications regarding job opportunities at SCAG.
55801 Recruitment – Other	Moving expenses and cost of sponsoring foreign employees (visas).
55810 Public Notices	Legal advertising that SCAG must undertake to support certain programs or grants.
55820 Staff Training	Used to provide access to outside training opportunities or to bring experts for in-house training.
55830 Networking Meetings / Special Events	Cost of informational events attended by SCAG staff and elected officials.
55840 Training Registration	Training registration cost for staff.
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

Budget Line Items

Account/Line Item	Description
	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.
55918 Housing Summit	Pays for the expenses of the annual summit that addresses housing 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.
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.
58800 RC Sponsorships	General funds allocated to events supported by RC actions.
59090 Expense-Local Cash	Cash contributions from local agencies that receive federal pass-through funds from SCAG.

Budget Line Items

Account/Line Item	Description
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.
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.

Budget Line Items

Account/Line Item	Description
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.

Membership Assessment Schedule

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
Proposed Membership Assessment Schedule
Fiscal Year 2018-19
as of February 1, 2018

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2018-19
COUNTIES (6)		
IMPERIAL	40,087	7,188
LOS ANGELES	1,053,030	131,892
ORANGE	125,792	36,574
RIVERSIDE	373,755	59,390
SAN BERNARDINO	308,906	53,423
VENTURA	98,424	19,056
SUB-TOTAL	1,999,994	307,523
CITIES (189)		
ADELANTO	34,273	3,654
AGOURA HILLS	21,018	2,184
ALHAMBRA	86,922	8,498
ALISO VIEJO	50,312	5,129
ANAHEIM	358,546	33,741
APPLE VALLEY	74,701	7,373
ARCADIA	57,374	5,779
ARTESIA	16,816	1,797
AVALON	3,718	442
AZUSA	49,762	5,079
BALDWIN PARK	75,537	7,450
BANNING	31,068	3,359
BARSTOW	24,248	2,481
BEAUMONT	46,179	4,749
BELL	36,408	3,850
BELLFLOWER	76,657	7,553
BELL GARDENS	42,824	4,440
BEVERLY HILLS	34,646	3,688
BIG BEAR LAKE	5,047	564
BLYTHE	19,660	2,059
BRADBURY	1,107	202
BRAWLEY	26,928	2,978
BREA	44,214	4,568
BUENA PARK	83,884	8,218
BURBANK	105,033	10,414
CALABASAS	24,202	2,477

Membership Assessment Schedule

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Proposed Membership Assessment Schedule

Fiscal Year 2018-19
as of February 1, 2018

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2018-19
CALEXICO	40,921	4,265
CALIMESA	8,637	895
CALIPATRIA	7,555	795
CAMARILLO	69,623	6,906
CANYON LAKE	10,891	1,252
CARSON	93,674	9,119
CATHEDRAL CITY	54,557	5,520
CERRITOS	50,039	5,104
CHINO	88,026	8,599
CHINO HILLS	80,676	7,923
CLAREMONT	36,225	3,833
COACHELLA	45,551	4,691
COLTON	53,879	5,458
COMMERCE	13,064	1,452
COMPTON	100,050	9,956
CORONA	167,759	16,186
COSTA MESA	114,044	11,243
COVINA	49,011	5,010
CUDAHY	24,411	2,496
CULVER CITY	40,103	4,190
CYPRESS	49,655	5,069
DANA POINT	33,699	3,601
DESERT HOT SPRINGS	29,111	3,179
DIAMOND BAR	57,066	5,751
DOWNEY	113,832	11,224
DUARTE	22,033	2,277
EASTVALE	64,613	6,445
EL CENTRO	45,628	4,698
EL MONTE	114,268	11,264
EL SEGUNDO	16,717	1,788
FILLMORE	15,683	1,693
FONTANA	212,786	20,329
FOUNTAIN VALLEY	56,709	5,718
FULLERTON	142,234	13,837
GARDEN GROVE	176,277	16,970
GARDENA	60,721	6,087
GLENDALE	201,748	19,313
GLENDORA	52,608	5,341
GRAND TERRACE	12,435	1,394
HAWAIIAN GARDENS	14,753	1,607

Membership Assessment Schedule

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Proposed Membership Assessment Schedule

Fiscal Year 2018-19
as of February 1, 2018

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2018-19
HAWTHORNE	87,662	8,566
HEMET	81,868	8,033
HERMOSA BEACH	19,616	2,055
HESPERIA	94,133	9,161
HIDDEN HILLS	1,885	273
HIGHLAND	54,377	5,503
HOLTVILLE	6,255	676
HUNTINGTON BEACH	197,574	18,929
HUNTINGTON PARK	59,383	5,964
IMPERIAL	18,658	1,967
INDIAN WELLS	5,450	601
INDIO	88,718	8,663
INDUSTRY	440	140
INGLEWOOD	114,900	11,322
IRVINE	267,086	25,325
IRWINDALE	1,423	231
JURUPA VALLEY	101,315	10,072
LA CANADA FLINTRIDGE	20,497	2,136
LA HABRA	62,084	6,212
LA HABRA HEIGHTS	5,463	603
LA MIRADA	49,434	5,049
LA PALMA	15,984	1,721
LA PUENTE	40,455	4,222
LA QUINTA	40,677	4,243
LA VERNE	33,174	3,552
LAGUNA BEACH	23,505	2,413
LAGUNA HILLS	31,544	3,402
LAGUNA NIGUEL	66,689	6,636
LAGUNA WOODS	16,319	1,752
LAKE ELSINORE	62,092	6,213
LAKE FOREST	84,931	8,315
LAKEWOOD	79,272	7,794
LANCASTER	157,820	15,271
LAWNDALE	33,365	3,570
LOMA LINDA	24,528	2,507
LOMITA	20,403	2,127
LONG BEACH	480,173	44,932
LOS ALAMITOS	11,739	1,330
LOS ANGELES	4,041,707	373,137
LYNWOOD	71,997	7,125

Membership Assessment Schedule

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Proposed Membership Assessment Schedule

Fiscal Year 2018-19

as of February 1, 2018

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2018-19
MALIBU	12,742	1,422
MANHATTAN BEACH	35,488	3,765
MAYWOOD	28,016	3,078
MENIFEE	90,660	8,842
MISSION VIEJO	96,718	9,399
MONROVIA	38,514	4,044
MONTCLAIR	39,122	4,100
MONTEBELLO	63,917	6,381
MONTEREY PARK	61,606	6,169
MOORPARK	36,828	3,889
MORENO VALLEY	206,750	19,774
MURRIETA	114,914	11,323
NEEDLES	5,044	564
NEWPORT BEACH	84,915	8,313
NORCO	26,882	2,973
NORWALK	105,526	10,460
OJAI	7,553	795
ONTARIO	174,283	16,786
OXNARD	207,772	19,868
PALM DESERT	50,740	5,169
PALM SPRINGS	47,379	4,859
PALMDALE	158,605	15,344
PALOS VERDES ESTATES	13,663	1,507
PARAMOUNT	55,923	5,646
PASADENA	143,333	13,938
PERRIS	75,739	7,469
PICO RIVERA	64,046	6,393
PLACENTIA	52,268	5,309
POMONA	155,306	15,040
PORT HUENEME	22,808	2,349
RANCHO CUCAMONGA	177,324	17,066
RANCHO MIRAGE	18,295	1,933
RANCHO PALOS VERDES	42,884	4,446
REDLANDS	69,851	6,927
REDONDO BEACH	68,907	6,840
RIALTO	106,528	10,552
RIVERSIDE	326,792	30,819
ROLLING HILLS	1,922	277
ROLLING HILLS ESTATES	8,059	842
ROSEMEAD	54,984	5,559

Membership Assessment Schedule

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Proposed Membership Assessment Schedule

Fiscal Year 2018-19
as of February 1, 2018

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2018-19
SAN BERNARDINO	216,972	20,714
SAN BUENAVENTURA	109,275	10,805
SAN CLEMENTE	65,975	6,571
SAN DIMAS	34,231	3,650
SAN FERNANDO	24,486	2,503
SAN GABRIEL	41,020	4,274
SAN JACINTO	47,925	4,910
SAN JUAN CAPISTRANO	36,262	3,837
SAN MANUEL BAND OF MISSION INDIANS	200	118
SAN MARINO	13,467	1,489
SANTA ANA	341,341	32,158
SANTA CLARITA	216,350	20,657
SANTA FE SPRINGS	18,291	1,933
SANTA MONICA	93,834	9,134
SANTA PAULA	30,654	3,321
SEAL BEACH	24,890	2,540
SIERRA MADRE	11,010	1,263
SIGNAL HILL	11,609	1,318
SIMI VALLEY	127,309	12,464
SOUTH EL MONTE	20,862	2,170
SOUTH GATE	98,633	9,575
SOUTH PASADENA	25,992	2,892
STANTON	39,611	4,145
TEMECULA	111,024	10,966
TEMPLE CITY	36,389	3,848
THOUSAND OAKS	131,457	12,846
TORRANCE	147,101	14,285
TUSTIN	82,372	8,079
TWENTYNINE PALMS	26,919	2,977
UPLAND	76,790	7,566
VERNON	209	119
VICTORVILLE	123,565	12,119
VILLA PARK	5,944	647
WALNUT	30,134	3,273
WEST COVINA	107,813	10,670
WEST HOLLYWOOD	35,882	3,802
WESTLAKE VILLAGE	8,370	870
WESTMINSTER	93,533	9,106
WESTMORELAND	2,302	312
WILDOMAR	35,782	3,792

Membership Assessment Schedule

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Proposed Membership Assessment Schedule

Fiscal Year 2018-19
as of February 1, 2018

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2018-19
WHITTIER	87,708	8,570
YORBA LINDA	67,890	6,747
YUCCA VALLEY	21,519	2,230
YUCAIPA	54,324	5,498
SUB-TOTAL	16,836,783	1,637,939
GRAND TOTAL-ASSESSMENTS	18,836,777	1,945,462
COMMISSIONS		
SANBAG	2,160,256	25,000
RCTC	2,384,783	25,000
VCTC	857,386	10,000
ICTC	188,334	3,500
Transportation Corridor Agency		10,000
OCTA	3,194,024	25,000
Air Districts		10,000
SUB-TOTAL		108,500
TOTAL MEMBERSHIP AND ASSESSMENTS		2,053,962

SCAG Salary Schedule

	Classification	Ranges						
		Minimum	Minimum Hourly	Midpoint	Midpoint Hourly	Maximum	Maximum Hourly	Time Base
1	Accountant I	$58,178.59	$27.97	$66,897.73	$32.16	$75,616.86	$36.35	Monthly
2	Accountant II	$63,404.97	$30.48	$72,914.44	$35.06	$82,423.91	$39.63	Monthly
3	Accountant III	$70,390.48	$33.84	$80,945.23	$38.92	$91,499.98	$43.99	Monthly
4	Accounting Systems Analyst	$77,987.86	$37.49	$89,689.86	$43.12	$101,391.87	$48.75	Monthly
5	Accounting Technician	$45,533.28	$21.89	$52,365.83	$25.18	$59,198.37	$28.46	Hourly
6	Administrative Assistant	$51,601.11	$24.81	$59,329.32	$28.52	$67,057.54	$32.24	Hourly
7	Assistant Analyst to the Ex Director	$67,996.53	$32.69	$78,185.33	$37.59	$88,374.12	$42.49	Monthly
8	Assistant Internal Auditor	$77,919.09	$37.46	$89,595.17	$43.07	$101,271.25	$48.69	Monthly
9	Assistant Regional Planner	$64,738.25	$31.12	$74,459.67	$35.80	$84,181.09	$40.47	Monthly
10	Assistant to the Executive Director	$109,205.74	$52.50	$125,590.61	$60.38	$141,975.48	$68.26	Monthly
11	Associate Analyst to the Ex Director	$80,762.57	$38.83	$92,874.29	$44.65	$104,986.00	$50.47	Monthly
12	Associate Regional Planner	$75,474.55	$36.29	$86,798.40	$41.73	$98,122.25	$47.17	Monthly
13	Budget and Grants Analyst I	$63,546.15	$30.55	$73,076.84	$35.13	$82,607.52	$39.72	Monthly
14	Budget and Grants Analyst II	$74,530.67	$35.83	$85,714.00	$41.21	$96,897.32	$46.59	Monthly
15	Chief Counsel/Director of Legal Services	$190,459.68	$91.57	$219,032.54	$105.30	$247,605.40	$119.04	Monthly
16	Chief Operating Officer	$208,165.25	$100.08	$239,390.04	$115.09	$270,614.82	$130.10	Monthly
17	Chief Financial Officer	$181,261.12	$87.14	$208,452.89	$100.22	$235,644.66	$113.29	Monthly
18	Chief Information Officer	$172,531.61	$82.95	$198,420.47	$95.39	$224,309.33	$107.84	Monthly
19	Clerk of the Board	$97,598.59	$46.92	$112,231.74	$53.96	$126,864.89	$60.99	Monthly
20	Contracts Administrator I	$63,546.15	$30.55	$73,076.84	$35.13	$82,607.52	$39.72	Monthly
21	Contracts Administrator II	$74,530.67	$35.83	$85,714.00	$41.21	$96,897.32	$46.59	Monthly
22	Contracts and Purchasing Assistant	$51,567.57	$24.79	$59,308.92	$28.51	$67,050.26	$32.24	Hourly
23	Database Administrator	$86,563.38	$41.62	$99,545.41	$47.86	$112,527.45	$54.10	Monthly
24	Department Manager	$137,635.68	$66.17	$158,281.03	$76.10	$178,926.38	$86.02	Monthly
25	Deputy Clerk of the Board	$78,041.60	$37.52	$89,806.08	$43.18	$101,570.56	$48.83	Monthly
26	Deputy Director (Division)	$158,512.27	$76.21	$182,290.42	$87.64	$206,068.56	$99.07	Monthly
27	Deputy Executive Director	$198,068.68	$95.23	$227,788.10	$109.51	$257,507.53	$123.80	Monthly
28	Deputy Legal Counsel I	$100,262.18	$48.20	$115,307.18	$55.44	$130,352.19	$62.67	Monthly
29	Deputy Legal Counsel II	$120,314.18	$57.84	$138,368.18	$66.52	$156,422.19	$75.20	Monthly
30	Division Director	$172,531.61	$82.95	$198,420.47	$95.39	$224,309.33	$107.84	Monthly
31	GIS Analyst	$74,780.16	$35.95	$85,997.18	$41.34	$97,214.21	$46.74	Monthly
32	Grants Administrator	$90,195.04	$43.36	$103,713.58	$49.86	$117,232.13	$56.36	Monthly
33	Graphics Designer	$60,134.18	$28.91	$69,154.67	$33.25	$78,175.15	$37.58	Monthly
34	Human Resources Analyst	$69,600.02	$33.46	$80,033.69	$38.48	$90,467.35	$43.49	Monthly
35	Human Resources Assistant	$59,674.57	$28.69	$68,624.42	$32.99	$77,574.28	$37.30	Hourly
36	Internal Auditor	$137,635.68	$66.17	$158,281.03	$76.10	$178,926.38	$86.02	Monthly
37	Lead Accountant	$98,383.51	$47.30	$113,144.86	$54.40	$127,906.21	$61.49	Monthly
38	Lead Budget & Grants Analyst	$90,187.33	$43.36	$103,706.73	$49.86	$117,226.13	$56.36	Monthly
39	Lead Graphics Designer	$71,536.61	$34.39	$82,260.92	$39.55	$92,985.24	$44.70	Monthly
40	Lead Operations Technician	$71,598.86	$34.42	$82,341.34	$39.59	$93,083.83	$44.75	Monthly
41	Lead Programmer Analyst	$100,323.59	$48.23	$115,368.43	$55.47	$130,413.26	$62.70	Monthly
42	Legislative Analyst I	$59,255.10	$28.49	$68,142.10	$32.76	$77,029.10	$37.03	Monthly
43	Legislative Analyst II	$70,994.56	$34.13	$81,643.74	$39.25	$92,292.93	$44.37	Monthly

