

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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Paul Glaab, Laguna Niguel

MEETING OF THE

EXECUTIVE/ADMINISTRATION COMMITTEE

PLEASE NOTE TIME
Thursday, May 3, 2012
11:30 a.m. – 12:30 p.m.

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

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

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

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

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Executive / Administration Committee
Members – May 2012

Members

Representing

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

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EXECUTIVE/ADMINISTRATION COMMITTEE

AGENDA

MAY 3, 2012

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

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Pam O'Connor, Chair)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

Page No.

PRESIDENT'S REPORT

EXECUTIVE DIRECTOR'S REPORT

(Hasan Ikhata, Executive Director)

California High Speed Rail Update

1

CONSENT CALENDAR

Approval Items

- | | | |
|--|-------------------|-----------|
| 1. <u>Minutes of the April 4, 2012 Meeting</u> | Attachment | 5 |
| 2. <u>Contracts \$200,000 or Greater: Contract No. 12-035-C1, Interactive Web Applications and Completion of the Migration of the SCAG Main Website</u> | Attachment | 9 |
| 3. <u>Contracts \$200,000 or Greater: Contract No. 12-036-C1, Secured and Managed Data Facility</u> | Attachment | 12 |
| 4. <u>Amendment \$75,000 or Greater: Contract No. 11-023-C1, SCAG's 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy Program Environmental Impact Report (2012-2035 RTP/SCS PEIR)</u> | Attachment | 15 |
| 5. <u>SB 1225 (Padilla): Intercity Rail Agreements (LOSSAN/Pacific Surfliner Local Control)</u> | Attachment | 18 |
| 6. <u>AB 2405 (Blumenfeld): Vehicles: High-Occupancy Toll Lanes</u> | Attachment | 30 |
| 7. <u>AB 1455 (Harkey): High Speed Rail Bond</u> | Attachment | 39 |
| 8. <u>AB 1778 (Williams): Local Transportation Funds</u> | Attachment | 43 |

EXECUTIVE/ADMINISTRATION COMMITTEE

AGENDA

MAY 3, 2012

CONSENT CALENDAR – continued

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| 9. <u>SCAG Staff Salary Schedule</u> | Attachment | 51 |
| 10. <u>SCAG Sponsorship of Annual Events: 1) 21st Annual Western Riverside Council of Governments General Assembly, June 21, 2012, at \$2,500; 2) Coalition for America’s Gateways and Trade Corridors Annual Conference, May 9, 2012, at \$2,500; 3) 6th Annual Orange County Housing Summit, May 31, 2012, at \$1,000; 4) 12th Annual New Partners for Smart Growth Event, February 7-9, 2013, In-kind Sponsorship; 5) City of Long Beach Pro Walk/Pro Bike Conference, September 10, 2012, at \$2,000; 6) Council for Watershed Health’s The Mediterranean City: A Conference on Climate Change Adaptation, June 25, 2012, at \$2,000; 7) Four Corner Coalition 2012 Economic Summit, May 16, 2012, at \$1,000, for a total up to \$11,000</u> | Attachment | 57 |

Receive and File

- | | | |
|--|------------|----|
| 11. <u>Contracts/Purchase Orders and/or Amendments Between \$5,000 - \$200,000</u> | Attachment | 60 |
|--|------------|----|

ACTION ITEM

- | | | |
|---|------------|----|
| 12. <u>Final Adoption of Fiscal Year (FY) 2012/2013 Comprehensive Budget (Wayne Moore, Chief Financial Officer)</u> | Attachment | 85 |
|---|------------|----|

The entire FY 2012/13 OWP may be viewed at <http://www.scag.ca.gov/owp>

Recommended Action: Adopt the FY 2012/13 Comprehensive budget and corresponding Resolution No. 12-539-1. This action authorizes submittal of the Overall Work Program (OWP) to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Caltrans.

INFORMATION ITEM

- | | | |
|------------------------------------|------------|----|
| 13. <u>SCAG Sponsorship Policy</u> | Attachment | 89 |
|------------------------------------|------------|----|

CFO MONTHLY FINANCIAL REPORT

(Wayne Moore, Chief Financial Officer)

Attachment 94

FUTURE AGENDA ITEMS

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

ANNOUNCEMENTS

ADJOURNMENT

The next meeting of the Executive/Administration Committee will be held on Thursday, June 7, 2012 at the SCAG Los Angeles Office.

REPORT

DATE: May 3, 2012

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

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

SUBJECT: California High-Speed Rail Update

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

This report updates the Regional Council on recent California High-Speed Rail developments.

STRATEGIC PLAN:

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

BACKGROUND:

California High-Speed Rail Authority (CHSRA) 2012 Business Plan

On Monday, April 2, 2012 the CHSRA released its revised draft 2012 Business Plan (Plan), and approved it at the April 12, 2012 Board meeting. SCAG was given two opportunities to comment on the Plan: after the release of the original draft in November, and again before the release of the revised draft. CHSRA incorporated the bulk of SCAG's comments and has been working with SCAG cooperatively on the new blended/bookend approach.

The big changes incorporated into the approved final Plan include the cost and schedule, and a stated decision to construct the southern end first from the Initial Construction Segment (ICS) in the San Joaquin Valley rather than the northern end. (In the draft Plan this decision had not been made.) The Plan calls for Amtrak San Joaquin service to first operate on the ICS from north of Bakersfield to north of Fresno at speeds of up to 125 mph. True high-speed rail service would not start until the ICS is extended south to Palmdale (and north to Merced), and this "Initial Operating Segment" (IOS) would initiate the first segment of the CA high-speed train service with speeds operating up to 220 mph. This segment could be operational as early as 2021. As part of the blended approach, the project would be extended incrementally to the San Fernando Valley, San Jose, and Los Angeles Union Station, and eventually Anaheim with full Phase 1 build-out. Phase 2 details are not addressed in the Plan.

The final Plan includes a \$30 billion reduction in cost, from \$98 billion to \$68 billion. (The original Phase 1 cost was \$43 billion.) These cost savings are largely due to the new "Phase 1 Blended System" being from San Jose to L.A. Union Station. For the ICS, about \$3.5 billion in federal funding has been allocated, but \$2.6 billion in state Prop 1A bonds have yet to be sold. The Plan also prioritizes investments in the segment between Palmdale and Bakersfield, often referred to as the "Bakersfield Gap."

REPORT

The Plan assumes a large amount of federal funding in the future, and also AB 32 cap-and-trade revenues, although how much is not identified. The Plan also assumes an operating profit starting with the first IOS that is expected to attract private investment. Ticket prices are forecast at 80% of Los Angeles to San Francisco airfare. The Plan can be accessed at <http://www.cahighspeedrail.ca.gov>.

Legislative Analyst's Office April Report

On Tuesday, April 17, 2012, the Legislative Analyst's Office (LAO) released a report entitled "The 2012-13 Budget: Funding Requests for High-Speed Rail." The purpose of the report is to provide a recommendation to the Legislature concerning the Governor's High Speed Rail (HSR) budget proposal for next fiscal year based on the LAO's analysis of the recently adopted 2012 Plan Plan. In summary, the LAO recommends the Legislature not approve the Governor's budget proposal, but only minimum funding be provided to continue and complete the planning and environmental work currently underway.

The Governor's budget proposal for FY 2012-13 requests \$5.9 billion--\$2.6 billion in state Prop 1A bond funds, and \$3.3 billion in already awarded federal funds to begin construction of the ICS (described above). In addition, about \$800 million is requested to make improvements to existing passenger rail services and about \$250 million is requested to complete preliminary design work and environmental reviews for various sections of the project. The \$800 million is part of the \$950 million in Prop 1A funding allocated for existing rail services to improve HSR interconnectivity, and the \$250 million is for planning and environmental work currently underway.

The basis for the LAO's recommendation stems from three areas of concern: 1) the uncertainty of future funding availability, 2) the lack of sufficient detail in the new Plan's adoption of the blended/bookend approach, and 3) administrative and staffing issues. The new Plan relies on over 60% federal funding to complete the Phase 1 Blended cost of \$68 billion, and given the uncertainty of the political environment and future federal funding, it introduces a new funding source—AB 32 cap-and-trade revenues--as an alternative. The cap-and-trade market will be administered by the California Air Resources Board (ARB) and quarterly auctions beginning next fiscal year in November are expected to generate billions of dollars. The LAO has significant concerns with this proposed new funding source in that it may not be appropriate for HSR funding. Specific reasons cited in the LAO's report include the fact that the HSR project will not be fully completed to well after 2020, AB 32's target year of reducing greenhouse gas emissions (GHGs) to 1990 levels; that the HSR project will initially be a net emitter of GHGs through its construction and initial operation before it significantly alters travel markets; and that cap-and-trade revenues would be better spent on more cost effective GHG reduction strategies.

The second major LAO reservation is with the new Plan's emphasis on the blended system. The LAO cites the lack of implementation details discussed and suggests this needs to be more formally laid out. Staff notes that the blended approach includes local projects in our region that are well planned, vetted by the responsible lead agencies, shovel-ready, and the Southern California MOU parties, including the CHSRA, have worked together to prioritize MOU projects. Further, the LAO report adds weight to the blended approach's ability to deliver tangible benefits to existing rail services in our region sooner rather than later, and that these investments would increase eventual ridership on the HSR system once it is built by virtue of increased rail passenger markets and interconnectivity.

The third reservation concerns administrative and staffing issues. In its May 2011 report, the LAO recommended better integrating the project in to the state's current transportation planning structure, such as

REPORT

within Caltrans. This recommendation is repeated in the new report and citing increasing CHSRA reliance on Caltrans staff. This is coupled by the CHSRA's continuing understaffing of authorized positions and turnover. However, it should be noted that SCAG staff has seen new CHSRA Board leadership management leadership resulting in a noticeable strengthening of CHSRA partner relationships with Southern California agencies. We expect this concern to be ameliorated shortly. The report can be accessed at <http://lao.ca.gov/laoapp/main.aspx>.

NEXT STEPS:

Staff will continue collaborating with the impacted agencies to successfully implement the Board approved CHSRA Memorandum of Understanding (MOU) bringing \$1 billion of improvements to Southern California interregional rail services by 2020. Staff will also continue monitoring CHSRA project developments and regularly brief the Regional Council.

FISCAL IMPACT:

Staff work related to this project is included in the current OWP under Work Element No. 12-140.SCG00121-02 Regional High Speed Rail Transport Program.

ATTCHMENT:

April 18, 2012 Los Angeles Times article on LAO report

← Back to Original Article

Report urges delay in bullet-train funding decisions

Most funding 'remains highly speculative,' the California Legislative Analyst's Office says. The high-speed rail agency's chief says the project's environmental and economic benefits were overlooked.

April 18, 2012 | By Ralph Vartabedian, Los Angeles Times

The plan to build a bullet train has so many funding uncertainties and so many other details that remain unclear that the state should delay any decision this year to commit billions of dollars to the project, the nonpartisan research branch of the Legislature recommended Tuesday.

The tough advice came on the day before two key legislative committees are to examine the plan and an accompanying request by Gov. Jerry Brown for funding to start a \$6-billion construction segment in the Central Valley.

The Legislative Analyst's Office said in a 10-page report that the majority of funding for the \$68-billion project "remains highly speculative.... We recommend that the Legislature not approve the Governor's various budget proposals to provide additional funding for the high-speed rail project," the report said.

The office has repeatedly warned that the state is taking on a large and unpredictable risk with the project, a conclusion echoed by the state auditor, a peer review panel and outside watchdog groups. But Brown, the Obama administration and organized labor have remained solid supporters of the project, calling it an investment in the state's future that will someday be an essential part of the transportation system.

Dan Richard, chairman of the California High-Speed Rail Authority, said the recommendations by the analyst "overlook the significant environmental and economic benefits of reducing freeway pollution, improving transportation and creating jobs. This project is important for California and it would be a mistake to delay this project and lose billions of dollars in critical federal funds."

Richard did not address the primary concern raised by the analyst: the lack of a certain funding source for the project. When the rail authority approved its final business plan only last week, it said the majority of future funding would come from federal grants, though Congress has eliminated appropriations for high-speed rail projects in each of the last two years.

The plan said that if federal grants were not available, the state could tap revenues from future auctions of carbon dioxide allowances, also known as cap-and-trade funds. Under the state's aggressive effort to reduce greenhouse gases, it will begin auctioning allowances to businesses later this year and expects to generate billions of dollars annually.

But that program was based on a goal of reducing greenhouse gas emissions in the state to their 2009 levels by 2020, the analyst report said.

The initial operation of the bullet train would not even begin until 2022, the report notes. "As a result, there could be serious legal concerns regarding this potential use of cap-and-trade revenues," the report said.

In addition, construction of the train will emit so much carbon dioxide that it could take 30 years before the system would actually achieve a net reduction. And the report found that many other projects could reduce greenhouse gases more effectively than the bullet train. It said a thorough cost-benefit study would probably reveal more cost-effective options.

Brian Weatherford, the analyst who wrote the report, also noted that the project does not have all of its environmental clearances, which could cause delays if the state attempts to move quickly into construction. He said a number of major changes were enacted just recently, and they have not yet been fully evaluated. The report cited the decision just last week to restore high-speed rail service to Anaheim, which had been dropped.