SCAG Salary Schedule

	Classification	Ranges						
		Minimum	Minimum Hourly	Midpoint	Midpoint Hourly	Maximum	Maximum Hourly	Time Base
44	Legislative Analyst III	$82,125.49	$39.48	$94,435.44	$45.40	$106,745.39	$51.32	Monthly
45	Legislative Analyst IV	$93,129.65	$44.77	$107,100.36	$51.49	$121,071.08	$58.21	Monthly
46	Management Analyst	$76,040.24	$36.56	$87,450.08	$42.04	$98,859.92	$47.53	Monthly
47	Member Relations Officer I	$61,491.14	$29.56	$70,713.50	$34.00	$79,935.86	$38.43	Monthly
48	Member Relations Officer II	$73,673.60	$35.42	$84,724.64	$40.73	$95,775.68	$46.05	Monthly
49	Member Relations Officer III	$85,224.57	$40.97	$97,999.04	$47.11	$110,773.52	$53.26	Monthly
50	Member Relations Officer IV	$96,643.98	$46.46	$111,141.89	$53.43	$125,639.80	$60.40	Monthly
51	Office Assistant	$44,483.71	$21.39	$51,162.91	$24.60	$57,842.10	$27.81	Hourly
52	Office Services Specialist	$44,483.71	$21.39	$51,162.91	$24.60	$57,842.10	$27.81	Hourly
53	Operations Supervisor	$84,471.30	$40.61	$94,255.62	$45.32	$104,039.94	$50.02	Monthly
54	Operations Technician	$44,483.71	$21.39	$51,162.91	$24.60	$57,842.10	$27.81	Hourly
55	Operations Technician II	$53,407.01	$25.68	$61,414.08	$29.53	$69,421.15	$33.38	Hourly
56	Operations Technician III	$59,674.57	$28.69	$68,624.42	$32.99	$77,574.28	$37.30	Hourly
57	Planning Technician	$60,758.88	$29.21	$69,879.39	$33.60	$78,999.90	$37.98	Hourly
58	Program Manager I	$102,074.92	$49.07	$117,378.14	$56.43	$132,681.37	$63.79	Monthly
59	Program Manager II	$109,205.74	$52.50	$125,590.61	$60.38	$141,975.48	$68.26	Monthly
60	Programmer Analyst	$74,581.86	$35.86	$85,772.84	$41.24	$96,963.83	$46.62	Monthly
61	Public Affairs Specialist I	$61,491.14	$29.56	$70,713.50	$34.00	$79,935.86	$38.43	Monthly
62	Public Affairs Specialist II	$73,673.60	$35.42	$84,724.64	$40.73	$95,775.68	$46.05	Monthly
63	Public Affairs Specialist III	$85,224.57	$40.97	$97,999.04	$47.11	$110,773.52	$53.26	Monthly
64	Public Affairs Specialist IV	$96,643.98	$46.46	$111,141.89	$53.43	$125,639.80	$60.40	Monthly
65	Receptionist	$44,483.71	$21.39	$51,162.91	$24.60	$57,842.10	$27.81	Hourly
66	Regional Planner Specialist	$95,398.12	$45.86	$109,699.82	$52.74	$124,001.53	$59.62	Monthly
67	Senior Accountant	$77,911.38	$37.46	$89,596.88	$43.08	$101,282.39	$48.69	Monthly
68	Senior Administrative Assistant	$59,674.57	$28.69	$68,624.42	$32.99	$77,574.28	$37.30	Hourly
69	Senior Analyst to the Ex Director	$91,338.62	$43.91	$105,039.42	$50.50	$118,740.21	$57.09	Monthly
70	Senior Budget & Grants Analyst	$81,986.22	$39.42	$94,287.88	$45.33	$106,589.54	$51.24	Monthly
71	Senior Contracts Administrator	$81,986.22	$39.42	$94,287.88	$45.33	$106,589.54	$51.24	Monthly
72	Senior Economist	$93,368.37	$44.89	$107,376.30	$51.62	$121,384.22	$58.36	Monthly
73	Senior Graphic Designer	$67,805.34	$32.60	$77,973.67	$37.49	$88,142.00	$42.38	Monthly
74	Senior Human Resources Analyst	$84,787.79	$40.76	$97,516.10	$46.88	$110,244.41	$53.00	Monthly
75	Senior Management Analyst	$83,646.80	$40.21	$96,197.63	$46.25	$108,748.45	$52.28	Monthly
76	Senior Operations Technician	$65,649.99	$31.56	$75,489.52	$36.29	$85,329.05	$41.02	Monthly
77	Senior Programmer Analyst	$90,886.60	$43.70	$104,510.95	$50.25	$118,135.29	$56.80	Monthly
78	Senior Regional Planner	$83,037.14	$39.92	$95,493.82	$45.91	$107,950.50	$51.90	Monthly
79	Senior Regional Planner Specialist	$102,074.92	$49.07	$117,378.14	$56.43	$132,681.37	$63.79	Monthly
80	Transportation Modeler I	$63,830.21	$30.69	$73,404.74	$35.29	$82,979.27	$39.89	Monthly
81	Transportation Modeler II	$75,474.55	$36.29	$86,798.40	$41.73	$98,122.25	$47.17	Monthly
82	Transportation Modeler III	$89,068.51	$42.82	$102,435.47	$49.25	$115,802.42	$55.67	Monthly
83	Transportation Modeler IV	$102,074.92	$49.07	$117,378.14	$56.43	$132,681.37	$63.79	Monthly
84	Transportation Modeling Prog Mgr	$109,205.74	$52.50	$125,590.61	$60.38	$141,975.48	$68.26	Monthly
85	Web/Graphic Designer	$66,149.74	$31.80	$76,070.97	$36.57	$85,992.19	$41.34	Monthly

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Phone: (760) 353-7800

ORANGE COUNTY
OCTA Building
600 South Main St., Ste. 1233
Orange, CA 92868
Phone: (714) 542-3687

RIVERSIDE COUNTY
3403 10th St., Ste. 805
Riverside, CA 92501
Phone: (951) 784-1513

SAN BERNARDINO COUNTY
Santa Fe Depot
1170 West 3rd St., Ste. 140
San Bernardino, CA 92418
Phone: (909) 806-3556

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Ventura, CA 93003
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The Southern California Association of Governments (SCAG) is the nation's largest metropolitan planning organization and council of governments. To better serve the 18 million residents and 191 cities it represents, SCAG has an office in each of its six member counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. For more information about SCAG call (213) 236-1800 or visit us at www.scag.ca.gov.

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REPORT

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017
Agenda Item No. 14
March 1, 2018

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

EXECUTIVE DIRECTOR'S APPROVAL

From: Art Yoon; Director of Policy & Public Affairs; (213) 236-1840; artyoon@scag.ca.gov

Subject: March 2018 State & Federal Legislative Update

FEDERAL

The Bipartisan Budget Act of 2018

On January 22, 2018, both chambers of Congress passed, and the President signed into law, H.R. 195, a continuing resolution to reopen the federal government and keep it funded through February 8, 2018. The legislation was first passed in the Senate by a vote of 81-18 and later in the House of Representatives by a vote of 266-150. The CR also extended the Children's Health Insurance Program (CHIP) and once again postponed potential across-the-board sequester cuts until after the current CR expires. The vote was also accompanied with commitments to continue work on immigration issues including the Deferred Action for Childhood Arrivals (DACA) program and border security.

With the funding authority from H.R. 195 expiring at 12:00 a.m. on February 9, 2018, both houses of Congress eventually voted (House: 240-186; Senate: 71-28) to pass a bipartisan budget agreement—after a shutdown of the federal government for just over five hours—to repeal expenditure limits and fund the government for the next two years. The agreement includes a CR that funds the government at current levels through March 23, 2018 in order for both the House and Senate's Committees on Appropriations to negotiate detailed appropriations and deliver full funding for the remainder of FY 2018, as well as begin the process for FY 2019.

The bill provides more than $80 billion in disaster relief funds to communities affected by Hurricanes Harvey, Irma, Maria, and other hurricanes and wildfires occurring in calendar year 2017.

Spending caps imposed by the Budget Control Act of 2011 were increased for both defense and nondefense spending, resulting in a nearly $300 billion increase in spending over the next two years. The defense discretionary funding cap was increased by $80 billion in FY 2018 and $85 billion in FY 2019 while the non-defense domestic discretionary spending cap was increased by $63 billion in FY 2018 and $68 billion in FY 2019. Budget sequestration will not occur for both FY 2018 and FY 2019. To offset the cost of the relief, however, the process of mandatory sequestration is extended out to FY 2027. The bill also lifts the federal debt limit until March 1, 2019.

President Trump's FY 2019 Budget Proposal

On February 12, 2018, the White House released its $4.4 trillion FY 2019 budget proposal (https://goo.gl/cwNAAT), which outlines the Trump Administration's fiscal priorities for the upcoming year. Although the proposal calls for significant cuts to federal spending—more than $3 trillion over a decade—it does not call for balancing the budget within the next 10 years. While the Trump Administration's budget proposal is a request to Congress regarding spending and tax policy, and is essentially a statement of the Administration's priorities, it is important to note that the proposal itself just one part of the federal budget process—it is not law or legislation—and Congress will continue to negotiate the specifics of the budget in the coming months.

For the Department of Transportation (USDOT), the budget request in the FY 2019 budget proposal is $77.3 billion. The USDOT budget documents do not include any of the proposed $200 billion in funding under the White House's proposed infrastructure initiative, which is a multi-department endeavor that is being handled directly by the White House.

- Surface Transportation: The budget proposal requests $57.4 billion in mandatory funds and obligation limitation for the nation's transportation infrastructure. This includes $46 billion for highway infrastructure and safety programs, $9.9 billion for transit infrastructure, and $1.4 billion safety programs. These levels match the authorized amounts under the Fixing America's Surface Transportation (FAST) Act for 2019.

- Highway Trust Fund: The new budget does not have a proposal to fix the solvency of the Highway Trust Fund after it runs out of money in FY 2021.

- Discretionary Budget: The budget proposal requests $15.6 billion in discretionary budget authority for 2019, which would be a $3.7 billion or 19% decrease from the 2017 enacted base discretionary level of $19.3 billion (which excludes supplemental emergency relief funding). The budget proposal eliminates funding for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program, but maintains the Infrastructure For Rebuilding America (INFRA) grant program. The budget proposal would also wind down the Federal Transit Administration's Capital Investment Grant program (known as "New Starts") by limiting funding to projects with existing full funding grant agreements only. The budget does not propose any funding for the various railroad discretionary grant programs created by the FAST Act, which received a combined $90 million in the FY 2017 appropriations act.

- Amtrak: Like last year, the proposed FY 2019 budget proposes huge cuts in Amtrak subsidies ($776 million below the House and Senate's FY 2018 average). Instead of simply proposing to kill subsidies for long-distance routes, however, the new budget proposes that states pay one-half of the operating subsidy cost of long-distance routes going through their state.

- Airport Improvement Program: The budget proposal's request is at the same level as in recent years ($3.35 billion) pending reauthorization.

- Essential Air Service: The budget proposal's request for funding for the Essential Air Service program is $93 million, which is $57 million less than the 2017 enacted level ($150 million). The proposal also includes a legislative reform proposal to "modify the definition of essential air service, to ensure that Federal funds are efficiently targeted at the communities most in need." The proposed reforms aim to reduce high per passenger subsidy costs and service to communities that are relatively close to other airports.

For the Department of Housing & Urban Development (HUD), the budget request in the FY 2019 budget proposal is $41.24 billion. The FY 2019 request is an increase of just over 1% from the $40.7 billion requested for FY 2018, which itself was down $6.2 billion or 13.2% from the prior year's request.

- Rental Assistance: The budget proposal requests $33.8 billion across HUD's rental assistance programs, which is a decrease of 11.2% relative to the 2017 enacted level. The decrease in the request is a result of what the Administration sees are increasing and unsustainable Federal costs of rental assistance. There is no request for funding for the Public Housing Capital Fund as the Administration believes the provision of affordable housing should be a responsibility more fully shared with State and local governments. The Administration acknowledges that the requested funding levels are significantly reduced from the 2017 enacted level, but that the requested level should be able to support currently assisted households while simultaneously decreasing the federal government's role in rental assistance programs over time.

- HUD-Assisted Households: The Administration's budget proposes legislative reforms to encourage work and self-sufficiency across its core rental assistance programs, which is consistent with broader Administration goals. The budget notes that tenants currently generally pay 30% of their adjusted income toward rent. The Administration's reforms would require able-bodied individuals to shoulder more of their housing costs and provide an incentive to increase their earnings. The budget, however, mitigates rent increases for the elderly and people with disabilities, requesting $601 million for the Housing for the Elderly program and $140 million for the Housing for Persons with Disabilities program. These represent an increase of $91 million and $19 million, respectively, from last year's budget request.

- Economic Mobility: The budget proposal requests $75 million for the Family Self-Sufficiency program and $10 million for the Jobs-Plus Initiative to connect HUD-assisted households to social services and employment resources in order to help tenants maximize their earning potential, improve their financial situations, and enjoy a higher quality of life.

- Block Grants: The Administration's budget proposes the elimination of HUD's community and economic development as well as affordable housing production programs. The budget also eliminates the Community Development Block Grant (CDBG) program. The budget proposal devolves responsibility to state and local governments, which the Administration feels are in a better position to assess local community needs and address unique market challenges.

For the General Services Administration (GSA), the budget request in the FY 2019 budget proposal is $10.7 billion. The proposed budget for the GSA reflects the Administration's priorities in making investments in the nation's infrastructure, modernizing the government's information technology (IT), and making government operate more efficiently.

- Federal Buildings Fund: The budget proposal requests $275.9 million for improvements to the Calexico Land Port of Entry.

- Government Efficiency: The Administration's budget proposal requests $6.1 million for the Federal Permitting Improvement Steering Council, which leads ongoing government-wide efforts to modernize the federal permitting and review process for major infrastructure initiatives.

Trump Administration Infrastructure Plan

President Donald Trump has consistently emphasized that the nation's infrastructure needs to be rebuilt and modernized to create jobs, maintain America's economic competitiveness, and connect communities and people to more opportunities. On February 12, 2018, the Trump Administration officially released its long-awaited infrastructure plan (https://goo.gl/xNZpZh). The Administration's document is a broad-based infrastructure proposal addressing surface transportation, water, broadband, and energy. The plan, which the Administrations expects will stimulate at least $1.5 trillion in new investment over the next 10 years, encourages state and local governments to spend more on infrastructure needs by providing matching funds, but also offers a smoother path to getting federal regulatory approvals.

The Administration's infrastructure plan contains four major components:

1) Funding and Financing Infrastructure Improvements
   Part 1 outlines the Administration's goals for building and rebuilding the nation's infrastructure in both urban and rural areas in the forms of both competitive and formula grant programs. The provisions also call for streamlining the process for divesting federal government assets no longer needed by the federal government.

2) Additional Provisions for Infrastructure Improvements
   Provisions in Part 2 would incentivize and remove barriers to the development and improvement of transportation infrastructure in our nation. These provisions would encourage and incentivize alternative project delivery, including state, tribal, local and private investment, in transportation; streamline federal procedures for delivering transportation projects; and decrease barriers and reduce unnecessary federal oversight to facilitate timely delivery of projects.

3) Infrastructure Permitting Improvement
   The Administration proposes a number of provisions to deliver infrastructure projects in a less costly and more time-effective manner by creating a new, expedited structure for environmental reviews, delegating more decision-making to the states, and enhancing coordination between

state and federal reviews. The Administration would accomplish this principally through the establishment of a new "One Agency, One Decision" environmental review structure, among other things.

4) Workforce Development
The emphasis on workforce development coincides with the Administration's proposals for investment in the nation's infrastructure. Through project development and implementation, it is expected that a number of jobs will be created that will need to be filled by a qualified workforce. The investment in workforce training would help companies find skilled workers to fill both existing and new jobs created through infrastructure investments.

Reaction to the infrastructure plan has been mixed, but of greater concern is how the Administration expects to pay for the investments and programs in the plan. President Trump has reportedly signaled a willingness to support an increase in the federal gas tax of 25 cents per gallon.

STATE

SB 1 Funds Awarded to Local Transportation Agencies

On February 5, 2018, Caltrans announced that the first round of Local Partnership Program grants funding through the Road Repair and Accountability Act of 2017 (SB 1) have been awarded to local and regional agencies. Overall, 57 projects submitted by 32 agencies around the state were awarded a total of $173.4 million to fund transportation improvements.

Some of the projects in the six-county SCAG region include:

- Statewide Local Partnership Program Projects
  - *Orange County Transportation Authority – Caltrans-I-5 Improvement Project from State Route 73 to Oso Parkway ($18.24 million)*
    - Extending from the cities of Laguna Niguel, Mission Viejo and Laguna Hills, this project adds one general purpose lane in each direction, auxiliary lanes where needed, as well as the reconstruction of interchanges at Avery Parkway. This project will directly enhance mobility and maximize the productivity of the local transportation system.

- Local Partnership Program Grants
  - *Riverside County Transportation Commission (RCTC)*
    - City of Corona: $2 million project to replace the eastbound State Route 91 (SR-91) to northbound State Route 71 (SR-71) loop connector with a direct connector ramp, realign the Green River Road eastbound entrance ramp to SR-91 and construct a collector/distributor system on SR-91 in the eastbound direction between the Green River Road and Serfas Club Drive.
    - City of Riverside: $4.7 million project to complete the remaining work from the SR-91 HOV Project associated to the Union Pacific Railroad line along Pachappa Underpass, pave the

full section of westbound SR-91 auxiliary lanes and shoulder, and construct full structure section for the second right turn lane of the Mission Inn Avenue westbound exit ramp.
    - City of Corona Temescal Canyon Road Gap Closure: $7.3 million project to widen Temescal Canyon Road from two to four lanes including but not limited to curb and gutter and curb ramps in two different segments.

- *Los Angeles County Metropolitan Transportation Authority (Metro)*
    - West Santa Ana Branch (WSAB) Transit Corridor Project: Proposed $23.94 million for preliminary design and engineering of light rail transit line that would extend approximately 20 miles from southeast Los Angeles County to downtown Los Angeles. The line would offer service through nine cities, including Bell, Cudahy, Downey, Huntington Park, South Gate and Vernon, providing transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate future employment and population growth.
    - Green Line Extension (Cities of Redondo beach and Torrance): $19.75 million to continue environmental study and preliminary engineering of a light rail transit line extension from the city of Redondo Beach to the city of Torrance. The project would provide direct connections to regional destinations, improving accessibility to alternate modes of transportation for residents and communities in the South Bay area.
    - Willowbrook/Rosa Parks Station Mezzanine Improvements: The $14.81 million project will construct an expanded mezzanine at the Willowbrook/Rosa Parks Station, including two new staircases and an elevator to serve transfers between the Metro Blue and Green Lines. The mezzanine expansion will safely accommodate transfer volumes and passengers waiting for the next train as well as adequately serve a future expansion of the rail system.

Governor Brown Announces Appointments

On February 20, 2018, Governor Jerry Brown announced the following appointments:

- Brian Annis was appointed secretary of the California State Transportation Agency (CalSTA). Annis most recently served as acting secretary since the beginning of 2018. Previously, Annis served as undersecretary from 2013 – 2018 and deputy secretary for transportation at the California Business, Transportation & Housing Agency from 2012 – 2013.

- Laurie Berman was appointed director of the California Department of Transportation (Caltrans), where she has been District 11 director since 2009 and has served in several positions since 1983, including chief deputy district director of project delivery, State Route 125 south toll road corridor project manager, design manager and senior transportation engineer.

- Frances Inman was reappointed to the California Transportation Commission, where she has served since 2010. Inman has been founding president at Majestic Realty Foundation since 2002 and senior vice president at Majestic Realty Co. since 1996.

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 15
March 1, 2018

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

EXECUTIVE DIRECTOR'S APPROVAL

From: Stephen Patchan, Program Manager, (213) 236-1923, patchan@scag.ca.gov

Subject: Augmented 2017 Regional Active Transportation Program: Status Update

RECOMMENDED ACTION:
Receive and File

EXECUTIVE SUMMARY:
On January 31, 2018, the California Transportation Commission (CTC) approved, with minor administrative corrections, the Augmented 2017 Regional Active Transportation Program (ATP) which was previously reviewed and approved by the Regional Council on October 5, 2017 and January 11, 2017, respectively. With this action, successful project sponsors may now pursue allocation of funding awards from the CTC in the fiscal year the project is programmed. SCAG has reached out to successful project sponsors to inform them of their awards and provide direction on project initiation.

The CTC adopted Augmented Regional ATP is attached, with technical corrections highlighted and further described below.

STRATEGIC PLAN:
This item supports SCAG Strategic Plan, Goal 7 Secure funding to support agency priorities to effectively and efficiently deliver work products. Objective A. Pursue innovative funding opportunities for planning and infrastructure investments. Funding for staff's work is included in SCAG's FY 2017-18 Overall Work Program (OWP) Budget in project 050-0169.06 Active Transportation Program.

BACKGROUND:
The Augmented 2017 ATP Regional Program was approved by the Regional Council on October 5, 2017 and amended by the Executive Administrative Committee on behalf of the Regional Council January 11, 2018. The California Transportation Commission adopted the Augmented 2017 Regional Active Transportation Program: Amended Recommended Project in January 31, 2018 with minor administrative amendments to several projects, as described below.

- Per the request of the Ventura County Transportation Commission (VCTC), the project programming year for the City of Ventura Montalvo SRTS Cypress Point Gap Closure and Complete Streets Project was changed to fund Plans, Specifications & Estimate Phase (PS&E) in fiscal year 18-19.

- The Los Angeles County MTA Reconnecting Union Station to the Historic Cultural Communities of DTLA project's Recommended ATP Funding amount was corrected to reflect the Augmented 2017 ATP amount only (as opposed to the previously awarded amount that included both the 2017 ATP award and the Augmented 2017 ATP).

The *Total Project Costs* (see attached) were corrected to align with Project Program Requests (PPR). The amendments have no impact on the project scopes, project award amount or total regional program award amount.

FISCAL IMPACT:
Funding for staff's work is included in SCAG's FY 2017-18 Overall Work Program (OWP) Budget in project 050-0169.06 Active Transportation Program.

ATTACHMENT/S:
CTC Approved Augmented 2017 Regional Active Transportation Program

2017 Active Transportation Program Augmentation - MPO Component (3 of 10)
Staff Recommendations
($1,000's)

#	Applicant	MPO	Co	Project Title	DAC	SOF	Total Project Cost	Recommended ATP Funding	17-18*	18-19*	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS
	2017 ATP Funded Projects Requesting Advances																		
1	Pasadena	SCAG	LA	Pasadena - PUSD SRTS Education and Encouragement Program	X	X	832	462	0	462	0	0	462	0	0	0	0	Non Infrastructure	X
2	Commerce	SCAG	LA	City of Commerce Active Transportation & SRTS Plan	X	X	245	245	245	0	0	0	0	245	0	0	0	Plan	X
3	Office of Exposition Park Management	SCAG	LA	Exposition Park Active Transportation Plan	X	X	240	200	200	0	0	0	0	200	0	0	0	Plan	
4	Santa Ana	SCAG	ORA	West Willits Street Protected Bicycle Lanes	X		2,970	2,970	0	495	2,475	0	2,475	0	30	465	0	Infrastructure	X
5	Santa Ana	SCAG	ORA	SRTS Davis Elementary ADA Compliance	X		5,754	5,754	0	920	4,834	0	4,834	0	20	900	0	Infrastructure	X
6	Riverside County DPH (Injury Prevention Services)	SCAG	RIV	Riverside County SRTS Program			1,099	849	0	849	0	0	0	849	0	0	0	Non Infrastructure	X
7	Coachella Valley AOG	SCAG	RIV	CV Link - Multi-Modal Transportation Corridor	X		99,962	5,584	0	5,584	0	0	5,584	0	0	0	0	Infrastructure	
8	Ventura	SCAG	VEN	Montalvo SRTS Cypress Point Gap Closure and Complete Streets Project	X	X	1,560	1,380	88	155	0	1,137	1,137	0	88	155	0	Infrastructure	X
							112,662	**17,444**	**533**	**8,465**	**7,309**	**1,137**	**14,492**	**1,294**	**138**	**1,520**	**0**		
	New Projects Recommended for Funding																		
5	Imperial County	SCAG	IMP	Sidewalk Improvements on Rio Vista Street in Seeley California	X	X	1,584	369	193	176	0	0	141	0	0	193	35	Infrastructure	X
6	Los Angeles County MTA	SCAG	LA	Reconnecting Union Station to the Historic Cultural Communities of DTLA	X		6,276	2,169	0	0	2,169	0	2,169	0	0	0	0	Infrastructure	
7	Pasadena	SCAG	LA	Pasadena - PUSD SRTS Education and Encouragement Program	X	X	832	318	0	318	0	0	0	318	0	0	0	Non Infrastructure	X
8	Pasadena	SCAG	LA	Union Street Cycle Track	X		6,314	1,877	0	0	1,877	0	1,877	0	0	0	0	Infrastructure	
9	Santa Monica	SCAG	LA	Pico Blvd and Santa Monica College Pedestrian Safety Improvements	X	X	1,178	943	113	830	0	0	830	0	25	88	0	Infrastructure	
10	Glendora	SCAG	LA	Glendora Urban Trail and Greenway Network			2,242	1,792	100	168	1,524	0	1,524	0	100	168	0	Infrastructure	
11	Artesia	SCAG	LA	Norwalk Artesia Boulevards Safe Streets Project	X		2,327	1,987	1,987	0	0	0	1,987	0	0	0	0	Infrastructure	X
12	Montebello	SCAG	LA	Montebello Boulevard Bike Lane and Sidewalk Improvement Project	X		5,755	4,187	4,187	0	0	0	4,187	0	0	0	0	Infrastructure	
13	Los Angeles County DPW	SCAG	LA	Marvin Braude Beach Trail Gap Closure	X		2,936	2,936	200	2,736	0	0	1,836	0	200	900	0	Infrastructure	
14	Carson	SCAG	LA	Dominguez Channel Bicycle Path Extension from Avalon to 223rd/Wilmington	X		2,225	2,225	0	2,225	0	0	2,225	0	0	0	0	Infrastructure	
15	Los Angeles County DPW	SCAG	LA	Temple Avenue Complete Street Improvements	X		1,847	1,847	60	1,787	0	0	1,517	0	60	270	0	Infrastructure	X
16	Artesia	SCAG	LA	Mitigate Pedestrian and Bicycle Safety Deficiences	X	X	623	563	0	563	0	0	563	0	0	0	0	Infrastructure	X
17	Orange County	SCAG	ORA	Hazard Avenue Bikeway Project	X		3,566	3,566	0	3,566	0	0	3,566	0	0	0	0	Infrastructure	
18	Orange County	SCAG	ORA	OC Loop Coyote Creek Bikeway (Segements O,P,Q)	X		2,064	1,415	0	0	1,415	0	0	0	0	1,415	0	Infrastructure	
19	La Habra	SCAG	ORA	La Habra Union Pacific Rail Line Bikeway (Walnut to Cypress)	X		863	863	0	0	863	0	0	0	0	0	863	Infrastructure	X
20	Seal Beach	SCAG	ORA	Lampson Avenue Bike Lane Gap Closure Project 2016			1,265	637	27	0	105	505	505	0	27	105	0	Infrastructure	

2017 Active Transportation Program Augmentation - MPO Component (3 of 10)
Staff Recommendations
($1,000's)

#	Applicant	MPO	Co	Project Title	DAC	SOF	Total Project Cost	Recommended ATP Funding	17-18*	18-19*	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS
21	Buena Park	SCAG	ORA	Go Human Event: Explore Beach Boulevard		X	220	200	200	0	0	0	0	200	0	0	0	Non Infrastructure	
22	Coachella Valley AOG	SCAG	RIV	CV Link - Multi-Modal Transportation Corridor	X		99,962	5,208	0	5,208	0	0	5,208	0	0	0	0	Infrastructure	
24	Redlands	SCAG	SBD	East Valley Corridor Bike Route Interconnect Project	X	X	2,640	49	0	0	0	49	49	0	0	0	0	Infrastructure	
25	Yucaipa	SCAG	SBD	Safe Routes to Dunlap Elementary School	X	X	532	402	0	402	0	0	402	0	0	0	0	Infrastructure	X
26	Rialto	SCAG	SBD	Cactus Avenue Multi-Use Path	X		1,760	1,260	0	1,260	0	0	1,260	0	0	0	0	Infrastructure	
27	San Bernardino County	SCAG	SBD	Sunburst Avenue Class II Bike Lanes, Joshua Tree	X		1,118	1,118	20	1,098	0	0	942	0	15	161	0	Infrastructure	
28	Victorville	SCAG	SBD	Arrowhead Drive/Seventh Avenue Complete Streets	X		2,303	1,329	0	1,329	0	0	1,329	0	0	0	0	Infrastructure	X
29	Ventura	SCAG	VEN	Harmon Barranca Corridor Gap Closure for Montalvo and Portola ES	X		507	501	0	19	50	432	432	0	19	50	0	Infrastructure	X
30	Thousand Oaks	SCAG	VEN	Conejo School Road and Willow Lane SRTS Sidewalk Improvements	X		3,924	775	0	775	0	0	775	0	0	0	0	Infrastructure	X
31	Ventura County	SCAG	VEN	Potrero Road Bike Lanes - Phase I			2,530	467	0	467	0	0	467	0	0	0	0	Infrastructure	
32	SCAG	SCAG	VAR	SCAG 2017 Active Transportation Safety and Encouragement Campaign Phase 2	X	X	431	320	0	320	0	0	0	320	0	0	0	Non Infrastructure	X
33	SCAG	SCAG	VAR	SCAG 2017 Active Transportation Local Planning Initiative	X	X	1,529	1,289	1,289	0	0	0	0	1,289	0	0	0	Plan	X
						Totals	**159,353**	**40,612**	**8,376**	**23,247**	**8,003**	**986**	**33,791**	**2,127**	**446**	**3,350**	**898**		

Admininstratvie Adjustments

Updated to Reflect CTC Program

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No.16
March 1, 2018

To: Energy and Environment Committee (EEC)
Community, Economic and Human Development (CEHD)
Transportation Committee (TC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S APPROVAL

From: Roland Ok, Senior Regional Planner, 213-236-1839, ok@scag.ca.gov

Subject: Governor's Office of Planning and Research (OPR) Proposed Updates to the CEQA Guidelines

RECOMMENDED ACTION FOR EEC:
For Information Only - No Action Required

RECOMMENDED ACTION FOR CEHD, TC and RC:
Receive and File.

EXECUTIVE SUMMARY:
On November 27, 2017, the Governor's Office of Planning and Research (OPR) transmitted the final proposed amendments to the Guidelines implementing the California Environmental Quality Act (CEQA) to the California Natural Resources Agency. OPR's comprehensive package contains a complete set of updates to the CEQA Guidelines. Proposed updates are aimed towards improving efficiency, substantive analysis, and technical analysis. Updates also include the proposed SB743 Implementation Guidelines (For further details please refer to a separate February 2018 Staff Report titled: Governor's Office of Planning and Research (OPR) Proposed SB743 Implementation Guidelines).

The final rulemaking process now being conducted by the California Natural Resources Agency allows for an additional opportunity for public review and comment. The Natural Resources Agency has established a public comment period which will end on March 15, 2018. SCAG is in the process of drafting a comment letter in response to the proposed updates to the CEQA guidelines.

To provide information to our local stakeholders, SCAG hosted a CEQA Guidelines and SB 743 Workshop on January 31, 2018 at the Caltrans District 7 offices. Comments and feedback received at the workshop have been incorporated into the SCAG's draft comment letter, as appropriate. SCAG has also requested local jurisdictions and stakeholders to provide us comments by February 28, 2018, and will incorporate their input into the comment letter, as appropriate.