The analyst noted that the rail authority is making decisions despite having some key administrative vacancies. For example, it currently does not have a chief executive officer. Richard acknowledged that criticism, saying the authority planned to strengthen its leadership.

ralph.vartabedian@latimes.com

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
EXECUTIVE/ADMINISTRATION COMMITTEE (EAC)

April 4, 2012

MINUTES

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

The Executive/Administration Committee (EAC) held its meeting at the Westin Bonaventure Hotel in conjunction with the SCAG Regional Conference and General Assembly, in Los Angeles, California. The meeting was called to order by Hon. Pam O'Connor, Chair, City of Santa Monica at 11:34 a.m. A quorum was present.

Members Present

Hon. Pam O'Connor, Santa Monica, President	District 41
Hon. Glen Becerra, Simi Valley, 1st Vice -President	District 46
Hon. Greg Pettis, Cathedral City, 2 nd Vice-President	District 2
Hon. Margaret Clark, Rosemead	District 32
Hon. Paul Glaab, Laguna Niguel	District 12
Hon. Michelle Martinez, Santa Ana Fullerton	District 16 District 21
Hon. Ron Roberts, Temecula	District 5
Hon. Cheryl Viegas-Walker, El Centro	District 1
Mr. Randall Lewis	Lewis Operating Corp.

Members Not Present

Hon. Mark Calac, Pechanga Band of Luiseno Indians	Tribal Govt. Representative
Hon. Bill Jahn, Big Bear Lake	District 11
Hon. Paula Lantz, Pomona	District 38
Hon. Larry McCallon, Highland, Imm. Past President	District 7
Hon. Keith Millhouse, Moorpark	VCTC

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Pam O'Connor, Chair, called the meeting to order at 11:34 a.m.

PUBLIC COMMENT PERIOD

No Public Comments were given.

REVIEW and PRIORITIZE AGENDA ITEMS

None.

PRESIDENTS REPORT

President O'Connor noted that she would defer presenting her report to the Regional Council meeting which was being held at 1:00 p.m.

EXECUTIVE DIRECTOR'S REPORT

No Report was given.

CONSENT CALENDAR

Approval Items

Minutes of the March 1, 2012 Meeting

A motion was made (Viegas-Walker) to approve the Consent Calendar. Motion was seconded (Glaab) and UNANIMOUSLY APPROVED.

FUTURE AGENDA ITEMS

Hon. Sharon Quirk Silva requested a presentation regarding the successful sustainability process of the California State University Fullerton, as it pertains to their SB 375 efforts, specifically on energy, and requested that a representative be contacted to provide a presentation. It was further noted by the EAC members that a future presentation should also be provided to SCAG's Energy and Environment Committee.

ANNOUNCEMENTS

There were no announcements made.

CLOSED SESSION

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

Joann Africa, Chief Counsel announced the commencement of the closed session to complete the evaluation process for SCAG's Executive Director.

At the conclusion of the Closed Session, Ms. Africa reported that the Committee completed its evaluation for Hasan Ikhata and as a result, approved the 3rd Amendment to Mr. Ikhata's Employment Agreement which would extend the term to June 30, 2017. Ms. Africa also reported that there is no salary increase resulting from the evaluation and that the EAC's decision would be presented for ratification by the Regional Council later today.

ADJOURNMENT

The meeting adjourned at 11:58 a.m. The next regular meeting of the Executive/Administration Committee will be held on Thursday, May 3, 2012 at the SCAG Los Angeles Office.

Minutes Approved by:



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

EXECUTIVE/ADMINISTRATION COMMITTEE ATTENDANCE REPORT

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

DATE: May 3, 2012

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

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

SUBJECT: Contracts \$200,000 or Greater: Contract 12-035-C1, Interactive Web Applications and Complete the Migration of the SCAG Main Website

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve Contract No. 12-035-C1, with AgreeYa Solutions, Inc., in an amount not-to-exceed \$628,710 to build new, interactive web applications and complete the migration of the SCAG main website.

EXECUTIVE SUMMARY:

Staff recommends approval of Contract No. 12-035-C1 in which the consultant shall build new, interactive web applications and complete the migration of the SCAG main website.

STRATEGIC PLAN:

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

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
AgreeYa Solutions, Inc. (12-035-C1)	The consultant will complete the main website configuration and migration; build and migrate over two dozen SCAG microsites to showcase essential programs, including Compass Blueprint and Freightworks; install and configure site security and interfaces to other SCAG systems, including contact management system; and provide knowledge transfer and guidance for an updated SCAG Intranet.	\$628,710

FISCAL IMPACT:

Funding is available in the FY 2011/12 budget.

ATTACHMENT:

Consultant Contract No. 12-035-C1

CONSULTANT CONTRACT 12-035-C1

Recommended Consultant:

AgreeYa Solutions, Inc.

Background & Scope of Work:

In November 2011, after conducting a competitive procurement process, SCAG awarded Contract No. 12-012-C1, to AgreeYa, Inc. to help SCAG build the platform for SCAG's new website. The SCAG website is being completely transformed, following the innovative blueprints and designs developed by a separate firm, Civic Resources Group (CRG), in a joint effort with SCAG staff. This project puts SCAG at the forefront of e-government and supports the federal initiative for transparent, open government. SCAG will build on its success as the first Metropolitan Planning Organization in the nation to launch a fully interactive website with advanced comment submittal for the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This new website facilitates public participation using multiple, interactive websites while at the same time supports SCAG's "think green" initiatives by reducing paper waste and environmental impact. It supports SCAG's core value of "revolutionary" regional planning.

The purpose of Contract No. 12-035-C1 is to build new, interactive web applications and complete the migration of the SCAG main website. Given that SCAG completed a competitive process to select AgreeYa for the first phase of work. It is critical to retain AgreeYa throughout the project to maintain consistency and provide skilled staff to complete the next complex and ambitious set of deliverables. This new contract will complete the main website configuration and migration; build and migrate over two (2) dozen SCAG microsites to showcase essential programs, including Compass Blueprint and Freightworks; install and configure site security and interfaces to other SCAG systems, including the contact management system; and provide knowledge transfer and guidance for an updated SCAG internal "info" website (Intranet.)

Project's Benefits & Key Deliverables:

SCAG requires innovative information technology strategies and a state-of-the-art website. SCAG received rave reviews for its interactive Regional Transportation Plan (iRTP) website. Building on this success, SCAG will revitalize all of its websites and build new sites in order to be more accessible and engaging to the public and our partners.

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

- Innovative and accessible web applications that use the latest e-government technology to encourage public participation
- Increases transparency and accountability of SCAG planning activities
- Furthers SCAG's "green" conservation efforts by expanding the distribution of SCAG information while reducing environmental impact
- Supports quick access using cell phones and tablets to respond to the explosive growth in the use of mobile devices
- Promotes SCAG branding consistently across all SCAG program websites
- Provides content relevant to particular audiences
- Establishes an efficient, automated publishing workflow that facilitates rapid content posting.

Strategic Plan:

This item supports SCAG's Strategic Plan, Goal 4: Develop, Maintain and Promote

the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective d: Integrate Advanced Information and Communication Technologies.

Contract Amount: **Total contract value is not-to-exceed** **\$628,710**
AgreeYa Solutions, Inc. \$628,710

Contract Period: May 2012 through June 30, 2015

Project Number: 12-811.SCG01163.07 \$25,000
13-811.SCG01163.07 \$70,110
13-045.SCG00142.20 \$145,000
14-811.SCG01163.07 \$60,000
14-045.SCG00142.20 \$136,550
15-811.SCG01163.07 \$ 7,615
15.045.SCG00142.20 \$134,435

Funding sources: Consolidated Planning Grant – FHWA and FTA and Indirect

Basis for Selection: In accordance with SCAG’s Contract Manual Section 2.5, dated 12/09/09, version 10, to foster greater economy and efficiency, SCAG’s federal procurement guidance (49 CFR Part 18, Section 18.36 [b] [5]) authorizes SCAG to procure goods and services by entering into State and local intergovernmental agreements (Master Service Agreements – MSA’s). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially “piggy backing” on the agreement.) SCAG utilized an MSA with the State of California, Department of General Services (Agreement # 5-10-70-04) that was competitively procured. Staff proposes to use this contract for the services required for SCAG Contract 12-035-C1.

Contract 12-035-C1 enables SCAG to continue IT development services without interruption. AgreeYa understands SCAG’s development methodology and environment and is deeply engaged in its website development process. AgreeYa has demonstrated their extensive understanding of Microsoft Best Practices development methodologies as well as their dedication to making sure that each step SCAG takes into these new technologies is in the right strategic direction for SCAG’s websites. This contract also supports SCAG’s goals to increase public participation in the planning process, support conservation efforts, as well as make complex data, charts and maps more understandable to planners and the public.

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DATE: May 3, 2012

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

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

SUBJECT: Contracts \$200,000 or Greater: Contract 12-036-C1, Secured and Managed Data Facility

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve Contract No. 12-036-C1, with Switch Communications, LLC, in an amount not-to-exceed \$607,548 to provide a secure and managed data facility for SCAG's computer systems and applications.

EXECUTIVE SUMMARY:

Staff recommends approval of Contract 12-036-C1 in which the consultant shall provide a secure and managed data facility for SCAG's computer systems and applications.

STRATEGIC PLAN:

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

BACKGROUND:

Staff previously brought a contract for approval before the EAC and the RC in June 2011 for this service with a different vendor, AT&T. Following the approval of this item in June, but prior to executing the A&T contract, the due diligence process uncovered an additional vendor, Switch Communications. Switch was recommended by Information Technology (IT) experts, including staff at the City of Los Angeles. This resulted in a SCAG decision to not execute the contract with AT&T and extend the internal evaluation. This evaluation found that Switch provides comparable services to AT&T, but provides additional protection from natural disasters at a lower cost, with superior communications services. Staff therefore recommends this contract with Switch Communications in lieu of AT&T.

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Switch Communications, LLC (12-036-C1)	The consultant will provide a secure and managed data facility that will enable SCAG to increase the capacity and security of its automated systems and decrease the risk of extended outages related to natural or man-made disasters.	\$607,548

FISCAL IMPACT:

Funding is available in the FY 2011/12 budget.

ATTACHMENT:

Consultant Contract No. 12-036-C1

CONSULTANT CONTRACT 12-036-C1

Recommended Consultant:	Switch Communications, LLC
Background & Scope of Work:	<p>SCAG currently runs its centralized data processing functions from the 12th floor server room in the Los Angeles office. To meet SCAG’s rapidly expanding planning, modeling and core computing requirements, SCAG requires an agreement for an offsite data center facility. With this agreement, SCAG will increase the capacity and security of its automated systems and decrease the risk of extended outages related to natural or man-made disasters.</p> <p>Switch Communications LLC will provide space, power, cooling, communications and physical security systems. For reduction of risk from natural disasters, Switch will provide a managed data center facility out of state (Las Vegas, Nevada) for SCAG’s computer systems and applications.</p>
Project’s Benefits & Key Deliverables:	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• Due to geographic location, reduce risk of network and data outages related to natural disasters;• Eliminate capital requirements to upgrade and operate a reliable, secure data center in the Los Angeles office;• Increased security and uptime through advanced environmental and physical security systems, including emergency generator power, redundant electrical and cooling systems, advanced fire suppression, and multi-step, biometric entry systems;• Increase available space in the Los Angeles office for the office redesign project; and• Ensure that SCAG’s website and database systems are available to reliably serve SCAG staff, constituents and partners.
Strategic Plan:	<p>This item supports SCAG’s Strategic Plan Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective d: Integrate Advanced Information and Communication Technologies.</p>
Contract Amount:	Total not-to-exceed \$607,548 Switch Communications LLC (prime consultant)
Contract Period:	May 2012 through June 30, 2015
Project Number:	811.SCG01163.08
Basis for Selection:	<p>In accordance with SCAG’s Contract Manual Section 2.5, dated 12/09/09, version 10, to foster greater economy and efficiency, SCAG’s federal procurement guidance (49 CFR Part 18, Section 18.36 [b] [5]) authorizes SCAG to procure goods and services by entering into State and local intergovernmental agreements (Master Service Agreements – MSA’s). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially “piggy backing” on the agreement.) SCAG utilized an MSA</p>

with the Los Angeles Department of Water and Power (Agreement No. GS-35F-0510V) that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.

In order to help ensure that SCAG received the best pricing and services, although not required to do so, SCAG staff took the additional step to conduct a secondary competition by requesting offers from six (6) vendors that hold public sector MSAs: Switch Communications, Century Link (Savvis), ADSL (Grupo), AT&T, Verizon Business and Level(3) Communications. The results of this secondary competition are shown below. These figures include estimated costs for a point-to-point or private IP data line to connect to the Los Angeles office.

Switch Communications	\$607,548
Century Link (Savvis)	\$576,422
ADSL (Grupo)	\$634,726
AT&T	\$650,684
Verizon Business (excludes estimated LA data line cost)	\$772,420
Level(3) (excludes estimated LA data line cost)	\$917,358

Staff recommended Switch Communications for the contract award because the vendor:

- Provided the lowest level of risk due to natural disaster because of its location in Las Vegas, NV;
- Provided the best mix of services for SCAG's needs, including lower-priced and higher-redundancy data communications services;
- Demonstrated the highest level of facility services and management, including advanced cooling and power systems, strict installation and operational standards; and a clean and orderly facility; and
- Provided a higher standard for physical security.

Although Century Link proposed a lower overall price than Switch Communications, they did not provide the same level of risk reduction and system redundancies as Switch.

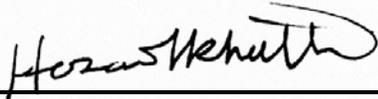
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DATE: May 3, 2012

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

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

SUBJECT: Amendment \$75,000 or Greater: Contract No. 11-023-C1, SCAG’s 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy Program Environmental Impact Report (RTP/SCS PEIR)

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION:
Approve Amendment No. 4 to Contract 11-023-C1 with Terry Hayes and Associates (TAHA) in an amount not-to-exceed \$13,242.