A public hearing for the proposed updates to the CEQA guidelines will be held on March 14, 2018, from 1:30 to 4:30 PM at the California Science Center (Annenberg Building-Muses Room), located

at: 700 Exposition Park Dr., Los Angeles, CA 90037. For more information on the rule making process and public comment period, please visit:
http://resources.ca.gov/ceqa/docs/update2018/notice-of-proposed-rulemaking.pdf

For more information on the contents of the proposed updates to the CEQA Guidelines, please visit OPR's website at: http://opr.ca.gov/ceqa/updates/guidelines/ and California Natural Resources Agency's website at: http://resources.ca.gov/ceqa/guidelines/

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

BACKGROUND:
On November 27, 2017, the Governor's Office of Planning and Research (OPR) transmitted the final proposed amendments to the Guidelines implementing the California Environmental Quality Act (CEQA) to the California Natural Resources Agency for final rulemaking. CEQA requires public agencies, as part of the project approval decision-making process, to evaluate and mitigate a project's potential environmental impacts. OPR is charged with developing the administrative regulations to implement CEQA, and the Natural Resources Agency adopts those regulations following a formal rulemaking process. The implementation regulations, commonly referred to as the CEQA Guidelines, are required to be updated on a regular basis. The last comprehensive update to the CEQA Guidelines was completed in the late 1990s.

OVERVIEW OF PROPOSED UPDATES TO THE CEQA GUIDELINES
OPR has crafted a comprehensive package of updates to the CEQA guidelines that reflects input obtained through numerous public comment periods and feedback received during informal stakeholder meetings, conferences, and other venues. The OPR proposal contains changes or additions involving nearly thirty different sections, including steps to facilitate and streamline the environmental review process.

Key updates to the CEQA Guidelines include the following:

Efficiency Improvements

Regulatory Standards: Promotes the use of existing regulatory standards in the CEQA process. Using standards as "thresholds of significance" creates a predictable starting point for analysis and allows lead agencies to rely on the expertise of other regulatory bodies without foreclosing the consideration of any potential project-specific effects.

Updates to the Environmental Checklist: The OPR package proposes to update the environmental checklist that most agencies use to conduct their environmental review. Redundant questions in the existing checklist are eliminated and some questions are updated to address contemporary topics. The checklist has also been updated with several new questions related to transportation

impacts and wildfire risk, pursuant to Senate Bill 743 (Steinberg, 2013), and Senate Bill 1241 (Kehoe, 2012), respectively. It also relocates questions related to paleontological resources as directed by Assembly Bill 52 (Gatto, 2014).

Tiering: The OPR package includes several changes to make the existing programmatic environmental review process easier to use for subsequent projects. Specifically, it clarifies the rules on tiering and provides additional guidance on when a later project may be considered within the scope of a program EIR, thereby obviating the need for additional environmental review.

Exemptions: The OPR package enhances several existing CEQA exemptions. For example, consistent with Senate Bill 743 (Steinberg, 2013), it expands upon an existing exemption for projects implementing a specific plan to include not just residential, but also commercial and mixed-use projects that are located near transit. It also clarifies exemption rules for changes to existing facilities so that vacant buildings can more easily be redeveloped. Changes to that same exemption would also promote pedestrian, bicycle, and streetscape improvements within an existing right of way.

Substantive Improvements

Energy Impacts Analysis: The OPR package provides new guidance regarding energy impact analysis. Specifically, it requires an EIR to include an analysis of a project's energy impacts that addresses not just building design, but also transportation, equipment use, location, and other relevant factors.

Water Supply Impact Analysis: The OPR package proposes guidance on the analysis of water supply impacts. The guidance is built upon the California Supreme Court decision in *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal.4th 412 (*Vineyard*). The new provision requires analysis of a proposed project's possible sources of water supply over the life of the project and the environmental impacts of supplying that water to the project. The analysis must consider any uncertainties in supply, as well as potential alternatives.

Greenhouse Gas Emissions Analysis: The OPR package includes proposed updates related to the analysis of impacts from greenhouse gas emissions. The proposed changes reflect current appellate case law, including *Center for Biological Diversity v. Dept. of Fish & Wildlife* (2015) 62 Cal.4th 204; and *Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal.5th 497.

Transportation Impact Analysis: Please refer to a separate March 2018 Staff Report titled: Governor's Office of Planning and Research (OPR) Proposed SB743 Implementation Guidelines)

Technical Improvements

Evaluation of Hazards: The OPR package includes changes related to the evaluation of hazards as mandated by the California Supreme Court in *CBIA v. BAAQMD* (2015) 62 Cal.4th 369.

Environmental Baseline: The OPR package clarifies when it may be appropriate to use projected future conditions as the environmental baseline.

Mitigation Measures: The OPR package clarifies when agencies may defer specific details of mitigation measures until after project approval.

Responses to Comments: The OPR package proposes a set of changes related to the duty of lead agencies to provide detailed responses to comments on a project. The changes clarify that a general response may be appropriate when a comment submits voluminous data and information without explaining its relevance to the project.

Other Changes: Other proposed updates address a range of topics such as selecting the lead agency, posting notices with county clerks, clarifying the definition of "discretionary," and others. The package includes technical changes to Appendices D and E to reflect recent statutory requirements and previously adopted amendments to the CEQA Guidelines, and to correct typographical errors. Additional technical improvements include those related to pre-approval agreements, lead agency by agreement, common sense exemption, preparation of the initial study, consultation with transit agencies, citations in environmental documents, time limits for negative declarations, project benefits, joint NEPA/CEQA documents, use of the emergency exemption, discretionary projects, use of conservation easements as mitigation, and Appendices C and M to the CEQA Guidelines.

STATUS OF STAFF REVIEW

SCAG is appreciative of the considerations OPR has made in response to our concerns and those of the local stakeholders. SCAG staff has reviewed the proposed update to the CEQA guidelines and are mostly supportive of the proposed changes as they would facilitate the environmental review process in an efficient manner. Nevertheless, SCAG staff is in the process of drafting a comment letter in support of key topics but also asking for clarification on others (For further details, please refer to Attachment 1, Preliminary SCAG Staff Comments on Updates to CEQA Guidelines). Key topics considered for commenting are as follows:

1. Environmental baseline (Proposed amendments to Section 15125)
2. Proposed language on tiering
3. Promoting the use of existing regulatory standards in the CEQA process
4. Discussion of energy based impacts under Appendix G
5. Evaluating greenhouse gas impacts (Proposed amendments to Section 15064.4)
6. Discussion of project benefits (Proposed amendments to Section 15124)
7. Discussion of Wildfire Impacts under Appendix G

PUBLIC REVIEW AND NEXT STEPS

As part of its final rulemaking process, the California Natural Resources Agency has initiated a public review period for the proposed SB 743 Implementation Guidelines. The public comment period will conclude on March 15, 2018.

After the public review period was initiated, SCAG hosted a CEQA Guidelines and SB 743 Workshop on January 31, 2018 at the Caltrans District 7 offices. OPR staff provided information and answered questions regarding these regulatory modifications (For a copy of the Workshop presentation materials, please visit: http://scag.ca.gov/NewsAndMedia/Pages/Presentations.aspx). The Workshop was attended by approximately 120 participants.

SCAG will be drafting a comment letter in response to the proposed CEQA Guidelines. The comment letter will incorporate comments from SCAG staff and input received at the Workshop, as appropriate. SCAG has also requested local jurisdictions and stakeholders to provide us comments by February 28, 2018, and will incorporate their input into the comment letter, as appropriate. In addition, public hearings will be held in Los Angeles in accordance with the requirements set forth in Government Code section 11346.8. The hearing details are as follows:

Date: March 14, 2018
Time: 1:30 – 4:30 PM
Location: California Science Center
Annenberg Building
Muses Room
700 Exposition Park Dr, Los Angeles, CA 90037

For more information on the rule making process and public comment period, please visit: http://resources.ca.gov/ceqa/docs/update2018/notice-of-proposed-rulemaking.pdf

For more information on the contents of the Proposed Update to the CEQA Guidelines, please visit OPR's website at: http://opr.ca.gov/ceqa/updates/guidelines/ and California Natural Resources Agency's website at: http://resources.ca.gov/ceqa/guidelines/

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 17/18 Overall Work Program (080.SCG00153.04: Regional Assessment).

ATTACHMENT/S:

1. Preliminary SCAG Staff Comments on Updates to CEQA Guidelines
2. PowerPoint Presentation on Preliminary SCAG Staff Comments on Updates to CEQA Guidelines

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Proposed Updates to CEQA Guidelines

Preliminary Staff Comments for Discussion and Input Only (2/13/18)

1. Clarification on Environmental Baseline (Proposed Amendments to Section 15125)

OPR's package proposes to amend subdivision (a) of section 15125 regarding the environmental setting. Specifically, OPR's package proposes to add a statement of purpose and three subdivisions to subdivision (a).

In the body of subdivision (a), OPR proposes to add a sentence stating that the purpose of defining the environmental setting is to give decision-makers and the public an accurate picture of the project's likely impacts, both near-term and long-term. The purpose of adding this sentence to subdivision (a) is to guide lead agencies in the choice between alternative baselines. When in doubt, lead agencies should choose the baseline that most meaningfully informs decision-makers and the public of the project's possible impacts (Page 98).

In the body of subdivision (a)(1), OPR's package sets forth a general rule: "normally, conditions existing at the time of the environmental review should be considered the baseline." However it further states that "the lead agency may describe <u>both</u> existing conditions as well as future conditions" (Page 99).

In the body of subdivision (a)(2), OPR's package sets forth the exception to the general rule and the conditions allowing lead agencies to use an alternative baseline. Subdivision (a)(2) explains that existing conditions may be omitted in favor of an alternate baseline where "use of existing conditions would be either misleading or without informative value to decision-makers and the public" (Page 99). It further clarifies that if <u>future</u> conditions are to be used, "they must be based on reliable projections grounded in substantial evidence" (Page 100).

In the body of subdivision (a)(3) OPR's package specifies that hypothetical conditions may not be used as a baseline. Specifically, the subdivision states that "lead agencies may not measure project impacts against conditions that are neither existing nor historic, such as those that might be allowed under permits or plans" (Page 100).

SCAG appreciates OPR's efforts on providing additional language with regard to baseline and base year existing conditions. There has been an on-going debate as to how agencies should properly evaluate long range plans. The updated guidelines appear to give the lead agency the freedom to choose either setting for assessing existing conditions, as appropriate.

However, further clarifications are needed for the following questions:

- If the lead agency decides to describe <u>both</u> existing and future conditions, and if future conditions resulted in less than significant impacts, whereas existing conditions resulted in significant impacts, could the lead agency override the significant impact determination under existing conditions and conclude that overall impacts would be less than significant,

as long as they provided substantial evidence and data (i.e., regulations, modeling and emerging technology), to justify their statement?

- Additionally, is the lead agency required to mitigate for impacts under existing conditions, even though they would be unnecessary for future conditions?

2. Clarification on Tiering

OPR's package proposes to amend section 15152(h) to further assist lead agencies to determine if tiering is appropriate for a given project. OPR proposes to rewrite this section that tiering is only "one of several streamlining mechanisms that can simplify the environmental review process" (Page 25). The proposed amendment states: "The rules in this section govern tiering generally. Several other methods to streamline the environmental review process exist, which are governed by the more specific rules of those provisions. Where other methods have more specific provisions, those provisions shall apply, rather than the provisions in this section. Where multiple methods may apply, lead agencies have discretion regarding which to use" (Page 27). Additionally, proposed amendments under section 15152(h) now include "infill projects (Section 15183.3)" for potential projects qualified for tiering (Page 28).

SCAG appreciates OPR including "infill projects" as potential projects qualified for tiering. Local jurisdictions who wish to tier off of their Specific Plan PEIRs or gain CEQA exemptions for Transit Oriented Development projects would highly benefit from this addition.

OPR's efforts on providing clarification for tiering and CEQA streamlining is much appreciated. Redundancy has become a major issue when conducting environmental analysis. However, it would be helpful if the CEQA guidelines were revised to describe <u>all</u> CEQA streamlining options under one unified section. Currently, CEQA streamlining and tiering is described under Section 15152, 15183, Appendix M and other sections throughout the CEQA guidelines. Streamlining the Guidelines itself would provide clarity to a project applicant.

While not applicable to the CEQA guidelines itself, it would be helpful if OPR hosted workshops with respect to CEQA streamlining and providing materials (i.e., examples, flowcharts) to lead agencies. Educating lead agencies and CEQA practitioners would facilitate the environmental review process.

3. Promoting the use of existing regulatory standards in the CEQA process

OPR's package promotes the use of existing regulatory standards in the CEQA process. OPR proposes to update sections 15064 and 15064.7 to expressively provide that lead agencies may use thresholds of significance in determining significance, and that some regulatory standards may be appropriately used as thresholds of significance.

SCAG has been a proponent of using existing regulatory standards in the CEQA process and has done so for the 2016 RTP/SCS Programmatic Environmental Impact Report. We believe that using regulatory standards for determining significance would bring cohesiveness and consistency throughout the region. By doing so, not only are we able to reach statewide goals together but are able appropriately assess statewide impacts from a macro (program level) to micro (project

level) scale with ease. However, when using existing regulatory standards, it is not simply enough to state a standard and determine that a project would result in less than significant impacts, should it fall within or below the standard. The usage of regulatory standards to determine a level of significance should be fully explained and supported by adopted polices and scientific evidence within the CEQA document.

4. Discussion of energy based impacts under Appendix G

OPR's package proposes to amend Section 15126.2 to discuss energy based impacts under Appendix G.

SCAG appreciates OPR's effort into integrating energy based impact discussion under Appendix G. Appendix F of the CEQA guidelines has contained guidance on energy analysis for decades but was often overlooked. Even though Appendix F was revised in 2009 to clarify that analysis is mandatory, the discussion of energy impacts was limited. SCAG believes that in order to reach our greenhouse gas emissions reduction targets for the future, it is important that we identify any wasteful energy use and identify appropriate mitigation measures to reduce emissions and to promote sustainable features for any given project.

5. Updates to evaluating greenhouse gas impacts (Proposed Amendments to Section 15064.4)

OPR's package proposes to amend Section 15064.4. First, the proposed amendments clarify that a project must make a good faith effort to estimate or describe a project's greenhouse gas emissions. More importantly, the focus of the lead agency's analysis should be on the project's effect on climate change (Page 87). This clarification is necessary to avoid an incorrect focus on the quantity of emissions, and in particular how that quantity of emissions compare to global emissions (Page 88). OPR's package further clarifies that lead agencies should consider the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change (Page 88). Second, the proposed amendments clarify that lead agencies should consider a timeframe for the analysis that is appropriate for the project, due to the fact that in some cases, it would be appropriate for agencies to consider a project's long-term greenhouse gas impacts, such as for projects with long time horizons for implementations (Page 88). Third, the proposed amendments clarify that an agency's analysis must reasonably reflect evolving scientific knowledge and state regulatory schemes (Page 88). Fourth, the proposed amendments clarify that an agency's analysis may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change (Page 89).

SCAG supports OPR's proposed amendments on evaluating greenhouse gas impacts. As mentioned previously, it is important that we work towards reducing emissions. In the past, when greenhouse gas emissions were evaluated, emissions were often analyzed with little or no mention of climate change. Proposed changes would ensure that we focus on a projects contribution (or no contribution) to climate change, thereby allowing us to quantify our distance to the region's greenhouse gas emissions target goals. SCAG agrees that an appropriate

timeframe setting is important when evaluating greenhouse gas emissions. Projects that have significant development or operational periods and have potential to emit significant amount of greenhouse gas emissions, should have a level of analysis that captures a longer timeframe as it allows us to determine if we can achieve long term State targets in reducing greenhouse gas emissions.

SCAG also agrees that an agency's analysis must reasonably reflect evolving scientific knowledge and state regulatory schemes. The purpose of a CEQA document is to fully inform the public and decision makers on a project's potential impacts. Therefore, it is important that when conducting CEQA documentation, agencies should make the best effort to use the best data and modeling tools available. This is highly critical as scientific research and knowledge is a dynamic process, which is continuously evolving rather than a static one. It is also important that discussion and analysis revolves around existing and new regulatory standards that are and were codified during the preparation of the environmental document. As referenced before, should an agency decide to use regulatory standards as a threshold for significance, standards should be fully explained and supported by adopted polices and scientific evidence within the CEQA document.