EXECUTIVE SUMMARY:
On April 4, 2012, the Regional Council certified the 2012-2035 RTP/SCS PEIR. Amendment No. 4 to Contract No. 11-023-C1 will allow TAHA to finalize any post-certification activities for this PEIR, including compiling final documentation and records, file management, follow-up meetings and other related activities. This Amendment combined with two (2) prior Amendments exceeds \$75,000, and therefore, in accordance with the SCAG Procurement Manual Section 1.4.5, dated 12/09/09, version 10, requires Regional Council’s approval.

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

BACKGROUND:
Staff recommends amending the following contract:

<u>Consultant/Contract No.</u>	<u>Amendment’s Purpose</u>	<u>Amount</u>
Terry Hayes and Associates (11-023-C1)	Amendment No. 4 will allow the consultant to finalize post-certification activities pertaining to the 2012-2035 RTP/SCS PEIR. This includes compiling final documentation and records, file management activities and other related tasks. In addition, this Amendment will allow the consultant to participate in follow-up meetings with SCAG staff to update future California Environmental Quality Act (CEQA) compliance procedures and to ensure that all contract-related tasks have been completed adequately and timely.	\$13,242

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

ATTACHMENT:
Consultant Contract No. 11-023-C1

CONSULTANT CONTRACT 11-023-C1 AMENDMENT 4

Consultant:	Terry Hayes and Associates (TAHA)												
Background & Scope of Work:	<p>In March 2011, SCAG awarded Contract T.11-023-C1 to TAHA, with Sirius Environmental as a subcontractor, to prepare the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy Program Environmental Impact Report (PEIR) pursuant to the California Environmental Quality Act (CEQA) The 2012-2035 RTP/SCS is a long-range regional transportation plan that provides a blueprint to help achieve a coordinated regional transportation system by creating a vision for transportation investment throughout the region and identifying regional transportation and land use strategies to address mobility needs. The PEIR for the 2012-2035 RTP/SCS serves as an informational document to inform decision makers and the public of the potential environmental consequences of approving the proposed Plan. The PEIR includes mitigation measures designed to help avoid or minimize significant environmental impacts.</p>												
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• The preparation of this PEIR fulfills a requirement under CEQA.• It is a programmatic document that provides a region-wide assessment of the potential significant environmental effects of implementing the projects, programs and policies included in the 2012-2035 RTP/SCS (including the new SCS portion of the Plan).• This PEIR provides a regional consideration of cumulative effects and includes broad policy alternatives and program mitigation measures that are equally broad in scope.• This PEIR also provides a regional scale analysis and a framework of mitigation measures for subsequent, site-specific environmental review documents prepared by lead agencies in the region as individual planning, development and transportation projects are identified, designed and move through the planning, review and decision-making process.• This document may also serve as a first-tier document for later CEQA review of individual projects included in the program.												
Strategic Plan:	<p>This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision-Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.</p>												
Amendment Amount:	<table border="0" style="width: 100%;"><tr><td style="width: 70%;">Amendment 4</td><td style="text-align: right;">\$13,242</td></tr><tr><td>Amendment 3</td><td style="text-align: right;">\$39,747</td></tr><tr><td>Amendment 2</td><td style="text-align: right;">\$29,961</td></tr><tr><td>Amendment 1 (administrative - no change to contract's value)</td><td style="text-align: right;">\$0</td></tr><tr><td>Original contract value</td><td style="text-align: right;"><u>\$454,050</u></td></tr><tr><td>Total contract value is not-to-exceed</td><td style="text-align: right;">\$537,000</td></tr></table> <p>This Amendment combined with Amendments 2 and 3 exceeds \$75,000. Therefore, in accordance with the SCAG Procurement Manual Section 1.4.5, version 10, it requires the RC's approval.</p>	Amendment 4	\$13,242	Amendment 3	\$39,747	Amendment 2	\$29,961	Amendment 1 (administrative - no change to contract's value)	\$0	Original contract value	<u>\$454,050</u>	Total contract value is not-to-exceed	\$537,000
Amendment 4	\$13,242												
Amendment 3	\$39,747												
Amendment 2	\$29,961												
Amendment 1 (administrative - no change to contract's value)	\$0												
Original contract value	<u>\$454,050</u>												
Total contract value is not-to-exceed	\$537,000												

Contract Period: March 25, 2011 through June 30, 2012

Project Number: Funding sources: FHWA and TDA

Basis for the Amendment: The consultant team has been providing excellent services in the development of the 2012/235 RTP/SCS PEIR. The result of this endeavor culminated in the certification of the 2012-2035 RTP/SCS PEIR by the Regional Council on April 4, 2012. This contract amendment is needed in order to complete post-certification tasks including, but not limited to, preparation and submittal of the Notice of Determination, compiling the administrative record for the 2012-2035 RTP/SCS PEIR and participating in follow-up meetings with SCAG staff to update future CEQA procedures and to ensure all contract-related tasks have been completed adequately and in a timely manner.

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DATE: May 3, 2012

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

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

SUBJECT: SB 1225 (Padilla): Intercity Rail Agreements (ITAs) (LOSSAN/Pacific Surfliner Local Control)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Support.

EXECUTIVE SUMMARY:

The Legislative/Communications and Membership Committee (LCMC) met on April 17, 2012 and recommends support of SB 1225. This bill would authorize California Department of Transportation (Caltrans) to enter into an additional ITA with respect to the San Diego – Los Angeles – San Luis Obispo (LOSSAN) intercity passenger rail corridor if the LOSSAN Agency, an existing joint powers agency, is reconstituted through an amended joint powers agreement approved by the governing boards of its members. This bill would require an ITA for the LOSSAN Corridor to cover the initial 5-year period after the transfer. The bill would require the secretary, if an agreement is not entered into by December 31, 2013, to report to the Governor and the Legislature by January 31, 2014.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective a) Identify and support legislative initiatives.

BACKGROUND:

The 351-mile long LOSSAN Corridor is a rail corridor traversing six (6) counties from San Diego to San Luis Obispo. Both passenger and freight rail operate in the corridor. Passenger service is currently provided by the North County Transit District, Metrolink, and Amtrak and is the second highest passenger usage in the nation.

The LOSSAN Rail Corridor Agency was formed in 1989 to increase ridership, revenue, capacity, reliability, and safety on the rail corridor. The LOSSAN agency is currently governed by a Board of Directors whose members are:

- California Department of Transportation (Caltrans)
- Los Angeles County Metropolitan Transportation Authority (Metro)
- North County Transit District (NCTD)
- Orange County Transportation Authority (OCTA)
- San Diego Association of Governments (SANDAG)
- San Diego Metropolitan Transit System (MTS) San Luis Obispo Council of Governments (SLOCOG)
- Santa Barbara County Association of Governments (SBCAG)
- Ventura County Transportation Commission (VCTC)

REPORT

- Amtrak (ex officio member)
- California High-Speed Rail Authority (CHSRA – ex officio member)
- Riverside County Transportation Commission (RCTC – ex officio member)
- Southern California Association of Governments (SCAG – ex officio member)

Member agencies of the LOSSAN Rail Corridor Agency and their Chief Executive Officer have engaged in extensive discussions regarding the establishment of a local authority to oversee the state-supported intercity service. These agencies—using the successful Capitol Corridor as a model—have reached a consensus on the importance of locally governed management which will enhance the success of the Pacific Surfliner service, improve the customer experience, and create synergy among all the transportation providers in the region.

As introduced, SB 1225 would provide for the following:

- Authorizes Caltrans to enter into an ITA with the LOSSAN Joint Powers Agency.
- Requires an ITA for the LOSSAN Corridor to cover the initial 5-year period after the transfer; requires the secretary, if an agreement is not entered into by December 31, 2013, to report to the Governor and the Legislature by January 31, 2014.
- Existing law states that the ITA may provide that any additional funds required to operate the passenger rail service during a fiscal year shall be provided by the joint powers board from jurisdictions that receive service. This bill would delete the provision requiring additional funds to be provided by the board, and would instead provide that those funds may be provided by the board.
- Provides that local resources shall not be available to offset any redirection, elimination, reduction, or reclassification of state resources for operating intercity rail services.
- Requires that the Secretary of Business, Transportation and Housing make a determination that a local authority would result in administrative functions to operating cost reductions and may authorize Caltrans to enter into an ITA to transfer those administrative functions;
- Requires the allocation of operation funds to the local authority on an annual basis;
- Requires that the level of service funded by the state shall in no case be less than the current number of intercity round trips operated in a corridor and serving the end points currently served by intercity rail corridor.

Formal supporters of the bill include LOSSAN Rail Corridor Agency, Metro, OCTA, SBCAG, and VCTC. There is no opposition to the bill at this time. NCTD has not taken a formal position on the bill. At the LOSSAN Board of Directors meeting, NCTD voted to move the legislation forward, but stated they have concerns with the legislation and the future joint powers agreement. NCTD will continue to monitor the bill as it moves through the legislative process. Neither SANDAG nor MTS have taken a position on the bill. SB 1225 was approved at the Senate Transportation and Housing Committee on April 24, 2012. Hasan Ikhata, SCAG Executive Director testified at the hearing along with OCTA, LOSSAN, SBCAG representatives. The bill was approved 9-0 in Committee.

Other Related Legislation

The Los Angeles-Bakersfield-Fresno-Stockton-Sacramento-Oakland Intercity Passenger Rail Corridor (San Joaquin Corridor) also has a bill, AB 1779, introduced by Assemblymember Cathleen Galgiani (D-Tracy) on February 21, 2012, and last amended on March 29, 2012. AB 1779 would create a local authority for the intercity rail services in the San Joaquin Corridor.

ATTACHMENT:

SB 1225 (Padilla): Amended in Senate April 9, 2012

AMENDED IN SENATE APRIL 9, 2012

SENATE BILL

No. 1225

Introduced by Senator Padilla

February 23, 2012

~~An act to amend Sections 14070 and 14070.2 of the Government Code, relating to transportation. An act to amend Sections 14031.8, 14070.2, 14070.4, and 14070.6 of, and to repeal and add Article 5.2 (commencing with Section 14072) of Chapter 1 of Part 5 of Division 3 of Title 2 of, the Government Code, relating to transportation.~~

LEGISLATIVE COUNSEL'S DIGEST

SB 1225, as amended, Padilla. Intercity rail agreements.

Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of the Business, Transportation and Housing Agency, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary.

This bill would authorize the department, with the approval of the secretary, to enter into an additional interagency transfer agreement with respect to the LOSSAN Corridor, defined to mean the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo, if the LOSSAN Agency, an existing joint powers agency, is reconstituted through an amended joint powers agreement approved by the governing boards of its members to enable that agency to enter

into an interagency transfer agreement with the secretary relative to the LOSSAN Corridor.

This bill would require an interagency transfer agreement for the LOSSAN Corridor to cover the initial 5-year period after the transfer. The bill would require the secretary, if an agreement is not entered into by December 31, 2013, to report to the Governor and the Legislature by January 31, 2014, as specified.

Existing law provides for the allocation of state funds by the secretary to a joint powers board under an interagency transfer agreement based on the annual business plan for the intercity rail corridor and subsequent appropriation of state funds. Existing law states that the interagency transfer agreement may provide that any additional funds required to operate the passenger rail service during a fiscal year shall be provided by the joint powers board from jurisdictions that receive service.

This bill would delete the provision requiring additional funds to be provided by the board, and would instead provide that those funds may be provided by the board. The bill, with respect to the LOSSAN Corridor, would provide that local resources shall not be available to offset any redirection, elimination, reduction, or reclassification of state resources for operating intercity rail services.

This bill would authorize the secretary to adopt new performance standards by December 31, 2014, for intercity rail services.

This bill would repeal now-obsolete provisions authorizing the Southern California Regional Rail Authority to be a party to an interagency transfer agreement for intercity rail services in specified counties.

~~Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of Business, Transportation and Housing, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary.~~

~~This bill, until December 31, 2013, would authorize the department and a joint powers board established for the purpose of assuming~~

~~responsibility for the Pacific Surfliner intercity rail corridor to enter into an agreement under similar terms and conditions.~~

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 *SECTION 1. This act shall be known and may be cited as the*
2 *Intercity Passenger Rail Act of 2012.*

3 *SEC. 2. (a) The Legislature finds and declares all of the*
4 *following:*

5 *(1) An intercity rail passenger system, linking major urban*
6 *centers and complemented by feeder bus services that provide*
7 *access to outlying areas and destinations, is an important element*
8 *of the state’s transportation system, and shall remain a state-funded*
9 *program.*

10 *(2) The state has a continuing interest in the provision of*
11 *cost-effective intercity rail passenger services and has a*
12 *responsibility to coordinate intercity rail passenger services*
13 *statewide.*

14 *(3) Since 1976, the state has invested over one billion eight*
15 *hundred million dollars (\$1,800,000,000) in capital improvements*
16 *and operating support for intercity rail passenger service and must*
17 *ensure the protection of that investment.*

18 *(b) The Legislature, through the enactment of this act, intends*
19 *all of the following:*

20 *(1) The Secretary of Business, Transportation and Housing*
21 *shall be responsible for the overall planning, coordination, and*
22 *budgeting of the intercity passenger rail service.*

23 *(2) If the secretary determines that transferring responsibility*
24 *for intercity rail service in a particular corridor or corridors to a*
25 *statutorily created joint powers agency would result in*
26 *administrative or operating cost reductions, the secretary may*
27 *authorize the Department of Transportation to enter into an*
28 *interagency transfer agreement to effect a transfer of those*
29 *administrative functions.*

30 *(3) Any intercity rail corridor for which administrative*
31 *responsibility has been transferred to a joint powers board through*
32 *an interagency transfer agreement shall remain as a component*
33 *of the statewide system of intercity rail corridors.*

1 (4) *The public interest requires expansion of the state intercity*
2 *rail program in order to keep pace with the needs of an expanding*
3 *population.*

4 (5) *For not less than a five-year period, the level of state funding*
5 *for intercity rail service in each corridor should be maintained at*
6 *a level equal to at least the current level of service in the corridor,*
7 *thus providing fiscal stability that will allow appropriate planning*
8 *and operation of these services.*

9 SEC. 3. *Section 14031.8 of the Government Code is amended*
10 *to read:*

11 14031.8. (a) The Secretary of Business, Transportation and
12 Housing shall establish, through an annual budget process, the
13 level of state funding available for the operation of intercity
14 passenger rail service in each corridor.