Since the enactment of Executive Orders B-16-2012, B-30-15, S-3-04, Assembly Bill 32 and the codification of Senate Bill 32, there has been an on-going debate as to how to appropriately analyze greenhouse gas emission impacts, particularly cumulative impacts. Greenhouse gas emissions by nature are "global", as opposed to localized with respect to cumulative impacts. To clarify, greenhouse gas emission impacts are not confined within the boundaries of a project area, a city or even a state, but contribute to a global inventory by nature, thus making it difficult to analyze within CEQA as it hard to bridge the gap of analysis for a local project (i.e. manufacturing factory, small refinery, or retail projects) and it's impacts on the state or the entire world. SCAG requests that OPR work with MPOs and local jurisdictions to develop a sound roadmap as to how to properly analyze cumulative greenhouse gas emission impacts, in an effort to facilitate the CEQA process, minimize litigation and to achieve statewide targets.

6. Discussion of Project Benefits (Proposed Amendments to Section 15124)

OPR's package proposes to amend subdivision (b) of Section 15124. Currently, subdivision (b) states that a project description shall include a statement of objectives sought by the project. The proposed language has been revised to state: "The statement of objectives should include the underlying purpose of the project and may discuss the project benefits" (Page 152).

SCAG supports the proposed amendments to Section 15124. Allowing a discussion of project benefits within the project description would be beneficial to lead agencies. Previously, project benefits have been discussed solely within the Findings of Facts and Statement of Overriding Considerations Section within the Final Environmental Impact Report. Unfortunately, this section is highly overlooked from the general public. As such, readers often do not understand as to why a certain project is being developed and will often focus on the environmental impacts, thus creating a negative bias. By describing the project benefits up front, the reader will be offered a more balanced perspective, prior to making their decision.

7. Discussion of Wildfire Impacts under Appendix G

OPR's package proposes to amend Appendix G by adding the discussion of wildfires as one of its primary environmental topics.

SCAG supports proposed amendments to Appendix G, allowing for a discussion of wildfire impacts. Over the past decades, the State of California has experienced a multitude of wildfires. The wildfires of 2017 were considered the most destructive fire events in California's history. According to the California Department of Forestry and Fire Protection, a total of 9,133 fires burned through 1,381,405 acres, which resulted in an economic toll of at least $180 billion. As such, it is clear that a discussion revolving around wildfire impacts is greatly needed. The discussion of wildfire impacts will beneficial, as it will potentially inform the general public about potential wildfire risks. Additionally, should any potential risks or impacts be identified, appropriate mitigation measures to minimize such hazards would be developed.

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Proposed Updates to the State CEQA Guidelines

Preliminary Staff Comments for Discussion

SCAG Energy and Environment Committee
March 1, 2018

Roland Ok
Senior Regional Planner
Southern California Association of Governments

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Proposed Updates to the State CEQA Guidelines

- OPR transmitted the proposed CEQA Amendments to the California Natural Resources Agency (November 27, 2017)
- Key updates focus on Efficiency, Substantive and Technical Improvements
- SCAG will be drafting a comment letter in response to the proposed updates to the State CEQA Guidelines
- We encourage your input into the content & focus of the letter

2

Overview of Updates

- **Efficiency**
  - *Regulatory Standards, Updates to Appendix G, Tiering and CEQA exemptions*
- **Substantive**
  - *Energy, Water Supply, Transportation, and Greenhouse Gas Emissions Analysis*
- **Technical**
  - *Evaluation of Hazards, Environmental Baseline, Mitigation Measures*

Status of Staff Review

- SCAG hosted a CEQA Guidelines Update/SB 743 Workshop on January 31st at Caltrans District 7, attended by about 120 participants
- Comments & feedback received at the Workshop will be incorporated into SCAG comment letter, as appropriate
- SCAG has assembled a preliminary list of staff comments for discussion & input
- We seek the counsel & feedback of this committee on these initial comments
- Our final comment letter will submitted to the Natural Resources Agency following their Public Hearing on March 14th

3

Preliminary Staff Comments

- **Clarification on Environmental Baseline**
  - The proposed update clarifies when it may be appropriate to use project future conditions as the environmental baseline.

- **SCAG's preliminary response**
  - SCAG appreciates OPR's effort's on providing additional language with regards to baseline and base year existing conditions.
  - If the lead agency decides to describe both existing and future conditions, but each scenario resulted in opposite impacts, could the lead agency override the significant impact determination under existing conditions and conclude that overall impacts would be less than significant?

5

Preliminary Staff Comments

- **Clarification on Tiering**
  - The proposed update includes several changes to clarify the rules on tiering and includes several changes to make the existing programmatic environmental review process easier for lead agencies. Also includes "infill projects" for projects potential projects qualified for tiering.
- **SCAG's preliminary response**
  - SCAG is appreciative with OPR's efforts on providing clarification for tiering and CEQA streamlining in general.
  - However, it would be helpful if the CEQA guidelines itself were revised to describe <u>all</u> CEQA streamlining options under one unified section.
  - It would also be helpful if OPR hosted workshops with respect to CEQA streamlining.

Preliminary Staff Comments

- **Promoting the use of existing regulatory standards in the CEQA Process**
  - The proposed update promotes the use of existing regulatory standards as a threshold for determining significance.
- **SCAG's preliminary response**
  - SCAG is a proponent of using existing regulatory standards in the CEQA process and has done so for the 2016 RTP/SCS PEIR.
  - Usage of regulatory standards should be fully explained and supported by adopted policies and scientific evidence.

Preliminary Staff Comments

- **Discussion of energy based impacts under Appendix G**
  - The proposed update proposes to amend Section 15126.2 to discuss energy based impacts under Appendix G
- **SCAG's preliminary response**
  - SCAG supports OPR's effort into integrating energy based impact discussion under Appendix G.
  - In the past, the discussion of energy based impacts was under Appendix F, and while mandatory, was often overlooked.

Preliminary Staff Comments

- **Discussion of energy based impacts under Appendix G**
  - The proposed update includes updates related to the analysis of impacts from greenhouse gas emissions and clarifies that the lead agency's analysis should focus on the project's effect on climate change.
- **SCAG's preliminary response**
  - SCAG agrees that the analysis should focus on a project's effect on climate change, in an effort to provide context.
  - SCAG requests that OPR work with MPOs and local jurisdictions to develop a sound roadmap as to how to properly analyze cumulative greenhouse gas emission impacts, in an effort to facilitate the CEQA process, minimize litigation and to achieve statewide targets.

Preliminary Staff Comments

- **Discussion of Project Benefits**
  - The proposed update revises language under Section 15124 to state "The statement of objectives should include the underlying purpose of the project and may discuss project benefits".
- **SCAG's preliminary response**
  - SCAG supports the proposed amendments. Allowing a discussion of project benefits within the project description would be beneficial to lead agencies. Previously, project benefits have been discussed solely towards the end of the PEIR (Findings of Facts and Statement of Overriding Considerations), and are often overlooked.
  - A discussion of benefits up front, will give the reader a balanced perspective.

Preliminary Staff Comments

- **Discussion of Wildfire Impacts under Appendix G**
  - OPR's package proposes to amend Appendix G by adding the discussion of wildfires as one of its primary environmental topics.
- **SCAG's preliminary response**
  - SCAG supports proposed amendments to Appendix G, allowing for a discussion of wildfire impacts.
  - In 2017, a total of 9,133 fires burned through 1,381,405 acres, which resulted in an economic toll of at least $180 billion.
  - The discussion of wildfire impacts will be beneficial, as it will potentially inform the general public about potential wildfire risks. Additionally, should any potential risks or impacts be identified, appropriate mitigation measures to minimize such hazards would be developed.

Next Steps

- SCAG encourages local jurisdictions to submit your own comment letters to the Natural Resources Agency to express concerns specific to your community.
- The California Natural Resources Agency will be conducting a Public Hearing at the California Science Center on Wednesday, March 14th from 1:30-4:30pm.
- The Public Hearing provides a valuable opportunity to express concerns & questions directly to the agency responsible for finalizing the rule.
- Once the Natural Resources Agency reviews comments received & makes any changes (if necessary), the proposal goes to the Office of Administrative Law for final adoption.

7

Thank you!

http://opr.ca.gov/ceqa/updates/guidelines/

Roland Ok
(213) 236-1819
ok@scag.ca.gov

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REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. MT
March 1, 2018

To: Energy and Environment Committee (EEC)
Community, Economic and Human Development (CEHD)
Transportation Committee (TC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S APPROVAL

From: Mike Gainor, Senior Regional Planner, 213-236-1822, gainor@scag.ca.gov

Subject: Office of Planning and Research Proposed SB 743 Implementation Guidelines

RECOMMENDED ACTION FOR CEHD, EEC & TC:
For Information Only - No Action Required

RECOMMENDED ACTION FOR RC:
Receive and File.

EXECUTIVE SUMMARY:

On November 27, 2017, the Governor's Office of Planning and Research (OPR) transmitted the final proposed Senate Bill 743 (SB 743) Implementation Guidelines to the California Natural Resources Agency for final rulemaking. OPR's final proposal reflects and incorporates substantial input provided by a wide array of statewide stakeholders, including metropolitan planning organizations (MPOs), County Transportation Commissions, local implementation agencies, and environmental advocacy organizations. Since the time SB 743 was signed by the Governor in 2013, OPR has provided multiple forums for stakeholder discussion and various opportunities for input and comment into how the new law should be implemented. SCAG has worked closely and cooperatively with OPR throughout this process.

The final rulemaking process now being conducted by the California Natural Resources Agency allows for an additional opportunity for public review and comment. The Natural Resources Agency has established a public comment period which will end on March 15, 2018. SCAG will be drafting a comment letter in response to the proposed SB 743 Implementation Guidelines. We encourage input from our local jurisdictions and stakeholders as to the letter's final content and focus.

To provide current information to our local stakeholders, SCAG hosted a CEQA Guidelines and SB 743 Workshop on January 31, 2018 at the Caltrans District 7 offices. Comments and feedback received at the Workshop will be incorporated into SCAG's draft comment letter, as appropriate.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

BACKGROUND:
The California Environmental Quality Act (CEQA) requires public agencies, as part of the project approval decision-making process, to evaluate and mitigate (as needed) a project's potential environmental impacts. OPR is charged with developing the administrative regulations to implement CEQA, and the Natural Resources Agency adopts those regulations following a formal rulemaking process. Among the analyses required by CEQA is a transportation impact analysis.

In response to the passage of SB 743, OPR initiated a process to update the transportation impact analysis language in the CEQA Guidelines and to develop a corresponding 'Technical Advisory' to provide methodological assistance and implementation recommendations for local agencies. Last November, OPR transmitted its final proposed SB 743 Implementation Guidelines to the California Natural Resources Agency for final rulemaking.

PROPOSED UPDATES TO THE SB 743 IMPLEMENTATION GUIDELINES
SB 743 charged OPR with the task of updating the CEQA Guidelines to emphasize current State planning priorities, including the reduction of greenhouse gas (GHG) emissions, streamlining infill and mixed-use transit-oriented development, and facilitating active transportation and transit improvement projects. The final OPR proposal contains several key revisions from the previous draft CEQA Guidelines and Technical Advisory proposal released in January, 2016.

The final proposed SB 743 Implementation Guidelines include several key revisions to the CEQA Guidelines:

<u>Transportation Impact Analysis:</u> The proposed final SB 743 Implementation Guidelines includes significant changes related to the analysis of CEQA transportation impacts. SB 743 required OPR to develop an alternative methodology to replace the existing 'Level of Service' (LOS) analysis for evaluating CEQA transportation impacts. The proposed OPR update designates vehicle miles travelled (VMT) as the most appropriate metric for evaluating transportation impacts for most projects. VMT was selected by OPR as the preferred methodology to replace LOS because of its potential value in facilitating transit-oriented projects in existing urbanized areas and for encouraging bicycle and pedestrian improvements in mixed use urban centers.

Among the guiding principles of SB 743 were to encourage infill development, facilitate the use of active transportation, and reduce greenhouse gas (GHG) emissions. The adoption of a VMT-based metric eliminates the exclusive focus on automobile delay as the primary parameter for evaluating CEQA transportation impacts as was the focus of LOS analysis. Transportation impact analysis based on VMT will improve the viability of infill and transit-oriented development projects, as well as other projects that serve to reduce GHG emissions through decreased dependency on single occupancy vehicles and increased use of active transportation and transit options.

VMT Implementation Changes: The final version of the proposed SB 743 Implementation Guidelines includes some significant revisions from the previous draft proposal released by OPR in January, 2016. These modifications are primarily related to implementation of the VMT methodology and were developed largely in response to concerns expressed by local implementation agencies and other statewide stakeholders. These proposed implementation changes include:

- Use of the VMT methodology for evaluating CEQA transportation impacts is now optional for highway capacity projects.
- Analysis of freight VMT is no longer required.
- Only the number of residential units prescribed in the Sustainable Communities Strategy (SCS) may be used to reference the average VMT for a city.
- Mixed-use development projects may limit VMT-based transportation impact analysis only to the predominant land use.

STATUS OF STAFF REVIEW

SCAG staff has reviewed the proposed final SB 743 Implementation Guidelines and Technical Advisory, and are appreciative of the considerations OPR has made in response to our concerns and those of our local stakeholders, most notably for the provision for added flexibility in the use of VMT analysis for transportation capacity improvement projects. Staff will continue its review and will also consider comments received at the workshop described further below. Throughout the more than four years since the passage of SB 743, OPR has collaborated closely with SCAG and the other state MPOs to ensure that implementation of this ground-breaking new law will be implemented with minimal added burden to our local jurisdictions. Please refer to Attachment #1 for a preliminary draft list of SCAG staff comments regarding the proposed SB 743 implementation guidelines.

PUBLIC REVIEW AND NEXT STEPS

As part of its final rulemaking process, the California Natural Resources Agency has initiated a public review period for the proposed SB 743 Implementation Guidelines. The public comment period will conclude on March 15, 2018.

To provide information to our regional stakeholders in regard to this important rulemaking, SCAG hosted a CEQA Guidelines and SB 743 Workshop on January 31, 2018 at the Caltrans District 7 offices. OPR staff provided information and answered questions regarding the proposed regulatory modifications. The Workshop was attended by approximately 120 participants.

For a copy of the CEQA Guidelines/SB 743 Workshop presentation materials, please visit:
http://scag.ca.gov/NewsAndMedia/Pages/Presentations.aspx

SCAG will be drafting a comment letter in response to the proposed SB 743 implementation guidelines. The comment letter will incorporate comments from SCAG staff and input received at the Workshop, as appropriate. SCAG has also requested local jurisdictions and regional stakeholders to

provide comments to us by February 28, 2018. Comments received by that date will be incorporated into the SCAG comment letter, as appropriate.

The California Natural Resources Agency will be conducting a public hearing in Los Angeles on March 14th at the following time and location:

Date: Wednesday, March 14, 2018
Time: 1:30 – 4:30 PM
Location: California Science Center
Annenberg Building
Muses Room
700 Exposition Park Drive, Los Angeles, CA 90037

For more information on the rule-making process and public comment period, please visit: http://resources.ca.gov/ceqa/docs/update2018/notice-of-proposed-rulemaking.pdf

FISCAL IMPACT:
Work associated with this item is included in the Fiscal Year 17/18 Overall Work Program (080.SCG00153.04: Regional Assessment).

ATTACHMENT/S:
1. Draft SCAG Comments Regarding Proposed SB 743 Implementation Guidelines
2. Powerpoint Presentation

Proposed SB 743 Implementation Guidelines

Preliminary Staff Comments for Discussion & Input Only (2/15/18)

1. SCAG appreciates the efforts that the Office of Planning and Research (OPR) staff have made over the past four years to ensure that the process of guidelines development for the implementation of SB 743 are as inclusive and participatory as possible. On numerous occasions, OPR staff have reached out, in a meaningful manner, to obtain feedback and input from stakeholders throughout the state. In collaboration with OPR staff, SCAG has hosted six stakeholder workshops during the guidelines development process to receive input.

2. It is clear that this ground-breaking legislative initiative will have far-reaching impacts on the way land use and transportation planning is conducted throughout California, and it has been critical that the concerns and feedback of our regional partners and implementing agencies be heard and addressed throughout this extended process. OPR has demonstrated generosity of their staff time and resources to ensure that the implementation of these new regulations are successful, without placing an undue burden on implementing agencies.

3. One major modification provided by OPR in its final proposal was to make VMT analysis for highway capacity projects optional rather than required. This significant accommodation was made in direct response to the expressed concerns of many of our regional stakeholders. Highway capacity improvement projects that are already included in the adopted SCAG RTP/SCS are critical to our region's long-term mobility objectives, and collectively contribute to the Plan's overall regional sustainability and climate goals.

4. The proposed VMT-based analysis for the assessment of potential transportation impacts pursuant to SB 743 is of great interest to SCAG and to our local jurisdictions and stakeholders. SCAG believes that the proposed methodological change, from the previously used 'Level of Service' (LOS) analysis, will ultimately serve to enhance the ability of our state and our region to achieve our GHG reduction goals, while still preserving our critically needed regional mobility investments.

5. It is critical that lead agencies be provided sufficient time to adequately prepare for the methodological changes that will be required through implementation of SB 743. The currently targeted implementation date of January 1, 2020, as prescribed in the proposed new Guidelines Section 15064.3 (c) entitled 'Applicability', should be revised to allow for a full two-year implementation opt-in period from the effective date of the final rule-making.

6. The proposed regulatory text provided on the California Natural Resources website indicates a statewide implementation effective date of July 1, 2019 (page 11, Section (c) entitled, 'Applicability'). This inconsistency should be corrected.

7. Since these regulations represent a substantial change in methodology from previously used CEQA transportation impact analysis processes, it is critical that, after rule adoption, the state provide additional implementation assistance and guidance opportunities to our local jurisdictions for enacting the new procedures at the local level. The establishment of a set of best practices for implementation of the new methodology over a variety of settings and project types will assist lead agencies to evaluate and anticipate potential impacts of their planned projects. SCAG has already engaged with other MPOs in this direction and looks forward to assisting OPR in this effort.

8. The Technical Advisory states that if a local jurisdiction uses city VMT per capita, the "Proposed development referencing city VMT per capita must not cumulatively exceed the number of units specified in the SCS for that city, and must be consistent with the SCS." (Technical Advisory, Page 12, 'Recommended Numeric Thresholds for Residential, Office, and Retail Projects', November, 2017). Since total number of housing units is not a variable in SCAG's growth forecasts, it is not included in the adopted SCS. SCAG uses the variable of "households", or occupied housing units, which is a slightly smaller subset of housing units, depending upon the vacancy factor. Therefore, there is no number of units inventory for a local jurisdiction in SCAG's SCS from which to make a determination as to whether or not a proposed project exceeds the number of units specified in the SCS. We request that OPR clarify this methodological ambiguity in the SB 743 guidelines.

Proposed SB 743 Implementation Guidelines

Preliminary Staff Comments for Discussion

SCAG Regional Council Committees
March 1, 2018

Mike Gainor
Senior Regional Planner
Southern California Association of Governments

Proposed SB 743 Implementation Guidelines

- OPR has transmitted its final proposed SB 743 Implementation Guidelines to the Natural Resources Agency for final rulemaking
- The final OPR proposal reflects & incorporates substantial input provided by a wide array of stakeholders, including SCAG
- A public comment period, now underway, will conclude on March 15th
- SCAG will be drafting a comment letter in response to the proposed SB 743 Implementation Guidelines
- We encourage your input into the content & focus of the letter

2

Proposed SB 743 Implementation Guidelines

- SCAG hosted a CEQA Guidelines Update/SB 743 Workshop on January 31st at Caltrans District 7, attended by about 120 participants
- Comments & feedback received at the Workshop will be incorporated into SCAG comment letter, as appropriate
- SCAG has assembled a preliminary list of staff comments for discussion & input
- We seek the counsel & feedback of this committee on these initial comments
- Our final comment letter will submitted to the Natural Resources Agency following their Public Hearing on March 14th

3

Preliminary Staff Comments

- SCAG appreciates the efforts OPR staff have made over the past 4 years to ensure that the SB 743 implementation guidelines development process was as inclusive & participatory as possible.
- OPR staff have reached out, on numerous occasions & in various formats, to obtain feedback & input from statewide & regional stakeholders.
- SCAG has collaborated with OPR staff to host 6 stakeholder workshops during the guidelines development process to receive input.
- SB 743 will have far-reaching impacts on how land use & transportation planning is conducted in California & it was critical that the concerns of our region were heard & addressed throughout the development process.

4

Preliminary Staff Comments

- One major modification provided by OPR in its final proposal was to make VMT analysis for highway capacity projects optional rather than required.
- This important accommodation was made in response to the expressed concerns of many of our regional stakeholders.
- Highway capacity projects already included in the adopted SCAG RTP/SCS are critical to our region's long-term mobility objectives, & collectively contribute to the Plan's overall regional sustainability & climate goals.
- The revised OPR proposal will serve to enhance the ability of our state & our region to achieve our GHG reduction goals, while still preserving our critically needed regional mobility investments.

5

Preliminary Staff Comments

- It is critical that lead agencies be provided sufficient time to adequately prepare for the significant methodological changes that will be required through implementation of SB 743.
- The currently targeted implementation date of January 1, 2020 should be modified to allow for a full two-year implementation opt-in period from the effective date of the final rule-making.
- Since these regulations represent a substantial change in methodology from previously used analytical processes, it is critical that, after rule adoption, the state provide additional implementation assistance to our local jurisdictions for enacting the new procedures at the local level.

6

Next Steps

- SCAG encourages local jurisdictions to submit your own comment letters to the Natural Resources Agency to express concerns specific to your community.
- The California Natural Resources Agency will be conducting a Public Hearing at the California Science Center on Wednesday, March 14th from 1:30-4:30pm.
- The Public Hearing provides a valuable opportunity to express concerns & questions directly to the agency responsible for finalizing the rule.
- Once the Natural Resources Agency reviews comments received & makes any changes (if necessary), the proposal goes to the Office of Administrative Law for final adoption.

7

Thank you!

http://opr.ca.gov/ceqa/updates/guidelines/

Mike Gainor
(213) 236-1822
gainor@scag.ca.gov

SCAG™
INNOVATING FOR A BETTER TOMORROW

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 18
March 1, 2018

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

EXECUTIVE DIRECTOR'S APPROVAL

From: Basil Panas, Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov

Subject: Purchase Orders more than $5,000 but less than $200,000; Contracts more than $25,000 but less than $200,000; and Amendments $5,000 but less than $75,000

RECOMMENDED ACTION:
For Information Only - No Action Required

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

BACKGROUND:

SCAG executed the following Purchase Orders (PO's) more than $5,000 but less than $200,000

Vendor	PO Purpose	PO Amount
Extti Incorporated	FY18 Legal Services	$30,000
USC Price School of Pub Policy	FY18 Executive Education Program	$25,000
CDW Government, Inc.	FY18 HP Maintenance & Support	15,975

SCAG executed the following Contract more than $25,000 but less than $200,000

Consultant/Contract #	Contract's Purpose	Contract Amount
Raimi + Associates (18-001-B19)	The consultant shall provide services for a Sustainability Planning Grant for the City of Moreno Valley (City). Specifically, the consultant shall develop a comprehensive design strategy to evaluate the physical gap between the 60-acre City owned land and activity nodes including medical centers, and existing civic center. The plan will establish uniform visual, sustainability, and cultural character which is lacking, and provide opportunity for commercial & mixed-use development with public gathering places; and enable pedestrian, bicycle and transit all as viable travel options. In	$147,616

SCAG executed the following Contract more than $25,000 but less than $200,000

Consultant/Contract #	Contract's Purpose	Contract Amount
	addition to planning considerations for a unifying location for a viable town center, the plan will also consider transit connectivity from this location along Alessandro Boulevard to the new Moreno Valley/March Field Metrolink station west of I-215. This plan will further the implementation of Complete Communities which was included as a land use strategy in SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).	
Blackman & Holberton	As part of SCAG's relocation to its new Los Angeles Headquarters office at 900 Wilshire Boulevard, Los Angeles, CA 90017, staff required the assistance of a consultant to provide move management services.	**$66,597**

SCAG executed the Amendment more than $5,000 but less than $75,000

Consultant/Contract #	Amendment's Purpose	Amendment Amount
N/A	N/A	N/A

ATTACHMENT:
Contract Summaries

CONSULTANT CONTRACT 18-001-B19

Recommended Consultant: Raimi + Associates, Inc.

Background & Scope of Work: The consultant shall provide services for a Sustainability Planning Grant for the City of Moreno Valley (City). Specifically, the consultant shall develop a comprehensive design strategy to evaluate the physical gap between the 60-acre City-owned land and activity nodes including medical centers, and existing civic center. The plan will establish uniform visual, sustainability, and cultural character which is lacking; provide opportunity for commercial & mixed-use development with public gathering places; and enable pedestrian, bicycle and transit all as viable travel options. In addition to planning considerations for a unifying location for a viable town center, the plan will also consider transit connectivity from this location along Alessandro Boulevard to the new Moreno Valley/March Field Metrolink station west of I-215. This plan will further the implementation of Complete Communities which was included as a land use strategy in SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

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

- Opportunities and Constraints Technical Memorandum;
- Final Public Outreach Plan/Timeline;
- Three (3) public engagement events and one (1) internal charrette;
- Draft Vision Plan (4 concepts) - Including transit connection strategies; and
- Final Report.

Strategic Plan: This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Objective B: Be the leading resource for best practices that lead to local implementation of sustainable and innovative projects.

Contract Amount:

Total not to exceed	**$147,616**
Raimi + Associates (prime consultant)	$115,993
MR+E (subconsultant)	$23,676
Fehr & Peers (subconsultant)	$7,947
Total	$147,616

Note: Raimi originally proposed $149,943, but staff negotiated the price down to $147,616 without reducing the scope of work.

Contract Period: January 9, 2018 through October 31, 2018

Project Number(s): 150-4590E.01 $50,000
Funding source(s): Transportation Development Act (TDA)
Funding of $50,000 is available in the FY 2017-18 budget, and the remaining $97,616 is expected to be available in the FY 2017-18 and 2018-19 budget in Project Number 275-4823U3.01, subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 2,400 firms of the release of RFP 18-001-B19 via SCAG's Solicitation Management System. A total of 86 firms downloaded the RFP. SCAG received the following six (6) proposals in response to the solicitation:

Raimi + Associates	**$149,943**

KTGY Group, Inc.	$145,452
Stantec Consulting Services, Inc.	$149,874
KTU+A	$149,971
Danielian Associates	$150,000
SWA	$194,613

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interview the four (4) highest ranked offerors. KTGY Group, Inc. as initially ranked the highest. However, after staff initiated negotiation, KTGY did not fulfill SCAG's audit requirements. Consequently, staff terminated negotiation with KTGY and entered into negotiations with the second highest ranked firm, Raimi + Associates, who complied with SCAG's audit requirements, and staff selected for contract award.

The PRC consisted of the following individuals:

Sarah Dominguez, Associate Regional Planner, SCAG (Project Manager)
Mark Gross, Senior Planner, City of Moreno Valley
Claudia Manrique, Associate Planner, City of Moreno Valley
Eric Lewis, Traffic Engineer, City of Moreno Valley

Basis for Selection: The PRC selected Raimi + Associates for the contract award because the consultant:

- Demonstrated the best understanding of the project, such as the opportunity that the piece of land owned by the city offered to serve as a catalyst for economic development;
- Provided the best technical approach, for example, coordinating with the General Plan process for better clarity during community outreach and for potential streamlining; and,
- Provided the best overall value for the level of effort proposed, specifically presented a well-integrated project team with each team member having experience in the Inland Empire on similar projects.

Although other firms proposed lower prices, the PRC did not recommend these firms for contract award because these firms:

- Did not comply with SCAG's audit requirements;
- Did not demonstrate the same level of creativity and innovation within their proposed technical approach. The lowest priced firm lacked a clear technical approach that would enable implementation of the plan, and lacked existing understanding of the context of the area and instead referred to national economic development trends, such as lifestyle centers, which may or may not be applicable to the site.

CONSULTANT CONTRACT 17-034-G6

Recommended Consultant: Blackman & Holberton

Background & Scope of Work: As part of SCAG's relocation to its new Los Angeles Headquarters office at 900 Wilshire Boulevard, Los Angeles, CA 90017, staff requires the assistance of a consultant to provide move management services. The selected consultant shall provide a moving company, Information Technology (IT) equipment placement as well as a connectivity service provider to reconnect the various hardware.

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

- Move Plan;
- Move assistance; and
- Post move support and liquidation assistance.

Strategic Plan: This item supports SCAG's Strategic Plan Goal 5: Recruit, support, and develop a world-class workforce and be the workplace of choice.

Contract Amount: **Total not to exceed** **$66,597**
Blackman & Holberton (prime consultant)

Contract Period: October 6, 2017 through March 31, 2018

Project Number(s): Funding source: Indirect Cost & General Fund

Request for Proposal (RFP): SCAG staff notified 31 firms of the release of RFP 17-034-G3 via SCAG's Solicitation Management System. A total of 18 firms downloaded the RFP. SCAG received the following six (6) proposals in response to the solicitation:

Blackman & Holberton (2 subconsultants)	**$66,597**
Trendzitions, Inc. (2 subconsultants)	$38,063
Corovan Moving and Storage (no sub consultants)	$43,483
Commercial Moving & Storage (no sub consultants)	$44,822
Crown Worldwide Moving and Storage, LLC (1 subconsultant)	$58,923
Elite Transitions (2 subconsultants)	$60,453

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

Debbie Dillon, Deputy Executive Director of Administration, SCAG
Catherine Kirschbaum, Chief Information Officer, SCAG
Marissa Pesce, Project Manager, Savills Studley

Basis for Selection: The PRC recommended Blackman & Holberton for the contract award because the consultant:

- Demonstrated the best understanding of the project, specifically in the development of a move plan and schedule (9 meetings included);
- Provided the best technical approach, for example they clearly outlined a move plan and included a detailed schedule. They also included an outline of a strong team of sub consultants (Mover and IT Services); and
- Provided the best overall value for the level of effort proposed.

Although other firms proposed a lower prices, the PRC did not recommend these firm for contract award because these firms:

- Did not clearly demonstrate a sufficient level of effort, primarily in the form of staff hours, to satisfactorily complete the tasks in the Scope of Work; and
- Did not demonstrate the same level of creativity and innovation within their proposed technical approach. Proposed approaches, focused on economics task, focused mainly on retail opportunities and did not represent a good value.

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 19
March 1, 2018

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

EXECUTIVE DIRECTOR'S APPROVAL

From: Basil Panas, Chief Financial Officer; (213) 236-1817;
panas@scag.ca.gov

Subject: CFO Monthly Report

RECOMMENDED ACTION:
For Information Only - No Action Required

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 7, Objective B: Maximize Efficiency and Effectiveness in Resource Allocation to Maintain Adequate Working Capital, Appropriate Reserves, and Investments, and Utilize Resources in a Timely and Responsible Fashion.

AUDITS
The Caltrans auditors completed their most recent fieldwork in February. There are indications that no more visits to SCAG will be needed. Caltrans is reviewing all the material we supplied to them.

SCAG's outside independent auditors, Vavrinek, Trine, Day and Co., LLP will be on hand at the Audit Committee (AC) meeting on March 20 to present their FY18 audit plan and to take input from the AC.

MEMBERSHIP DUES:
As previously reported, all agencies have renewed their FY18 memberships. There are two cities that remain non-SCAG members.

BUDGET & GRANTS (B&G):

On January 24, 2018, staff received Federal approval for Amendment 3 to the FY 2017-18 Overall Work Program (OWP).

On January 31, 2018, staff submitted the 2nd Quarter OWP Progress Report to Caltrans.

B&G staff continued to work on the development of the FY 2018-19 Comprehensive Budget and OWP. A draft budget will be presented at today's EAC and RC meetings.

CONTRACTS:
In January 2018, the Contracts Department issued four (4) Request for Proposals (RFP's); awarded four contracts (4); issued one (1) contract amendment; and processed 42 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 94 consultant contracts. Contracts staff continued to negotiate better pricing and reduced costs for services. During January 2018 over $39,254 in budget savings was realized, bringing the FY18 total to $200,249.