15 (b) Where applicable, operating funds shall be allocated by the
16 secretary to the joint powers board in accordance with an
17 interagency *transfer* agreement—~~which~~ *that* includes mutually
18 agreed-upon rail services. Funds for the administration and
19 marketing of services, as appropriate, shall also be transferred by
20 the secretary to the joint powers board, subject to the terms of the
21 interagency *transfer* agreement.

22 (c) The joint powers board or local or regional entities may, *but*
23 *shall not be required to*, augment state-provided resources to
24 expand intercity passenger rail services *using local resources*, or
25 to address funding shortfalls in achieving agreed-upon performance
26 standards.

27 (d) The department may provide any support services as may
28 be mutually agreed upon by the board and the department.

29 (e) Operating costs shall be controlled by dealing with, at a
30 minimum, the current Amtrak cost allocation formula, *which,*
31 *beginning in federal fiscal year 2013–14, will be subject to Section*
32 *209 of the federal Passenger Rail Investment and Improvement*
33 *Act, and the ability to contract out to Amtrak or other rail operators*
34 *as a part of federal legislation dealing with Amtrak reauthorization.*

35 (f) Not later than December 31, 1997, the secretary shall
36 establish a set of uniform performance standards for all corridors
37 and operators to control cost and improve efficiency. *To the extent*
38 *necessary, as determined by the secretary, performance standards*
39 *may be modified not later than December 31, 2014, relative to*

1 including the LOSSAN Corridor among the corridors subject to
2 an interagency transfer agreement.

3 (g) Notwithstanding any other provision of this section, with
4 regard to the LOSSAN Corridor, local resources described in
5 subdivision (c) shall not be available for expenditure to offset any
6 redirection, elimination, reduction, or reclassification of state
7 resources for operating intercity rail services.

8 SEC. 4. Section 14070.2 of the Government Code is amended
9 to read:

10 14070.2. (a) If authorized by the secretary, the department
11 may, through an interagency *transfer* agreement, transfer to a joint
12 powers board, and the board may assume, all responsibility for
13 administering *state-funded intercity* passenger rail service in the
14 corridor. Upon the date specified in the agreement, the board shall
15 succeed to the department's powers and duties relative to that
16 service, except that the department shall retain responsibility for
17 developing budget requests for the service through the state budget
18 process, which shall be developed in consultation with the board,
19 and for coordinating service in the corridor with other *intercity*
20 passenger rail services in the state.

21 (b) ~~The~~(1) Except as otherwise provided in paragraph (2), the
22 interagency *transfer* agreement shall be executed on or before
23 December 31, 1996.

24 (2) With respect to the LOSSAN Corridor, if an interagency
25 transfer agreement for that corridor is not entered into on or before
26 December 31, 2013, the secretary shall provide a report to the
27 Governor and the Legislature on or before January 31, 2014,
28 explaining why an acceptable agreement has not been developed,
29 with specific recommendations for developing an acceptable
30 agreement.

31 (c) The secretary shall require the board to demonstrate the
32 ability to meet the performance standards established by the
33 secretary pursuant to subdivision (f) of Section 14031.8.

34 SEC. 5. Section 14070.4 of the Government Code is amended
35 to read:

36 14070.4. (a) An interagency transfer agreement between the
37 department and a joint powers board, when approved by the
38 secretary, shall do all of the following:

39 (1) Specify the date and conditions for the transfer of
40 responsibilities and identify the annual level of funding and ensure

1 that the level of funding is consistent with and sufficient for the
2 planned service improvements within the corridor. *For purposes*
3 *of the LOSSAN Corridor, the interagency transfer agreement shall*
4 *cover the initial five-year period after the transfer, but may be*
5 *extended thereafter by mutual agreement.*

6 (2) Identify, for the initial year and subsequent years, the funds
7 to be transferred to the board including state operating subsidies
8 made available for intercity rail services in the corridor, and funds
9 currently used by the department for administration and marketing
10 of the corridor, with the amounts adjusted annually for inflation
11 and in accordance with the business plan.

12 (3) Specify the level of service to be provided, the respective
13 responsibilities of the board and the department, the methods that
14 the department will use to assure the coordination of services with
15 other rail passenger services in the state, and the methods that the
16 department will use for the annual review of the business plan and
17 annual proposals on funding and appropriations.

18 (4) Describe the terms for transferring to the joint exercise of
19 powers agency car and locomotive train sets, and other equipment
20 and property owned by the department and required for the intercity
21 service in the corridor including, but not limited to, the number of
22 units to be provided, liability coverage, maintenance and warranty
23 responsibilities, and indemnification issues.

24 (5) Describe auditing responsibilities and process requirements,
25 reimbursement and billing procedures, the responsibility for
26 funding shortfalls, if any, during the course of each fiscal year, an
27 operating contract oversight review process, performance standards
28 and reporting procedures, the level of rail infrastructure
29 maintenance, and other relevant monitoring procedures. The
30 description shall contain an evaluation of the impact of any transfer
31 of equipment on other intercity corridors. The agreement shall
32 endeavor to minimize the impact and maximize the efficient use
33 of the equipment, including continued joint use of equipment that
34 is currently shared by one or more corridors.

35 (b) Use of the annual state funding allocation, as set forth in the
36 interagency transfer agreement, shall be described in an annual
37 business plan submitted by the board to the secretary for review
38 and recommendation by April 1 of each year. The business plan,
39 when approved by the secretary, shall be deemed accepted by the
40 state. The budget proposal developed by the department for the

1 subsequent year shall be based upon the business plan approved
2 by the secretary. The business plan shall be consistent with the
3 interagency *transfer* agreement and shall include a report on the
4 recent as well as historical performance of the corridor service, an
5 overall operating plan including proposed service enhancement to
6 increase ridership and provide for increased traveler demands in
7 the corridor for the upcoming year, short-term and long-term
8 ~~capital~~ *capital* improvement programs, funding requirements for
9 the upcoming fiscal year, and an action plan with specific
10 performance goals and objectives. The business plan shall
11 document service improvements to provide the planned level of
12 service, inclusion of operating plans to serve peak period work
13 trips, and consideration of other service expansions and
14 enhancements. *With respect to the LOSSAN Corridor, the initial*
15 *business plan shall be consistent with the immediately previous*
16 *State Rail Plan developed by the department pursuant to Section*
17 *14036.* The *business* plan shall clearly delineate how funding and
18 accounting for state-sponsored rail passenger services shall be
19 separate from locally sponsored services in the corridor. Proposals
20 to expand or modify passenger services shall be accompanied by
21 the identification of all associated costs and ridership projections.
22 The business plan shall establish, among other things: fares,
23 operating strategies, capital improvements needed, and marketing
24 and operational strategies designed to meet performance standards
25 established in the interagency *transfer* agreement.

26 (c) Based on the annual business plan and the subsequent
27 appropriation by the Legislature, the secretary shall allocate state
28 funds on an annual basis to the board. As provided in the
29 interagency *transfer* agreement, any additional funds that are
30 ~~required~~ *needed* to operate the passenger rail service during ~~the a~~
31 fiscal year ~~shall~~ *may* be provided by the board from jurisdictions
32 that receive service. In addition, the board may use any cost savings
33 or farebox revenues to provide service improvements related to
34 intercity service. In any event, the board shall report the fiscal
35 results of the previous year's operations as part of the annual
36 business plan.

37 (d) The level of service funded by the state shall in no case be
38 less than the current number of intercity round trips operated in a
39 corridor and serving the end points currently served by the intercity
40 rail corridor. *For purposes of the LOSSAN Corridor, the level of*

1 *service funded by the state shall be no less than the level of service*
2 *funded as of January 1, 2013.* Subject to Section 14035.2, the level
3 of service funded by the state shall also include feeder bus service
4 with substantially the same number of route miles as the current
5 feeder system, to be operated in conjunction with the trains.
6 However, the interagency *transfer* agreement shall not prohibit
7 the joint powers board from reducing the number of feeder bus
8 route miles if the joint powers board determines that a feeder bus
9 route is not cost effective as provided in Section 14035.2.

10 (e) Nothing in this article shall be construed to preclude
11 expansion of state-approved intercity rail service.

12 (f) *Notwithstanding any other provision of this section, with*
13 *regard to the LOSSAN Corridor, local resources described in*
14 *subdivision (c) shall not be available for expenditure to offset any*
15 *redirection, elimination, reduction, or reclassification of state*
16 *resources for operating intercity rail services.*

17 *SEC. 6. Section 14070.6 of the Government Code is amended*
18 *to read:*

19 14070.6. The department and any entity that assumes
20 administrative responsibility for *intercity* passenger rail services
21 through an interagency transfer agreement, may, through a
22 competitive solicitation process, contract with the National Railroad
23 Passenger Corporation (Amtrak) or with organizations not
24 precluded by state or federal law to provide *intercity* passenger
25 rail services, and may contract with rail corporations and other rail
26 operators for the use of tracks and other facilities and for the
27 provision of *intercity* passenger services on terms and conditions
28 as the parties may agree. The department is deemed to be a
29 third-party beneficiary of the contract, and the contract shall not
30 contain any provision or condition that would negatively impact
31 on or conflict with any other contracts the department has regarding
32 *intercity passenger* rail services. Any entity that succeeds the
33 department as sponsor of state-supported *intercity* passenger rail
34 services through an interagency transfer agreement, is deemed an
35 agency of the state for all purposes related to *intercity* passenger
36 rail services, including Section ~~1614~~ 5311 of Title 49 of the United
37 States Code.

38 *SEC. 7. Article 5.2 (commencing with Section 14072) of*
39 *Chapter 1 of Part 5 of Division 3 of Title 2 of the Government*
40 *Code is repealed.*

1 SEC. 8. Article 5.2 (commencing with Section 14072) is added
2 to Chapter 1 of Part 5 of Division 3 of Title 2 of the Government
3 Code, to read:

4
5
6

Article 5.2. LOSSAN Corridor

7 14072. (a) The Los Angeles-San Diego-San Luis Obispo Rail
8 Corridor Agency, also known as the LOSSAN Agency, is an existing
9 joint powers authority established to provide an organization
10 capable of implementing the recommendations contained in the
11 State Rail Corridor Study Group’s June 1987 report entitled “Los
12 Angeles-San Diego State Rail Corridor Study” and undertaking
13 related efforts to improve intercity services and facilities in the
14 corridor and to coordinate subcorridor commuter rail services
15 with intercity services. The LOSSAN Agency is comprised of voting
16 members, as specified in the joint powers agreement.

17 (b) “LOSSAN Corridor” means the San Diego-Los Angeles-San
18 Luis Obispo intercity passenger rail corridor.

19 14072.2. This article shall be applicable only if the members
20 of the LOSSAN Agency enter into an amended joint powers
21 agreement to expand the authority of the agency to permit the
22 administration of state-funded intercity passenger rail services on
23 the LOSSAN corridor, and the LOSSAN Agency thereafter elects
24 to become a party to an interagency transfer agreement pursuant
25 to Article 5 (commencing with Section 14070). The amended joint
26 powers agreement shall establish the terms and conditions for the
27 joint powers agency and is subject to the approval of the governing
28 board of each member agency of the LOSSAN Agency. Only the
29 LOSSAN Agency operating under the amended joint powers
30 agreement, and not the LOSSAN Agency existing on January 1,
31 2013, may exercise jurisdiction over intercity rail services on the
32 LOSSAN Corridor under an interagency transfer agreement.

33 SECTION 1. Section 14070 of the Government Code is
34 amended to read:

35 14070. As used in this article, the following terms have the
36 following meanings:

37 (a) (1) “Board” or “joint powers board” means the governing
38 board of a joint exercise of powers agency established pursuant to
39 Article 5.2 (commencing with Section 14072), Article 5.4
40 (commencing with Section 14074), or Article 5.6 (commencing

1 with Section 14076) for the purpose of assuming administrative
2 responsibility for intercity passenger rail service within the
3 respective corridor.

4 (2) “Board” or “joint powers board” also means the governing
5 board of a joint exercise of powers agency established for the
6 purpose of assuming administrative responsibility for intercity
7 passenger rail service within the Pacific Surfliner corridor.

8 (b) “Secretary” means the Secretary of the Business,
9 Transportation and Housing Agency or successor agency.