ATTACHMENT:
January 2018 CFO Monthly Status Report

Office of the Chief Financial Officer

Monthly Status Report

JANUARY 2018

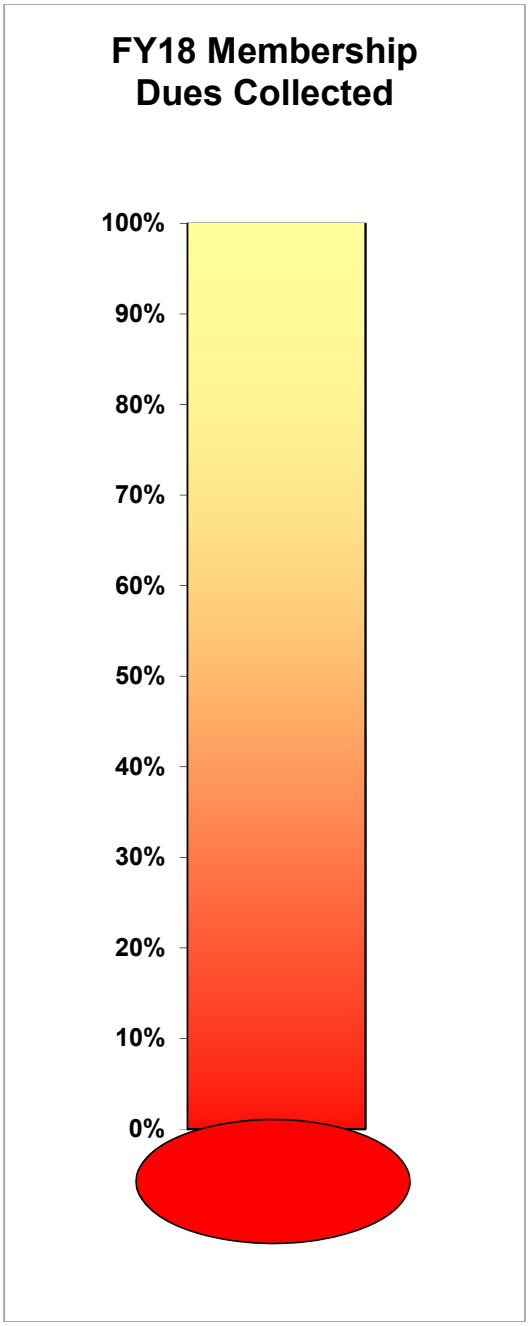
OVERVIEW

As of Feb 14, 2018, 195 cities and counties had renewed their memberships; zero cities had yet to renew, and there were two cities in the SCAG region still being recruited for membership.

SUMMARY

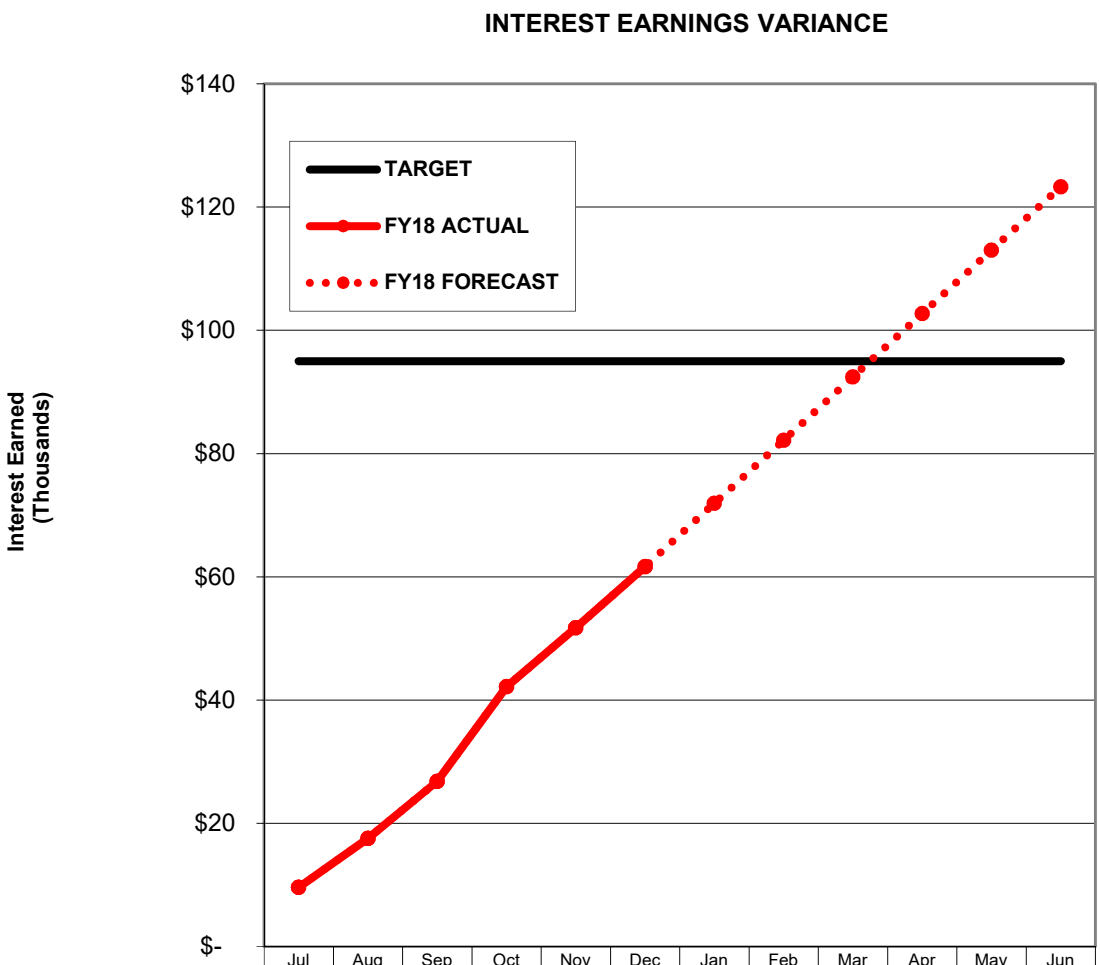
FY18 Membership Dues	$	1,974,303
Total Collected	$	1,986,186
Percentage Collected *		100.60%

Exceeds 100% because ICTC joined during the year.



Office of the CFO

Interest Earnings Variance



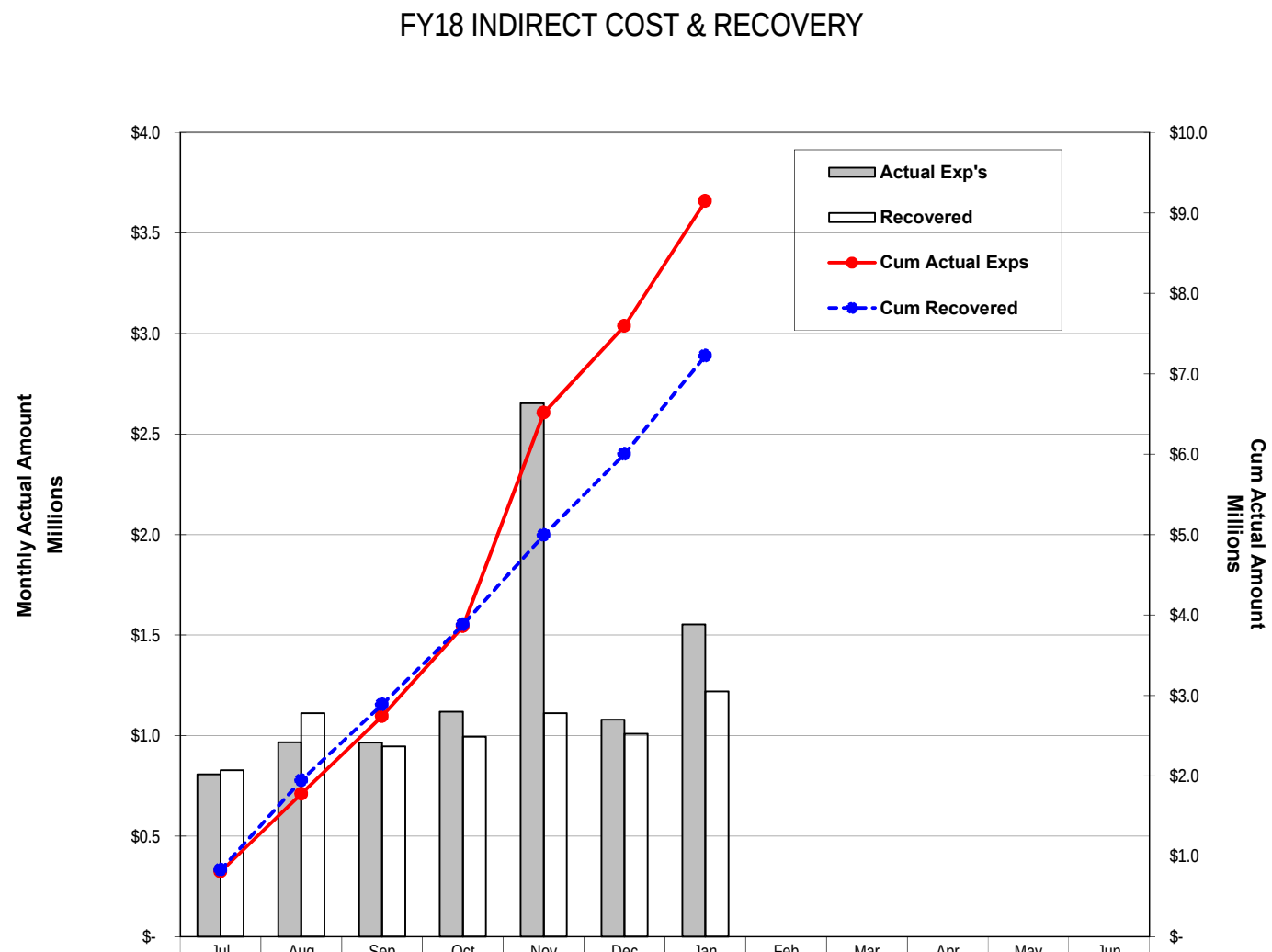
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
TARGET	$95	$95	$95	$95	$95	$95	$95	$95	$95	$95	$95	$95
FY18 ACTUAL	$9.6	$17.6	$26.8	$42.2	$51.8	$61.6						
FY18 FORECAST	$9.6	$17.6	$26.8	$42.2	$51.8	$61.6	$71.9	$82.2	$92.5	$102.7	$113.0	$123.3

OVERVIEW

Actual interest income is plotted against the target amount. The amount credited to SCAG's account through December was $61,637. The LA County Pool earned 1.45% in December.

SUMMARY

The amount projected for FY18 is $123,275, which is $28,275 more than the target.



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Actual Exp's	$808	$967	$965	$1,119	$2,653	$1,079	$1,554		$-	$-	$-	$-
Recovered	$828	$1,112	$946	$995	$1,111	$1,009	$1,219		$-	$-	$-	$-
Cum Actual Exps	$808	$1,775	$2,740	$3,859	$6,512	$7,591	$9,144					
Cum Recovered	$828	$1,940	$2,886	$3,881	$4,992	$6,001	$7,221					

OVERVIEW

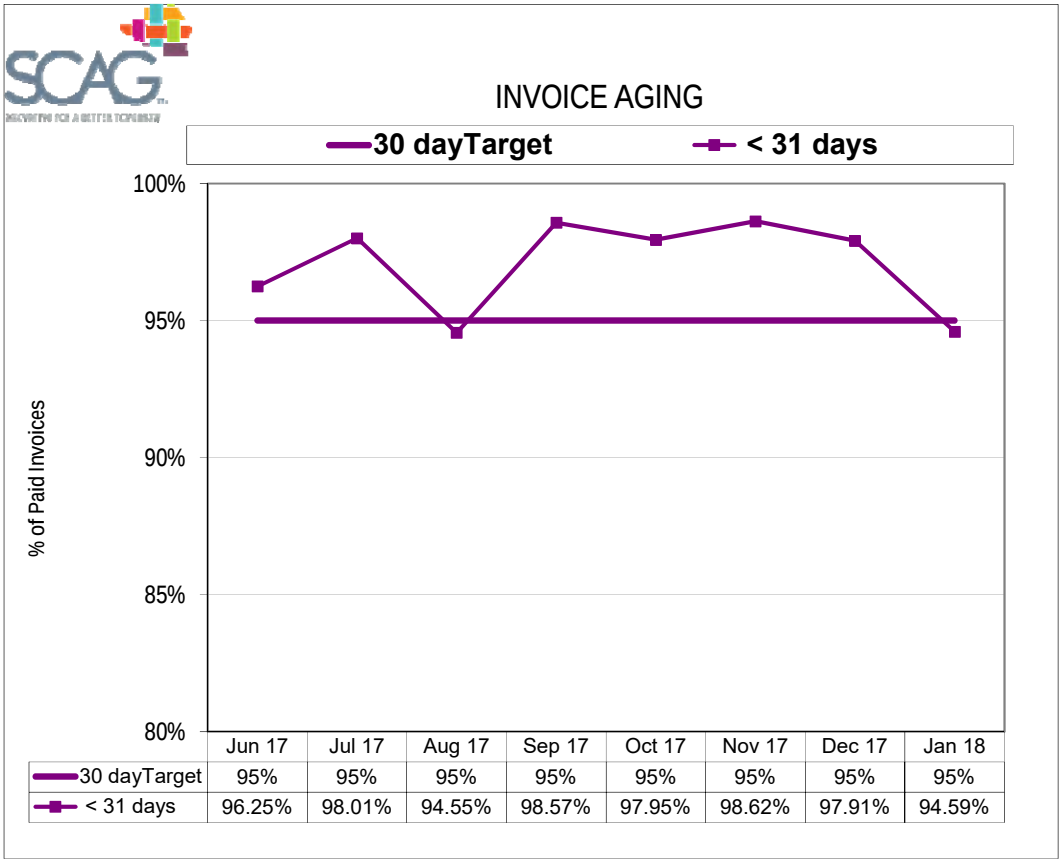
A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

SUMMARY

Through January 2018, SCAG was under-recovered by $1,923,622. This was because of the lease obligation payment of $1,555,787 for the LA Office at 818 W. 7th Street and will be recovered over time.

Office of the CFO

Invoice Aging



	Jun 17	Jul 17	Aug 17	Sep 17	Oct 17	Nov 17	Dec 17	Jan 18
30 dayTarget	95%	95%	95%	95%	95%	95%	95%	95%
< 31 days	96.25%	98.01%	94.55%	98.57%	97.95%	98.62%	97.91%	94.59%

OVERVIEW

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

SUMMARY

94.59% of January 2018's payments were made within 30 days of invoice receipt.

At month-end, 39 invoices remained unpaid less than 30 days.

Actual

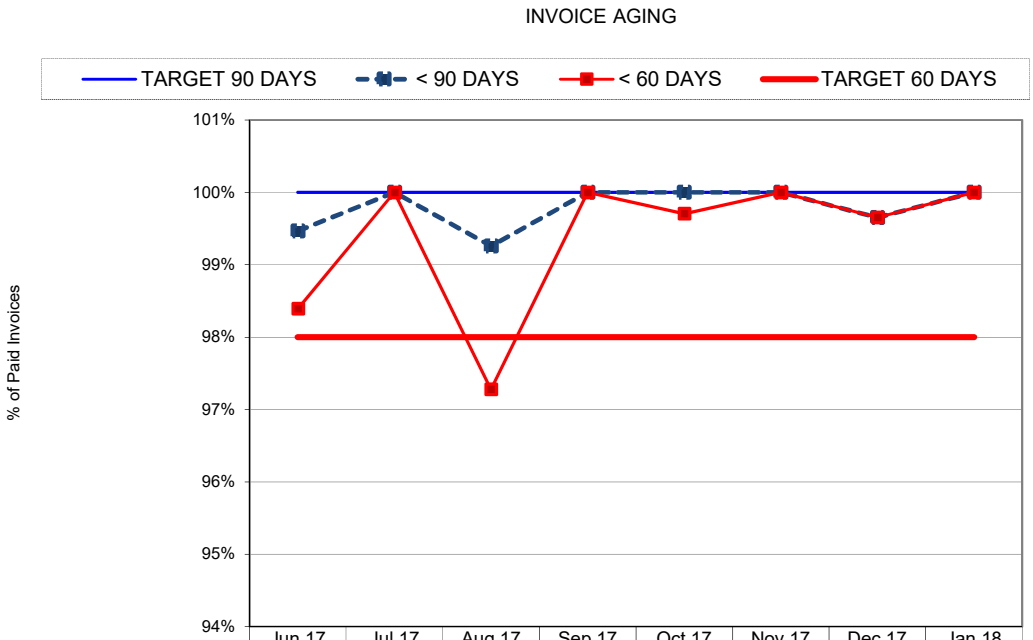
OVERVIEW

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

SUMMARY

These goals were met during this period.