10 SEC. 2. Section 14070.2 of the Government Code is amended
11 to read:

12 14070.2. (a) If authorized by the secretary, the department
13 may, through an interagency agreement, transfer to a joint powers
14 board, and the board may assume, all responsibility for
15 administering passenger rail service in a corridor. Upon the date
16 specified in the agreement, the board shall succeed to the
17 department’s powers and duties relative to that service, except that
18 the department shall retain responsibility for developing budget
19 requests for the service through the state budget process, which
20 shall be developed in consultation with the board, and for
21 coordinating service in the corridor with other passenger rail
22 services in the state.

23 (b) (1) Except as otherwise provided in paragraph (2), the
24 interagency agreement shall be executed on or before December
25 31, 1996.

26 (2) With respect to the Pacific Surfliner corridor, the interagency
27 agreement shall be executed on or before December 31, 2013.

28 (e) The secretary shall require the board to demonstrate the
29 ability to meet the performance standards established by the
30 secretary pursuant to subdivision (f) of Section 14031.8.

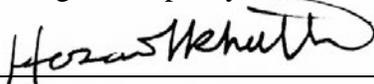
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DATE: May 3, 2012

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

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

SUBJECT: AB 2405 (Blumenfield): Vehicles: High-Occupancy Toll Lanes

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDATION:
Oppose-work with Author.

EXECUTIVE SUMMARY:

The Legislative/Communications and Membership Committee (LCMC) at its March 20, 2012 meeting, unanimously recommended that the RC approve an 'Oppose-work with Author' position on AB 2405. This bill would exempt a vehicle that meets California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) standard from toll charges imposed on single-occupant vehicles in lanes designated for tolls unless prohibited by federal law. Under current law, vehicles meeting the standard are not exempt from toll charges imposed on single-occupant vehicles in lanes designated for tolls.

STRATEGIC PLAN:

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

BACKGROUND:

This bill interferes with local county transportation commissions' authority to establish fare policy on toll lanes for alternative fueled vehicles and impacts managing speed of toll lanes. The 2012-2035 RTP includes significant regional expansion of a toll/HOV system. As of 2008 in the SCAG region, there are approximately 325 lane miles of toll roads, with a planned increase of up to 2,500 lane miles by 2035. As noted in prior staff reports, federal café standards and modeling of projected alternative fueled vehicle purchases in the future are anticipated to dramatically increase, causing congestion on the HOV/Toll network. It is anticipated that 1.4 million vehicles will be on the road by 2025 and 87% of all vehicles will be alternative fueled by 2050.

Existing law provides that a vehicle that meets California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) standard is *not* exempt from toll charges imposed on single-occupant vehicles in lanes designated for tolls. This bill would instead exempt a vehicle that meets California's enhanced AT PZEV standard from toll charges imposed on single-occupant vehicles in lanes designated for tolls unless prohibited by federal law. In the near term, such exemption would be limited to the plug-in Toyota Prius and the low emission version of the Chevy Volt which qualify for the standard, but would increase over time as more vehicles qualify.

REPORT

Last year, state law regulating the use of the HOV lanes by alternative fuel vehicles was modified to eliminate the ability of hybrid vehicles to use the HOV lanes regardless of the number of occupants. Instead, a newer class of alternative fuel vehicles (now AT PZEVs), was authorized to use the HOV lanes regardless of occupancy. That law specifically exempted Metro's Express Lanes program on the I-10 (between I-605 and Alameda Street) and I-110 (between Adams Blvd and SR-91). The reason for the exemption was based on the need to maintain maximum flexibility in the management of the lanes during the one-year demonstration period of the program to remain compliant with the terms of the federal Congestion Reduction Demonstration grant, which allowed Metro to access \$210.6 million in federal transit funding while testing an innovative transportation management tool for one (1) year.

Allowing alternative fuel vehicles unfettered access to the HOV lanes limits the ability to control access to the lanes and thus the ability to manage the flow or speed of the traffic by charging a toll based on available capacity in the HOV lanes. This ultimately could limit the availability of the lanes to persons wishing to pay a toll and who would likely continue to use the general purpose lanes.

STATUS:

AB 2405 was introduced on February 24, 2012, as a non-urgency bill. The Assembly Transportation Committee approved the bill 9 - 3 on April 16, 2012 with the understanding that the author would amend so as to not jeopardize Metro federal funding of their pilot project on the I-110 and I-10 HOT Lanes. On April 23rd, the bill was amended to exempt Metro during the pilot panel (through 2015).

RECOMMENDATION:

The LCMC recommends that the Regional Council adopt an 'Oppose-work with Author' position on AB 2405.

ATTACHMENT:

AB 2405 (Blumenfield)

AMENDED IN ASSEMBLY APRIL 23, 2012

AMENDED IN ASSEMBLY APRIL 10, 2012

CALIFORNIA LEGISLATURE—2011–12 REGULAR SESSION

ASSEMBLY BILL

No. 2405

Introduced by Assembly Member Blumenfield

February 24, 2012

An act to amend Section 5205.5 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 2405, as amended, Blumenfield. Vehicles: high-occupancy toll lanes.

Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2015, by certain eligible low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lanes if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. Existing law provides that a vehicle, eligible under these provisions to use HOV lanes, that meets the California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) standard is not exempt from toll charges imposed on single-occupant vehicles in lanes designated for tolls pursuant to a federally supported value-pricing and transit development program involving high-occupancy toll lanes conducted by the Los Angeles County Metropolitan Transportation Authority.

This bill would instead exempt, *with specified exceptions*, all of the low emission and hybrid vehicles eligible to use HOV lanes under these

provisions, including vehicles that meet the enhanced AT PZEV standards, from toll charges imposed on single-occupant vehicles in lanes designated for tolls unless prohibited by federal law. The bill would exclude a toll imposed for passage on a toll road, toll highway, or toll bridge from this exemption. The bill would provide that these changes shall be known as the Choose Clean Cars Act of 2012.

Vote: majority. Appropriation: no. Fiscal committee: no. State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. This act shall be known, and may be cited, as;
- 2 the Choose Clean Cars Act of 2012.
- 3 SEC. 2. Section 5205.5 of the Vehicle Code, as amended by
- 4 Section 1 of Chapter 215 of the Statutes of 2010, is amended to
- 5 read:
- 6 5205.5. (a) For purposes of implementing Section 21655.9,
- 7 the department shall make available for issuance, for a fee
- 8 determined by the department to be sufficient to reimburse the
- 9 department for the actual costs incurred pursuant to this section,
- 10 distinctive decals, labels, and other identifiers that clearly
- 11 distinguish the following vehicles from other vehicles:
- 12 (1) A vehicle that meets California’s super ultra-low emission
- 13 vehicle (SULEV) standard for exhaust emissions and the federal
- 14 inherently low-emission vehicle (ILEV) evaporative emission
- 15 standard, as defined in Part 88 (commencing with Section
- 16 88.101-94) of Title 40 of the Code of Federal Regulations.
- 17 (2) A vehicle that was produced during the 2004 model-year or
- 18 earlier and meets California ultra-low emission vehicle (ULEV)
- 19 standard for exhaust emissions and the federal ILEV standard.
- 20 (3) A hybrid vehicle or an alternative fuel vehicle that meets
- 21 California’s advanced technology partial zero-emission vehicle
- 22 (AT PZEV) standard for criteria pollutant emissions and has a 45
- 23 miles per gallon or greater fuel economy highway rating.
- 24 (4) A hybrid vehicle that was produced during the 2004
- 25 model-year or earlier and has a 45 miles per gallon or greater fuel
- 26 economy highway rating, and meets California’s ULEV, SULEV,
- 27 or partial zero-emission vehicle (PZEV) standards.

1 (5) A vehicle that meets California’s enhanced advanced
2 technology partial zero-emission vehicle (enhanced AT PZEV)
3 standard.

4 (b) Neither an owner of a hybrid vehicle that meets the AT
5 PZEV standard, with the exception of a vehicle that meets the
6 federal ILEV standard, nor an owner of a hybrid vehicle described
7 in paragraph (4) of subdivision (a), is entitled to a decal, label, or
8 other identifier pursuant to this section unless the federal
9 government acts to approve the use of high-occupancy vehicle
10 (HOV) lanes by vehicles of the types identified in paragraph (3)
11 or (4) of subdivision (a), regardless of the number of occupants.

12 (c) The department shall include a summary of the provisions
13 of this section on each motor vehicle registration renewal notice,
14 or on a separate insert, if space is available and the summary can
15 be included without incurring additional printing or postage costs.

16 (d) The Department of Transportation shall remove individual
17 HOV lanes, or portions of those lanes, during periods of peak
18 congestion from the access provisions provided in subdivision (a),
19 following a finding by the Department of Transportation as follows:

20 (1) The lane, or portion thereof, exceeds a level of service C,
21 as discussed in subdivision (b) of Section 65089 of the Government
22 Code.

23 (2) The operation or projected operation of the vehicles
24 described in subdivision (a) in these lanes, or portions thereof, will
25 significantly increase congestion.

26 (e) The State Air Resources Board shall publish and maintain
27 a listing of all vehicles eligible for participation in the programs
28 described in this section. The board shall provide that listing to
29 the department.

30 (f) (1) For purposes of subdivision (a), the Department of the
31 California Highway Patrol and the department, in consultation
32 with the Department of Transportation, shall design and specify
33 the placement of the decal, label, or other identifier on the vehicle.
34 Each decal, label, or other identifier issued for a vehicle shall
35 display a unique number, which number shall be printed on, or
36 affixed to, the vehicle registration.

37 (2) Decals, labels, or other identifiers designed pursuant to this
38 subdivision for a vehicle described in paragraph (5) of subdivision
39 (a) shall be distinguishable from the decals, labels, or other

1 identifiers that are designed for vehicles described in paragraphs
2 (1), (2), (3), and (4) of subdivision (a).

3 (g) (1) (A) Except as provided in subparagraph (B), for
4 purposes of subdivision (a), the department shall issue no more
5 than 85,000 distinctive decals, labels, or other identifiers that
6 clearly distinguish the vehicles specified in paragraphs (3) and (4)
7 of subdivision (a).

8 (B) The department may issue a decal, label, or other identifier
9 for a vehicle that satisfies all of the following conditions:

10 (i) The vehicle is of a type identified in paragraph (3) or (4) of
11 subdivision (a).

12 (ii) The owner of the vehicle is the owner of a vehicle for which
13 a decal, label, or identifier described in subparagraph (A) was
14 previously issued and that vehicle for which the decal, label, or
15 identifier was previously issued is determined by the department,
16 on the basis of satisfactory proof submitted by the owner to the
17 department, to be a nonrepairable vehicle or a total loss salvage
18 vehicle.

19 (iii) The owner of the vehicle applied for a decal, label, or other
20 identifier pursuant to this subparagraph on or before March 31,
21 2009, or within six months of the date on which the vehicle for
22 which a decal, label, or identifier was previously issued is declared
23 to be a nonrepairable vehicle or a total loss salvage vehicle,
24 whichever date is later.

25 (2) The department shall notify the Department of Transportation
26 immediately after the date on which the department has issued
27 50,000 decals, labels, and other identifiers under this section for
28 the vehicles described in paragraphs (3) and (4) of subdivision (a).

29 (3) The Department of Transportation shall determine whether
30 significant HOV lane breakdown has occurred throughout the state,
31 in accordance with the following timeline:

32 (A) For lanes that are nearing capacity, the Department of
33 Transportation shall make the determination not later than 90 days
34 after the date provided by the department under paragraph (2).

35 (B) For lanes that are not nearing capacity, the Department of
36 Transportation shall make the determination not later than 180
37 days after the date provided by the department under paragraph
38 (2).

1 (4) In making the determination that significant HOV lane
2 breakdown has occurred, the Department of Transportation shall
3 consider the following factors in the HOV lane:

4 (A) Reduction in level of service.

5 (B) Sustained stop-and-go conditions.

6 (C) Slower than average speed than the adjacent mixed-flow
7 lanes.

8 (D) Consistent increase in travel time.

9 (5) After making the determinations pursuant to subparagraphs
10 (A) and (B) of paragraph (3), if the Department of Transportation
11 determines that significant HOV lane breakdown has occurred
12 throughout the state, the Department of Transportation shall
13 immediately notify the department of that determination, and the
14 department, on the date of receiving that notification, shall
15 discontinue issuing the decals, labels, or other identifiers for the
16 vehicles described in paragraphs (3) and (4) of subdivision (a).

17 (h) (1) Except as provided in paragraph (2), for purposes of
18 paragraph (5) of subdivision (a), the department shall issue no
19 more than 40,000 distinctive decals, labels, or other identifiers that
20 clearly distinguish a vehicle specified in paragraph (5) of
21 subdivision (a).

22 (2) The department may issue a decal, label, or other identifier
23 for a vehicle that satisfies all of the following conditions:

24 (A) The vehicle is of a type identified in paragraph (5) of
25 subdivision (a).

26 (B) The owner of the vehicle is the owner of a vehicle for which
27 a decal, label, or other identifier described in paragraph (1) was
28 previously issued and that vehicle for which the decal, label, or
29 other identifier was previously issued is determined by the
30 department, on the basis of satisfactory proof submitted by the
31 owner to the department, to be a nonrepairable vehicle or a total
32 loss salvage vehicle.

33 (C) The owner of the vehicle applied for a decal, label, or other
34 identifier pursuant to this paragraph within six months of the date
35 on which the vehicle for which a decal, label, or other identifier
36 was previously issued is declared to be a nonrepairable vehicle or
37 a total loss salvage vehicle.

38 (i) If the Metropolitan Transportation Commission, serving as
39 the Bay Area Toll Authority, grants toll-free and reduced-rate
40 passage on toll bridges under its jurisdiction to a vehicle pursuant

1 to Section 30102.5 of the Streets and Highways Code, it shall also
 2 grant the same toll-free and reduced-rate passage to a vehicle
 3 displaying an identifier issued by the department pursuant to
 4 paragraph (1) or (2) of subdivision (a) and to a vehicle displaying
 5 a valid identifier issued by the department pursuant to paragraph
 6 (3) or (4) of subdivision (a) if the vehicle is registered to an address
 7 outside of the region identified in Section 66502 of the Government
 8 Code.

9 (j) An owner of a vehicle specified in paragraph (3) or (4) of
 10 subdivision (a) whose vehicle is registered to an address in the
 11 region identified in Section 66502 of the Government Code and
 12 who seeks a vehicle identifier under subdivision (a) in order to
 13 have access to a HOV lane within the jurisdiction of the Bay Area
 14 Toll Authority shall do both of the following:

15 (1) Obtain and maintain an active account to operate within the
 16 automatic vehicle identification system described in Section 27565
 17 of the Streets and Highways Code and shall submit to the
 18 department a form, approved by the department and issued by the
 19 Bay Area Toll Authority, that contains the vehicle owner’s name,
 20 the license plate number and vehicle identification number of the
 21 vehicle, the vehicle make and year model, and the automatic
 22 vehicle identification system account number, as a condition to
 23 obtaining a vehicle identifier pursuant to subdivision (a) that allows
 24 for the use of that vehicle in HOV lanes regardless of the number
 25 of occupants.

26 (2) Be eligible for toll-free or reduced-rate passage on toll
 27 bridges within the jurisdiction of the Bay Area Toll Authority only
 28 if, at time of passage, the vehicle meets the passenger occupancy
 29 rate requirement established for that toll-free or reduced-rate
 30 passage.

31 (k) (1) Notwithstanding Section 21655.9 *and except as provided*
 32 *in paragraph (2)*, a vehicle described in subdivision (a) that
 33 displays a decal, label, or identifier issued pursuant to this section
 34 shall be exempt from toll charges imposed on single-occupant
 35 vehicles in lanes designated for tolls unless prohibited by federal
 36 law.

37 (2) ~~This subdivision~~ (A) *Paragraph (1)* does not apply to the
 38 imposition of a toll imposed for passage on a toll road, toll
 39 highway, or toll bridge.

1 (B) On or before November 1, 2013, paragraph (1) does not
2 apply to the imposition of a toll imposed for passage in lanes
3 designated for tolls pursuant to the federally supported
4 value-pricing and transit development demonstration program
5 operated pursuant to Section 149.9 of the Streets and Highways
6 Code for State Highway Route 110.

7 (C) On or before March 1, 2014, paragraph (1) does not apply
8 to the imposition of a toll imposed for passage in lanes designated
9 for tolls pursuant to the federally supported value-pricing and
10 transit development demonstration program operated pursuant to
11 Section 149.9 of the Streets and Highways Code for State Highway
12 Route 10.

13 (l) If the Director of Transportation determines that federal law
14 does not authorize the state to allow vehicles that are identified by
15 distinctive decals, labels, or other identifiers on vehicles described
16 in subdivision (a) to use highway lanes or highway access ramps
17 for high-occupancy vehicles regardless of vehicle occupancy, the
18 Director of Transportation shall submit a notice of that
19 determination to the Secretary of State.

20 (m) (1) This section shall remain in effect only until January
21 1, 2015, or until the date the Secretary of State receives the notice
22 described in subdivision (l), whichever occurs first, and as of that
23 date is repealed.

24 (2) However, with respect to a vehicle described in paragraph
25 (3) or (4) of subdivision (a), this section shall be operative only
26 until July 1, 2011, or only until the date the Secretary of State
27 receives the notice described in subdivision (l), whichever occurs
28 first.

29 (3) With respect to a vehicle described in paragraph (5) of
30 subdivision (a), this section shall become operative on January 1,
31 2012, and shall be operative only until January 1, 2015, or until
32 the date the Secretary of State receives the notice described in
33 subdivision (l), whichever occurs first.

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DATE: May 3, 2012

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

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

SUBJECT: AB 1455 (Harkey): High Speed Rail Bond

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Oppose – work with Author.

EXECUTIVE SUMMARY:

The Legislative/Communications and Membership Committee (LCMC) met on March 20, 2012, and recommends an Oppose – work with Author position to AB 1455. This bill would reduce the \$9.9 billion amount of general obligation debt authorized for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, to the amount contracted as of January 1, 2013. In effect, the bill reduces the amount of indebtedness by \$9 billion for high speed rail purposes, but leaves intact the \$950 million provided by the bond for other related rail purposes which would be appropriated by the legislature in the state budget process.

STRATEGIC PLAN:

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

BACKGROUND:

The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008 General Election, provides for the issuance of \$9.95 billion of indebtedness, including \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted.

At its March 20, 2012 meeting, the LCMC recommended that the Regional Council adopt an 'Oppose – work with Author' position on the bill. Among the factors considered by the LCMC leading to this recommendation are:

REPORT

- 1) California voters have supported the Bond purposes and Southern California transportation agencies (including SCAG as described below) seek to obtain a \$1 billion of these funds for implementing the ‘blended approach’. This bill seeks fundamentally to abrogate the expressed will of California voters.
- 2) The Regional Council approved a Memorandum of Understanding (MOU) with the California High Speed Rail Authority, Metrolink, Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG), San Diego Association of Governments (SANDAG), and Metropolitan Transportation Agency (Metro), to target up to \$1 billion dollars in Proposition 1A bond revenues for early action speed and capacity improvements along existing Southern California interregional passenger rail corridors (the ‘blended approach’). The bill’s proposed elimination of the \$9 billion (of which \$6 billion is unallocated) dedicated High Speed Rail revenues from Proposition 1A would jeopardize the availability of funds pursuant to the negotiated MOU. These revenues will be critical for enacting the early investment strategies laid out in the Draft 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and rescinding or reducing these funds would jeopardize the completion of these projects by 2020.

Staff has previously discussed the bill with the Author and there was a good exchange of information. Staff will continue to exchange information about the impacts of the proposed legislation. The April 16th hearing in Transportation Committee was cancelled at the request of the Author.

The LCMC recommends that the Regional Council adopt an Oppose - and work with Author position for AB 1455.

ATTACHMENT:
AB 1455

AMENDED IN ASSEMBLY FEBRUARY 9, 2012

CALIFORNIA LEGISLATURE—2011–12 REGULAR SESSION

ASSEMBLY BILL

No. 1455

Introduced by Assembly Member Harkey
(Principal coauthor ~~coauthors~~: Assembly Member Members Garrick and Valadao)

(Principal coauthor: Senator La Malfa)
(Coauthors: Assembly Members Achadjian, Bill Berryhill, Donnelly, Grove, Hagman, Jeffries, Jones, Logue, Mansoor, Nielsen, Silva, and Wagner)

January 9, 2012

An act to add Section 2704.30 to the Streets and Highways Code, relating to high-speed rail.

LEGISLATIVE COUNSEL'S DIGEST

AB 1455, as amended, Harkey. High-speed rail.

Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of ~~\$9.95~~ \$9 billion in general obligation bonds for high-speed rail *purposes* and \$950 million for other related rail purposes. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted.

This bill would reduce the amount of general obligation debt authorized for *high-speed rail purposes* pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2013.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 2704.30 is added to the Streets and
2 Highways Code, to read:
3 2704.30. Pursuant to Section 1 of Article XVI of the California
4 Constitution, the amount of indebtedness authorized by ~~Chapter~~
5 ~~20 (commencing with Section 2704)~~ *this chapter for high-speed*
6 *rail purposes pursuant to Section 2704.06* is hereby reduced to
7 the amount contracted as of January 1, 2013, notwithstanding
8 anything in ~~that~~ *this chapter to the contrary. This section does not*
9 *apply to the amount of indebtedness authorized by this chapter for*
10 *other rail purposes pursuant to Section 2704.095.*

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DATE: May 3, 2012

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

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

SUBJECT: AB 1778 (Williams): Local Transportation Funds

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDATION:

Oppose – work with author.

EXECUTIVE SUMMARY:

AB 1778, as amended, specifies that Local Transportation Fund (LTF) funds in Ventura County will be available only for public transportation and community transit services, and not for other purposes such as for local streets and roads, beginning July 1, 2014.

STRATEGIC PLAN:

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

BACKGROUND:

Existing law earmarks 0.25% of the state sales tax for transit and directs the revenue to the Local Transportation Fund (LTF) in each county. It vests regional transportation planning agencies (RTPAs) with responsibility to allocate LTF funds, generally to cities, counties, and transit districts by population.

Existing law authorizes the use of LTF funds for a wide variety of transportation programs and also authorizes rural counties (population under 500,000) to use their LTF funds for purposes other than public transportation and community transit services, such as local streets and roads under certain conditions. The law provides that before funds can be used for local streets and roads, the RTPA in a rural county must hold public hearings and make a finding that all reasonable transit needs have been met.

Additionally, current law also generally requires each county with a population of less than 500,000 as of the 1970 federal census but more than 500,000 as of the 2000 (or subsequent) federal census to use its LTF funds for transit. For counties that would be impacted by this change from rural to urban due to population growth since 1970, the requirement to use LTF funds for public transportation and community transit services will not become operative until July 1, 2014. Existing law also provides for these counties, except Ventura County, that the requirement to use LTF funds for public transportation and community transit services applies to urbanized areas of a county, not the necessarily the entire county. LTF funds can be used in non-urbanized areas in these counties for local streets and roads, provided that there are no unmet

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transit needs in the area. For Ventura County, current law provides that the Ventura County Transportation Commission (VCTC) may submit to the legislative policy committees a report analyzing options for organizing public mass transportation services in Ventura County and expending LTF revenues.

As amended on April 17, a prior provision of the bill stipulating that if VCTC does not secure legislation to implement its proposed plan by the end of the 2011-12 legislative session, its LTF revenues would be available solely for public transportation or community transit services beginning July 1, 2013, has been removed. Instead, the amended bill provides that revenues deposited in the local transportation fund in Ventura County shall be available for the fiscal year on July 1, 2014 and each fiscal year thereafter, and apportioned funds that remain unencumbered for more than one year or unexpended for more than two (2) years shall be returned to the VCTC for reapportionment to transit operators or consolidated transportation service in proportional amounts based on population, if both of the following conditions are met:

- (1) The transit operator or consolidated transportation service is eligible to receive funding in proportional amounts based on population; and
- (2) The transit operator or consolidated transportation service did not have any funds returned to the commission under this subdivision in the previous year.

Under provisions of the amended bill, all such funds would be eligible only for transit related use.

The author asserts that Ventura County is an urban county (its population is over 800,000) and that many transit-dependent people are not being served because of the current diversion of these funds away from transit purposes.

VCTC, which has taken an ‘oppose unless amended’ position on the bill, notes first that the reporting requirement under the law is permissive, not mandatory; yet it has been working since September 2010 on a comprehensive Regional Transit Study to review various options to potentially reorganize public transportation services in Ventura County. The commission adopted its final report at its April 13, 2012, meeting, and it will be distributed to the Legislature in the near future. Thus, VCTC opposes the bill, which diminishes local control of transportation fund uses, and prefers that the recommendations of the study, prepared by local stakeholders most familiar with the transit and transportation needs of the community, be permitted to implement under state law. A copy of the VCTC opposition letter is attached to this report.

The Assembly Transportation Committee on April 23, 2012 re-referred the bill to the Committee on a 9/3 vote. Currently there is one on record support organization to the bill: Ormond Beach Observers; on record opposition comes from the Ventura County Transportation Commission, City of Moorpark and the City of Simi Valley.

The Legislative/Communications and Membership Committee (LCMC) at its April 17, 2012 meeting, voted unanimously to forward an ‘Oppose – work with author’ position recommendation to the Regional Council, because its provisions remove local RTPA flexibility to most effectively utilize LTF funds for comprehensive transportation uses, including streets

REPORT

and roads, as well as the transit needs of a growing county comprised of both urban and rural communities.

ATTACHMENTS:

1. AB 1778 Fact Sheet
2. VCTC Letter dated March 5, 2012
3. AB 1778

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AB 1778 (Williams)

Ventura County Transportation Commission: Local Transportation Funds

SUMMARY

Assembly Bill 1778 requires the Ventura County Transportation Commission (VCTC) to submit to the Legislature by January 31, 2013, a report on the reorganization of transit services and expenditure of local transportation funds. The bill stipulates that local transportation funds in Ventura County would be available solely for transit purposes beginning July 1, 2013, rather than July 1, 2014 which is current law, unless a legislative proposal in the report is enacted and implemented by June 30, 2013.

BACKGROUND

The Legislature enacted the Transportation Development Act (TDA), SB 325, Chapter 1400, Statutes of 1971, in order to ensure “the efficient and orderly movement of people and goods in the urban areas of the state.” The TDA authorized the boards of supervisors in each county to impose a ¼-percent local sales tax for transportation purposes. All counties imposed the tax in 1972. To this end, revenues from the tax must be used for public transit purposes in counties with a population greater than 500,000 as of the 1970 census. Counties with a population under 500,000 as of 1970 may use the revenues for transit and for local streets and roads if they make the finding that there are no unmet transit needs that are reasonable to be met.

In 2009, SB 716 (Wolk) updated the census numbers in SB 325 by requiring each county with a population of more than 500,000 as of the *2000 and any future federal census* to use its Local Transportation Funds (LTF) funds for transit. SB 716 also provided that the VCTC “may submit” to the appropriate legislative policy committees a report analyzing options for organizing public mass transportation services in Ventura County and expending LTF revenues.