100.00% of January 2018's payments were within 60 days of invoice receipt and 100.00% within 90 days. Invoices unpaid 30-60 days totaled 13; 60-90 days: 5; >90 days: 8.



	Jun 17	Jul 17	Aug 17	Sep 17	Oct 17	Nov 17	Dec 17	Jan 18
TARGET 90 DAYS	100%	100%	100%	100%	100%	100%	100%	100%
< 90 DAYS	99.46%	100.00%	99.26%	100.00%	100.00%	100.00%	99.65%	100.00%
< 60 DAYS	98.39%	100.00%	97.28%	100.00%	99.71%	100.00%	99.65%	100.00%
TARGET 60 DAYS	98%	98%	98%	98%	98%	98%	98%	98%

Office of the CFO

Consolidated Balance Sheet

	12/31/2017	1/31/2018	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	$ 1,687,659	$ 1,579,605		
LA County Investment Pool	$ 7,293,823	$ 7,419,543		
Cash & Investments	$ 8,981,482	$ 8,999,147	$ 17,665	Immaterial change
Accounts Receivable	$ 5,780,937	$ 6,142,206	$ 361,269	Billing for CPG and FTA 5304 increased $330K
Other Current Assets	$ 5,309,609	$ 5,268,639	$ (40,970)	Some prepaid expenditures were expensed
Fixed Assets - Net Book Value	$ 1,231,475	$ 1,231,475	$ -	No change (balance shown is as of previous year-end as full fixed asset accounting is done annually)
Total Assets	$ 21,303,504	$ 21,641,468	$ 337,964	
Accounts Payable	$ (550,540)	$ (323,622)	$ 226,918	Invoice backlog was reduced
Employee-related Liabilities	$ (306,762)	$ (501,508)	$ (194,745)	Dec had five unpaid working days, Jan had eight
Deferred Revenue	$ (151,020)	$ (151,020)	$ -	No change
Total Liabilities and Deferred Revenue	$ (1,008,322)	$ (976,149)	$ 32,172	
Fund Balance	**$ 20,295,182**	**$ 20,665,318**	**$ 370,136**	
			-	

WORKING CAPITAL

	12/31/2017	1/31/2018	Incr (decr) to working capital
Cash	$ 8,981,482	$ 8,999,147	$ 17,665
Accounts Receivable	$ 5,780,937	$ 6,142,206	$ 361,269
Accounts Payable	$ (550,540)	$ (323,622)	$ 226,918
Employee-related Liabilities	$ (306,762)	$ (501,508)	$ (194,745)
Working Capital	**$ 13,905,118**	**$ 14,316,224**	**$ 411,106**

Office of the CFO

Fiscal Year-To-Date Expenditure Report Through January 31, 2018

COMPREHENSIVE BUDGET

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1		Staff & Allocated Fringe Benefits	406,555	406,057	71,585		334,472	17.6%
2	51001	Allocated Indirect Costs	335,223	363,474	64,075		299,399	17.6%
3	54300	SCAG Consultants	295,850	281,097	232,145	48,952	(0)	82.6%
4	54340	Legal costs	105,000	105,000	50,148	54,853	(0)	47.8%
5	55310	F&F Principal		48,263	23,264		24,999	48.2%
6	55315	F&F Interest		9,255			9,255	0.0%
7	55320	AV Principal		20,652			20,652	0.0%
8	55325	AV Interest		6,382			6,382	0.0%
9	55441	Payroll, bank fees	12,500	12,500	5,931		6,569	47.4%
10	55510	Office Supplies	25,000	25,000	9,046	15,954	(0)	36.2%
11	55600	SCAG Memberships	21,250	38,750	38,526	0	224	99.4%
12	55610	Professional Membership	11,500	11,500	7,814	619	3,068	67.9%
13	55730	Capital Outlay	1,300,000	1,165,448	1,164,974	0	474	100.0%
14	55830	Conference - Registration	15,000	15,000	-		15,000	0.0%
15	55860	Scholarships	32,000	32,000	20,000		12,000	62.5%
16	55910	RC/Committee Mtgs	25,000	25,000	8,961	3,039	13,000	35.8%
17	55912	RC Retreat	5,000	5,000	166	5	4,829	3.3%
18	55914	RC General Assembly	500,000	500,000	60,181	147	439,672	12.0%
20	55915	Demographic Workshop	18,000	18,000	-		18,000	0.0%
21	55916	Economic Summit	80,000	99,500	99,007		493	99.5%
22	55918	Housing Summit	40,000	40,000	1,325		38,675	3.3%
23	55920	Other Meeting Expense	45,000	50,000	42,365	7,636	(0)	84.7%
24	55930	Miscellaneous other	12,000	11,500	4,104	0	7,397	35.7%
25	55940	Stipend - RC Meetings	215,925	215,925	91,910	0	124,015	42.6%
26	56100	Printing	10,500	10,500	102		10,398	1.0%
27	58100	Travel - outside SCAG region	44,500	40,000	24,485	0	15,515	61.2%
28	58101	Travel - local	25,500	25,500	16,330	0	9,170	64.0%
29	58110	Mileage - local	21,500	19,500	8,679	0	10,821	44.5%
30	58200	Travel - Reg Fees	1,000	3,000	2,865		135	95.5%
31	58800	RC Sponsorships	135,000	135,000	102,190	1,900	30,910	75.7%
32		**Total General Fund**	**3,738,803**	**3,738,803**	**2,150,177**	**133,104**	**1,455,522**	**57.5%**
33					-			
34		Staff & Fringe Benefits	14,739,246	15,245,405	7,995,439		7,249,966	52.4%
35	51001	Allocated Indirect Costs	12,153,156	13,646,570	7,156,718		6,489,852	52.4%
36	54300	SCAG Consultants	11,184,241	20,242,868	2,527,607	7,530,806	10,184,455	12.5%
37	54360	Pass-through Payments	3,525,186	18,880,791	5,967,821	7,328,024	5,584,947	31.6%
38	55210	Software Support	247,231	297,231	225,954	71,277	0	76.0%
39	55280	Third Party Contribution	3,250,173	3,594,718	1,808,700		1,786,018	50.3%
40	55620	Resource Materials - subscrib	653,040	653,040	206,624	205,029	241,387	31.6%
41	55730	Capital Outlay		116,933	116,933		0	100.0%
42	55810	Public Notices	-	3,415	3,415		0	100.0%
43	55920	Other Meeting Expense	36,158	36,158	1,089		35,069	3.0%
44	55930	Miscellaneous - other	766,300	192,532	52,763	4,015	135,754	27.4%
45	56100	Printing	23,000	23,000	3,264		19,736	14.2%
46	58100	Travel	185,000	190,000	60,456		129,544	31.8%
47	59090	Exp - Local Other		10,596,276	-		10,596,276	0.0%
48		**Total OWP**	**46,762,731**	**83,718,937**	**26,126,784**	**15,139,150**	**42,453,004**	**31.2%**
49					-			
50		**Comprehensive Budget**	**50,501,534**	**87,457,740**	**28,276,960**	**15,272,254**	**43,908,526**	**32.3%**

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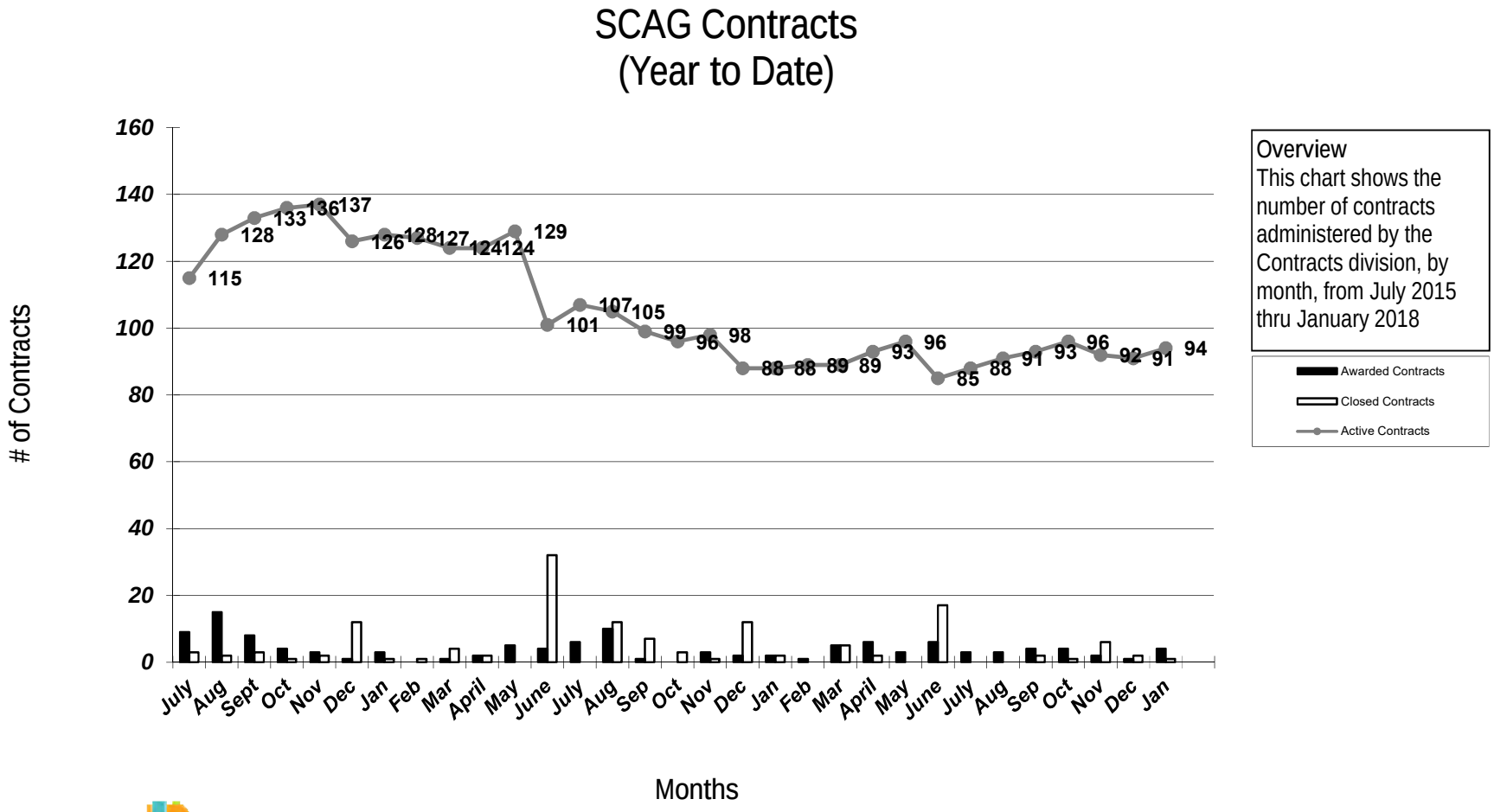
INDIRECT COST EXPENDITURES

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	Regular Staff	3,848,626	3,879,689	2,412,702		1,466,987	62.2%
2	50013	Regular OT	-	5,000	4,638		362	92.8%
3	50014	Interns, Temps, Annuit	119,000	60,500	18,506		41,994	30.6%
4	51000	Allocated Fringe Benefits	2,962,884	2,978,393	1,960,246		1,018,147	65.8%
5	54300	SCAG Consultants	240,200	180,200	62,630	2,923	114,647	34.8%
6	54301	Consultants - Other	1,328,995	1,386,750	753,521	550,950	82,279	54.3%
7	54340	Legal	50,000	50,000	19,890	30,110	1	39.8%
8	55210	Software Support	442,916	399,916	279,226	0	120,690	69.8%
9	55220	Hardware Supp	66,250	109,254	109,010	0	244	99.8%
10	55240	Repair & Maint Non-IT	15,000	15,000	9,372	5,628	0	62.5%
11	55400	Office Rent 818 Offices	1,230,000	975,000	973,980	0	1,020	99.9%
12	55410	Office Rent Satellite	245,883	160,883	85,097	75,786	0	52.9%
13	55420	Equip Leases	120,000	120,000	41,608	47,483	30,910	34.7%
14	55425	Lease Obligation Payment	-	1,555,787	1,555,787		0	100.0%
15	55430	Equip Repairs & Maint	28,500	28,500	16,999	11,501	0	59.6%
16	55435	Security Services	100,000	100,000	36,755	27,184	36,062	36.8%
17	55440	Insurance	183,373	299,589	299,106		483	99.8%
18	55441	Payroll / Bank Fees	17,000	17,000	6,798		10,202	40.0%
19	55445	Taxes	6,200	6,200	4,660	1,340	200	75.2%
20	55460	Mater & Equip < $5,000	14,000	69,000	64,640	3,634	725	93.7%
21	55510	Office Supplies	74,300	64,800	27,339	37,461	0	42.2%
22	55520	Graphic Supplies	2,500	2,500	889		1,611	35.6%
23	55530	Telephone	170,000	170,000	99,053	65,545	5,402	58.3%
24	55540	Postage	10,000	10,000	-	10,000	0	0.0%
25	55600	SCAG Memberships	194,900	139,900	69,416	3,833	66,651	49.6%
26	55620	Res Mats/Subscrip	54,800	54,800	35,367	2,649	16,784	64.5%
27	55700	Deprec - Furn & Fixt	10,000	10,000	-		10,000	0.0%
28	55710	Deprec - Computer Equipment	120,000	120,000	-		120,000	0.0%
29	55715	Amortiz - Software	250,000	150,000	-		150,000	0.0%
30	55720	Amortiz - Leasehold Improvements	37,500	37,000	-		37,000	0.0%
31	55800	Recruitment Notices	20,000	20,000	9,241		10,759	46.2%
32	55801	Recruitment - other	38,000	38,000	13,253	24,747	0	34.9%
33	55810	Public Notices	2,500	2,500	-		2,500	0.0%
34	55820	Training	81,500	31,500	-		31,500	0.0%
35	55830	Conference/workshops	15,000	35,000	13,293	1,004	20,703	38.0%
36	55920	Other Mtg Exp	2,500	2,500	-		2,500	0.0%
37	55930	Miscellaneous - other	1,500	5,500	5,112	0	387	93.0%
38	55950	Temp Help	38,500	92,000	91,555	0	445	99.5%
39	56100	Printing	30,000	39,500	13,016	3,149	23,334	33.0%
40	58100	Travel - Outside	90,500	78,500	13,299		65,201	16.9%
41	58101	Travel - Local	13,300	15,300	5,412		9,888	35.4%
42	58110	Mileage - Local	18,300	22,300	14,319		7,981	64.2%
43	58200	Travel - Reg Fees	-	32,000	18,680		13,320	58.4%
44		**Total Indirect Cost**	**12,294,427**	**13,570,261**	**9,144,415**	**904,926**	**3,520,920**	**67.4%**



Summary

The chart shows that the Contracts Department is managing 94 active consultant contracts. Thirty-Seven of these are Cost Plus Fixed Fee contracts, 16 are fixed price contracts, and the remaining 41 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Department anticipates issuing approximately 50 contracts for FY 2017-18. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

Office of the CFO

Staffing Report as of February 1, 2018

GROUPS	Authorized Positions	Filled Positions	Vacant Positions
Executive	7	4	2
Legal	2	2	0
Strategy, Policy & Public Affairs	20	16	4
Administration	43	39	4
Planning & Programs	67	62	5
Total	**139**	**123**	**15**

OTHER POSITIONS

GROUPS	Limited Term Positions	Interns or Volunteers	Temp Positions	Agency Temps
Executive	1	0	0	0
Legal	0	0	0	0
Strategy, Policy & Public Affairs	0	3	0	1
Administration	1	4	1	1
Planning & Programs	4	28	1	
Total	**6**	**35**	**2**	**2**