SB 716 additionally stipulated that if VCTC does not secure legislation to implement their proposed plan by the end of the 2011-12 legislative session, its LTF revenues would roll over for the exclusive use of public transportation or community transit services beginning July 1, 2014.

While the language in SB 716 says “may submit,” there is a deadline for receipt of this report (Dec 31, 2011) and a deadline by which the LTF funds will roll over for exclusive use by transit (July 1, 2014) if a report was not enacted by the Legislature.

Practically, this indicates that the VCTC should submit a report. To date, no report has been received. Therefore,

there appears to be no need to wait until July 1, 2014 for LTF funds to roll over. As such, AB 1778 moves this deadline up a calendar year.

NEED FOR THE BILL

The VCTC had two years to complete their countywide transit plan and shows no signs of completing a plan that’s consistent with the provisions of SB 716: a plan for mass public transit in the County of Ventura.

This bill would move the timeline by which LTF funds must be used exclusively for transit purposes up from July 1, 2014 to July 1, 2013. This early roll over of LTF funds can be avoided if the report is delivered by January 30, 2013 and is enacted and implemented by June 30, 2013.

The efficient and orderly movement of people and goods in urban counties is of paramount importance. Ventura County is an urban county with a population well over 500,000. Many transit dependent people in Ventura County are not being served because of the current diversion of these funds. They are in need of a comprehensive countywide transit plan consistent with the provisions of SB 716.

SUPPORT

- None on File

OPPOSITION

- Ventura County Transportation Commission

FOR MORE INFORMATION

Tatum Holland
Office of Assemblymember Das Williams
(916) 319-2035
tatum.holland@asm.ca.gov

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Ventura County Transportation Commission

March 5, 2012

The Honorable Das G. Williams
Assemblymember
California State Assembly
State Capitol
10 & L Streets
Sacramento, California 95814

RE: AB 1778 – Oppose – Unless Amended

Dear Assemblymember Williams:

The Ventura Country Transportation Commission (VCTC) at its March 2, 2012 meeting thoroughly reviewed Assembly Bill 1778 and after a lengthy discussion adopted an "Oppose – Unless Amended" position on your measure.

As you may know, the Commission, its Steering Committee, staff and consultants have been working diligently since September, 2010 on a comprehensive Regional Transit Study to review various options to potentially reorganize public transportation services in Ventura County. At the March meeting, the Commission received a status report from the Consultant team supporting the work of the Transit Study Steering Committee as to the progress of the study and remaining issues to be addressed. At this time, it is the Commission's intent to adopt a final report for submittal to the Legislature at our next regularly scheduled meeting on April 13, 2012. It is for that reason that the Commission feels AB 1778 (as introduced on February 21, 2012) is premature at this time, and request that your measure be amended to reflect the final recommendations that will be submitted in the VCTC Regional Transit Study.

In closing, we would like to bring to your attention some unfortunate factual errors which appeared in the Fact Sheet on AB 1778. As you know, SB 716 (Chapter 609, 2009 Statutes) authorizes (not require) the VCTC to submit a "...report analyzing options for organizing public mass transportation services in the county, for the expenditures of revenues deposited in the local transportation fund, and a recommended legislative proposal for implementing the plan..." SB 716 provides that VCTC "may submit" a report, which is our intent. References that the Commission is either not going to submit the report/plan or that we are, "now out of compliance with current law" is not accurate with the direction of the Commission or provisions of SB 716. Any additional time it has taken to finalize the report we feel is warranted for all stakeholders to provide their input and recommendations.

We appreciate your consideration of our position and welcome further opportunities to meet and discuss with you and your staff our efforts on the Regional Transit Study.

Sincerely,

Darren M. Kettle
Executive Director

- cc: Members, Assembly Transportation Committee
- Ms. Janet Dawson, Principle Consultant, Assembly Transportation Committee
- Mr. Gregson Porteous, Consultant, Assembly Republican Caucus
- Capital Representation Group, Inc.
- Commissioners, Ventura County Transportation Commission

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AMENDED IN ASSEMBLY APRIL 17, 2012

AMENDED IN ASSEMBLY MARCH 28, 2012

CALIFORNIA LEGISLATURE—2011–12 REGULAR SESSION

ASSEMBLY BILL

No. 1778

Introduced by Assembly Member Williams

February 21, 2012

An act to amend Section 99232.3 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1778, as amended, Williams. Local transportation funds.

Existing law requires that revenues from $\frac{1}{4}\%$ of the local sales and use tax rate be transferred to the local transportation fund of each county for allocation, as directed by the transportation planning agency, to various transportation purposes, under what is commonly known as the Transportation Development Act. Existing law specifies the allowable uses for local transportation funds, and generally requires, after certain deductions, that the funds attributed to the area of apportionment of each transit operator be used solely for transit purposes in counties with a population of 500,000 or more as of the 1970 census. However, in counties with a population under 500,000 as of the 1970 census and in certain other counties, these funds may also be used for local streets and roads, if the transportation planning agency finds that there are no unmet transit needs or no unmet transit needs that are reasonable to meet, and for other specified purposes. Existing law, effective July 1, 2014, generally requires a county with a population under 500,000 as of the 1970 census that has a population of 500,000 or more as of the 2000 census or a future census to use funds attributable to the urbanized

area of the county solely for transit purposes, except that a city with a population of 100,000 or fewer in an urbanized area in that county would not be so restricted. Existing law provides that the July 1, 2014, requirements and exemptions do not apply to Ventura County, and instead generally requires all local transportation funds in that county to be used for transit purposes as of that date unless a specified report is submitted by the Ventura County Transportation Commission to the transportation committees of the Legislature by December 31, 2011, and a recommended legislative proposal in that report relative to reorganization of transit services and expenditure of these funds is enacted by the end of the 2011–12 legislative session.

This bill would provide that local transportation funds in Ventura County ~~would~~ *shall* be available solely for transit purposes beginning ~~July 1, 2013, rather than July 1, 2014, unless the legislative proposal described above is enacted by the specified date as specified. The bill would also provide that any of those funds that remain unencumbered for more than one year, or unexpended for more than 2 years, be returned to the Ventura County Transportation Commission for reapportionment to other transit operators or transit service in proportional amounts based on population, contingent upon specified criteria.~~

Vote: majority. Appropriation: no. Fiscal committee: ~~yes-no~~. State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 99232.3 of the Public Utilities Code is
 2 amended to read:
 3 99232.3. Sections 99232.1 and 99232.2 shall not apply to
 4 Ventura County. ~~The Ventura County Transportation Commission~~
 5 ~~may submit to the Senate Committee on Transportation and~~
 6 ~~Housing and the Assembly Committee on Transportation a report~~
 7 ~~analyzing options for organizing public mass transportation~~
 8 ~~services in the county, for the expenditure of revenues deposited~~
 9 ~~in the local transportation fund, and a recommended legislative~~
 10 ~~proposal for implementing the plan by December 31, 2011. If the~~
 11 ~~legislative proposal is not enacted by the end of the 2011–12~~
 12 ~~Regular Session of the Legislature, revenues deposited~~
 13 (a) *Revenues deposited* in the local transportation fund in ~~that~~
 14 ~~county~~ *Ventura County* shall be available for the fiscal year

1 beginning on July 1, ~~2013~~, 2014, and each fiscal year thereafter,
2 solely for claims for Article 4 (commencing with Section 99260)
3 and Article 4.5 (commencing with Section 99275) purposes.

4 *(b) Funds apportioned pursuant to this section that remain*
5 *unencumbered for more than one year or unexpended for more*
6 *than two years shall be returned to the Ventura County*
7 *Transportation Commission for reapportionment to transit*
8 *operators or consolidated transportation service in proportional*
9 *amounts based on population, if both of the following conditions*
10 *are met:*

11 *(1) The transit operator or consolidated transportation service*
12 *is eligible to receive funding in proportional amounts based on*
13 *population.*

14 *(2) The transit operator or consolidated transportation service*
15 *did not have any funds returned to the commission under this*
16 *subdivision in the previous year.*

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DATE: May 3, 2012

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

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

SUBJECT: SCAG Staff Salary Schedule

RECOMMENDED ACTION:

Approve the SCAG salary schedule as required by California Code of Regulations (CCR) Section 570.5 – Requirement for a Publicly Available Pay Schedule.

EXECUTIVE SUMMARY:

Title 2 of the CCR Section 570.5(a)(1) has been amended requiring an employer’s governing body to approve and adopt the agency’s pay schedule.

STRATEGIC PLAN:

This is a compliance issue, not related to the Strategic Plan.

BACKGROUND:

CalPERS adopted a new regulation in September 2011 and amended an existing regulation to further define those items of compensation which will be included in a member’s “compensation earnable” for purposes of determining the member’s retirement allowance.

Compensation earnable is made up of payrate and special compensation. Title 2 of the CCR, Section 570.5 was added providing that for purposes of determining “compensation earnable,” a member’s payrate will be limited to the amount listed on a pay schedule. One of the requirements is that an agency’s pay schedule be approved and adopted by its governing body.

In October 2010 SCAG began posting all salary and compensation data on SCAG’s website prior to the September 2011 CCR requirement. However, historically, the RC has not periodically adopted/approved the SCAG’s salary schedule. Pay rate changes to classification series as a result of classification studies or compensation studies were brought to the RC for approval. This process regarding payrate changes was initiated with the classification and compensation study conducted by an outside consultant in 2001. The last report approved by the RC for salary range adjustments was in January 2009. Single positions have been adjusted as necessary. The attached salary schedule lists the current salary range for the various employee job classifications.

In the future, Human Resources will periodically present adjustments in the salary schedule to the RC for approval.

FISCAL IMPACT:

None

ATTACHMENTS:

1. SCAG Salary Schedule
2. CalPERS Circular Letter No. 200-056-11

SCAG Salary Schedule Effective May 3, 2012					
Classification	base		Calculated - base x 2080		
	Hourly Minimum	Hourly Maximum	Annual Minimum	Midpoint	Annual Maximum
Accountant I	22.82	29.66	47,465.60	54,579.20	61,692.80
Accountant II	24.87	32.33	51,729.60	59,488.00	67,246.40
Accountant III	27.61	35.89	57,428.80	66,040.00	74,651.20
Accounting Systems Analyst	30.59	39.77	63,627.20	73,174.40	82,721.60
Accounting Technician	17.86	23.22	37,148.80	42,723.20	48,297.60
Administrative Assistant	19.43	25.25	40,414.40	46,467.20	52,520.00
Assistant Analyst to the Ex Director	25.46	33.09	52,956.80	60,892.00	68,827.20
Assistant Regional Planner	24.24	31.52	50,419.20	57,990.40	65,561.60
Assistant to the Executive Director	40.89	53.16	85,051.20	97,812.00	110,572.80
Associate Analyst to the Ex Director	30.24	39.31	62,899.20	72,332.00	81,764.80
Associate Regional Planner	28.26	36.74	58,780.80	67,600.00	76,419.20
Budget and Grants Analyst I	25.57	33.24	53,185.60	61,162.40	69,139.20
Budget and Grants Analyst II	29.99	38.99	62,379.20	71,739.20	81,099.20
Chief Counsel/Dir of Legal Services	73.09	95.02	152,027.20	174,834.40	197,641.60
Chief Deputy Executive Director	79.88	103.85	166,160.00	191,084.00	216,008.00
Chief Economic Advisor	38.59	50.17	80,267.20	92,310.40	104,353.60
Chief Financial Officer	69.56	90.43	144,684.80	166,389.60	188,094.40
Chief Information Officer	66.21	86.08	137,716.80	158,381.60	179,046.40
Chief of Research and Forecasting	45.90	59.67	95,472.00	109,792.80	124,113.60
Chief Modeler	45.90	59.67	95,472.00	109,792.80	124,113.60
Contracts Administrator I	25.57	33.24	53,185.60	61,162.40	69,139.20
Contracts Administrator II	29.99	38.99	62,379.20	71,739.20	81,099.20
Contracts and Purchasing Assistant	20.75	26.98	43,160.00	49,639.20	56,118.40
Database Administrator	35.04	45.55	72,883.20	83,813.60	94,744.00
Deputy Director (division)	60.83	79.08	126,526.40	145,506.40	164,486.40
Deputy Exec Director-Admin	76.01	98.82	158,100.80	181,823.20	205,545.60
Deputy Exec Director-Strat/Pol/PA	76.01	98.82	158,100.80	181,823.20	205,545.60
Deputy Exec Director-Plans/Prog	76.01	98.82	158,100.80	181,823.20	205,545.60
Deputy Legal Counsel	44.15	57.40	91,832.00	105,612.00	119,392.00
Deputy Legal Counsel II	52.98	68.88	110,198.40	126,734.40	143,270.40
Director of Reg Svs & Public Affairs	66.21	86.08	137,716.80	158,381.60	179,046.40
Director of Transportation Planning	66.21	86.08	137,716.80	158,381.60	179,046.40
Director of Land Use & Env Planning	66.21	86.08	137,716.80	158,381.60	179,046.40
GIS Analyst	28.00	36.40	58,240.00	66,976.00	75,712.00
Graphics Designer	24.34	31.64	50,627.20	58,219.20	65,811.20
Human Resources Analyst	27.45	35.68	57,096.00	65,655.20	74,214.40
Internal Auditor	54.80	71.24	113,984.00	131,081.60	148,179.20
Lead Accountant	38.59	50.17	80,267.20	92,310.40	104,353.60

Lead Budget & Grants Analyst	36.29	47.17	75,483.20	86,798.40	98,113.60
Lead Graphics Designer	28.95	37.63	60,216.00	69,243.20	78,270.40
Lead Programmer Analyst	40.61	52.79	84,468.80	97,136.00	109,803.20
Legislative Analyst I	23.37	30.38	48,609.60	55,900.00	63,190.40
Legislative Analyst II	28.00	36.40	58,240.00	66,976.00	75,712.00
Legislative Analyst III	32.39	42.10	67,371.20	77,469.60	87,568.00
Legislative Analyst IV	36.73	47.75	76,398.40	87,859.20	99,320.00
Management Analyst	29.99	38.99	62,379.20	71,739.20	81,099.20
Manager of Accounting	45.90	71.24	95,472.00	121,825.60	148,179.20
Manager of Budget & Grants	45.90	71.24	95,472.00	121,825.60	148,179.20
Manager of Comprehensive Planning	45.90	71.24	95,472.00	121,825.60	148,179.20
Manager of Contracts	45.90	71.24	95,472.00	121,825.60	148,179.20
Manager of Environ & Assess Svs	45.90	71.24	95,472.00	121,825.60	148,179.20
Manager of Facilities	45.90	71.24	95,472.00	121,825.60	148,179.20
Manager of Goods Mvt & Trans Fin	45.90	71.24	95,472.00	121,825.60	148,179.20
Manager of Human Resources	45.90	71.24	95,472.00	121,825.60	148,179.20
Manager of Information Technology	45.90	71.24	95,472.00	121,825.60	148,179.20
Manager of IT Appl Development	45.90	71.24	95,472.00	121,825.60	148,179.20
Manager of IT Services	45.90	71.24	95,472.00	121,825.60	148,179.20
Manager of Media & Pub Affairs	45.90	71.24	95,472.00	121,825.60	148,179.20
Manager of Res, Analy & Info Svs	45.90	71.24	95,472.00	121,825.60	148,179.20
Manager of Tran Model, AQ & Conf	45.90	71.24	95,472.00	121,825.60	148,179.20
Manager of Transportation	45.90	71.24	95,472.00	121,825.60	148,179.20
Member Relations Officer I	23.37	30.38	48,609.60	55,900.00	63,190.40
Member Relations Officer II	28.00	36.40	58,240.00	66,976.00	75,712.00
Member Relations Officer III	32.39	42.10	67,371.20	77,469.60	87,568.00
Member Relations Officer IV	36.73	47.75	76,398.40	87,859.20	99,320.00
Office Assistant	16.75	21.78	34,840.00	40,071.20	45,302.40
Office Services Specialist	16.75	21.78	34,840.00	40,071.20	45,302.40
Officer to the Regional Council	36.75	47.77	76,440.00	87,900.80	99,361.60
Operations Technician	16.75	21.78	34,840.00	40,071.20	45,302.40
Operations Technician II	20.11	26.14	41,828.80	48,100.00	54,371.20
Operations Technician III	22.47	29.21	46,737.60	53,747.20	60,756.80
Owner's Proj Mgr, Tenant Imp LT	45.90	71.24	95,472.00	121,825.60	148,179.20
Payroll Specialist	22.82	29.66	47,465.60	54,579.20	61,692.80
Planning Technician	22.75	29.58	47,320.00	54,423.20	61,526.40
Program Manager I	38.22	49.68	79,497.60	91,416.00	103,334.40
Program Manager II	40.89	53.16	85,051.20	97,812.00	110,572.80
Programmer Analyst	30.19	39.25	62,795.20	72,217.60	81,640.00
Public Affairs Specialist I	23.37	30.38	48,609.60	55,900.00	63,190.40
Public Affairs Specialist II	28.00	36.40	58,240.00	66,976.00	75,712.00
Public Affairs Specialist III	32.39	42.10	67,371.20	77,469.60	87,568.00
Public Affairs Specialist IV	36.73	47.75	76,398.40	87,859.20	99,320.00
Receptionist	16.75	21.78	34,840.00	40,071.20	45,302.40

Regional Office Assistant	11.35	14.75	23,600.00	27,140.00	30,680.00
Regional Planner Specialist	35.72	46.43	74,297.60	85,436.00	96,574.40
Senior Accountant	32.47	42.21	67,537.60	77,667.20	87,796.80
Senior Administrative Assistant	22.47	29.21	46,737.60	53,747.20	60,756.80
Senior Analyst to the Ex Director	34.20	44.46	71,136.00	81,806.40	92,476.80
Senior Budget & Grants Analyst	32.99	42.89	68,619.20	78,915.20	89,211.20
Senior Contracts Administrator	32.99	42.89	68,619.20	78,915.20	89,211.20
Senior Economist	34.96	45.45	72,716.80	83,626.40	94,536.00
Senior Graphics Designer	27.44	35.67	57,075.20	65,634.40	74,193.60
Senior Human Resources Analyst	33.44	43.48	69,555.20	79,996.80	90,438.40
Senior Management Analyst	32.99	42.89	68,619.20	78,915.20	89,211.20
Senior Programmer Analyst	36.79	47.82	76,523.20	87,994.40	99,465.60
Senior Regional Planner	31.09	40.42	64,667.20	74,370.40	84,073.60
Senior Regional Planner Specialist	38.22	49.68	79,497.60	91,416.00	103,334.40
Transportation Modeler I	23.90	31.07	49,712.00	57,168.80	64,625.60
Transportation Modeler II	28.26	36.74	58,780.80	67,600.00	76,419.20
Transportation Modeler III	33.35	43.36	69,368.00	79,778.40	90,188.80
Transportation Modeler IV	38.22	49.68	79,497.60	91,416.00	103,334.40
Transportation Modeling Prog Mgr	40.89	53.16	85,051.20	97,812.00	110,572.80
Web / Graphic Designer	26.77	34.80	55,681.60	64,032.80	72,384.00

Circular Letter No. 200-056-11 Enclosure

PUBLICLY AVAILABLE PAY SCHEDULE AND WRITTEN LABOR POLICY OR
AGREEMENT REGULATIONS

California Code of Regulations, title 2, §§ 570.5 and 571

Title 2. Administration
Division 1. Administrative Personnel
Chapter 2. Board of Administration of Public Employees' Retirement System
Subchapter 1. Employees' Retirement System Regulations
Article 4. Contracts

ADD 2 CCR § 570.5

§ 570.5. Requirement for a Publicly Available Pay Schedule.

(a) For purposes of determining the amount of “compensation earnable” pursuant to Government Code Sections 20630, 20636, and 20636.1, payrate shall be limited to the amount listed on a pay schedule that meets all of the following requirements:

- (1) Has been duly approved and adopted by the employer’s governing body in accordance with requirements of applicable public meetings laws;
- (2) Identifies the position title for every employee position;
- (3) Shows the payrate for each identified position, which may be stated as a single amount or as multiple amounts within a range;
- (4) Indicates the time base, including, but not limited to, whether the time base is hourly, daily, bi-weekly, monthly, bi-monthly, or annually;
- (5) Is posted at the office of the employer or immediately accessible and available for public review from the employer during normal business hours or posted on the employer’s internet website;
- (6) Indicates an effective date and date of any revisions;
- (7) Is retained by the employer and available for public inspection for not less than five years; and
- (8) Does not reference another document in lieu of disclosing the payrate.

(b) Whenever an employer fails to meet the requirements of subdivision (a) above, the Board, in its sole discretion, may determine an amount that will be considered to be payrate, taking into consideration all information it deems relevant including, but not limited to, the following:

- (1) Documents approved by the employer’s governing body in accordance with requirements of public meetings laws and maintained by the employer;
- (2) Last payrate listed on a pay schedule that conforms to the requirements of subdivision (a) with the same employer for the position at issue;
- (3) Last payrate for the member that is listed on a pay schedule that conforms with the requirements of subdivision (a) with the same employer for a different position;
- (4) Last payrate for the member in a position that was held by the member and that is listed on a pay schedule that conforms with the requirements of subdivision (a) of a former CalPERS employer.

NOTE: Authority cited: Sections 20120 and 20121, Government Code. Reference: Sections 20630, 20636 and 20636.1, Government Code.

AMEND §571(b)

§ 571. Definition of Special Compensation.

(a) – (No changes).

(b) The Board has determined that all items of special compensation listed in subsection (a) are:

(1) Contained in a written labor policy or agreement as defined at Government Code section 20049, provided that the document:

(A) Has been duly approved and adopted by the employer's governing body in accordance with requirements of applicable public meetings laws;

(B) Indicates the conditions for payment of the item of special compensation, including, but not limited to, eligibility for, and amount of, the special compensation;

(C) Is posted at the office of the employer or immediately accessible and available for public review from the employer during normal business hours or posted on the employer's internet website;

(D) Indicates an effective date and date of any revisions;

(E) Is retained by the employer and available for public inspection for not less than five years; and

(F) Does not reference another document in lieu of disclosing the item of special compensation;

(2) Available to all members in the group or class;

(3) Part of normally required duties;

(4) Performed during normal hours of employment;

(5) Paid periodically as earned;

(6) Historically consistent with prior payments for the job classification;

(7) Not paid exclusively in the final compensation period;

(8) Not final settlement pay; and

(9) Not creating an unfunded liability over and above PERS' actuarial assumptions.

(c) – (No changes).

(d) – (No changes).

NOTE: Authority cited: Sections 20636(c)(6), 20636.1(c)(6), 20120 and 20121, Government Code; Calif. Const. Art. XVI, Section 17. Reference: Sections 20630, 20636, 20636.1 and 20691, Government Code.

Research Note: - (No changes).

DATE: May 3, 2012

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

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

SUBJECT: SCAG Sponsorship of Annual Events: 1) 21st Annual Western Riverside Council of Governments General Assembly, June 21, 2012, at \$2,500; 2) Coalition for America’s Gateways and Trade Corridors Annual Conference, May 9, 2012, at \$2,500; 3) 6th Annual Orange County Housing Summit, May 31, 2012, at \$1,000; 4) 12th Annual New Partners for Smart Growth Event, February 7-9, 2013, In-kind Sponsorship; 5) City of Long Beach Pro Walk/Pro Bike Conference, September 10, 2012, at \$2,000; 6) Council for Watershed Health’s The Mediterranean City: A Conference on Climate Change Adaptation, June 25, 2012, at \$2,000; and 7) Four Corners Coalition 2012 Economic Summit, at May 16, 2012, \$1,000, for a total up to \$11,000

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION:
Approve.

EXECUTIVE SUMMARY:

The Legislative/Communications & Membership Committee (LCMC) met on March 20 and April 17, 2012 and recommends approval up to \$11,000 in sponsorships for: 1) \$2,500 for the 21st Annual Western Riverside Council of Governments General Assembly on June 21, 2012; 2) \$2,500 for the Coalition for America’s Gateways and Trade Corridors Annual Conference on May 9, 2012; 3) \$1,000 for the 6th Annual Orange County Housing Summit on May 31, 2012; 4) a non-monetary sponsorship for the Local Government Commission’s 12th Annual New Partners for Smart Growth Conference scheduled for February 7 - 9, 2013 in Kansas City, MO; 5) \$2,000 for the City of Long Beach Pro Walk/Pro Bike Conference on September 10, 2012; 6) \$2,000 sponsorship for the Council for Watershed Health’s The Mediterranean City: A Conference on Climate Change Adaption on June 25, 2012; and 7) \$1,000 for the Four Corners Coalition 2012 Economic Summit on May 16, 2012.

STRATEGIC PLAN:

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

BACKGROUND:

Western Riverside Council of Governments (WRCOG) 21st Annual General Assembly

WRCOG will host its 21th Annual General Assembly on Thursday, June 21, 2012 (6:00 p.m. – 9:00 p.m.) at the Morongo Casino, Resort & Spa in Cabazon, CA. This year’s conference will bring together experts from the academic, policy, business, public health and government sectors to review work accomplished in the County of Riverside, WRCOG’s 17 cities, and two (2) regional water districts. The \$2,500 level

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Sponsorship entitles SCAG to ten (10) event tickets, table of ten (10) for dinner and event presentation, sponsor plaque, SCAG logo printed in event program, and name listed on WRCOG website for one (1) year. This annual conference is widely attended by national and Southern California leaders.

Coalition for America's Gateways and Trade Corridors (CAGTC) Annual Conference

SCAG is a founding member of CAGTC, and their annual meeting is scheduled for May 9, 2012 in Washington D.C. The meeting will be attended by congressional members, their staff, and national participation. The \$2,500 sponsorship will include a prominent role in the agenda, display of the SCAG logo on meeting materials and signage throughout the course of the events, special recognition as a sponsor in the Executive Director's opening remarks, as well as a role in the meeting program including introducing a special guest or panel.

Orange County Housing Trust 6th Annual Summit

The Orange County Housing Trust's 6th Annual Orange County Housing Summit will be held on Thursday, May 31, 2012 (8:00 a.m. – 2:00 p.m.) at the University of California, Irvine Student Center. This year's summit will cover topics such as the impact of new global economy on Orange County housing, workforce and municipalities, design strategies for downtown areas to support jobs, housing and economic development, and leadership and coalition building. The \$1,000 Public Sector Sponsorship entitles SCAG to two (2) tickets to the event, along with recognition through the Housing Summit website, eBlasts, and collateral material.

New Partners for Smart Growth 12th Annual Conference

The Local Government Commission (LGC) has invited SCAG to be a non-monetary sponsor for the 12th Annual New Partners for Smart Growth: Building Safe, Healthy and Livable Communities Conference to be held February 7 - 9, 2013 in Kansas City, MO. The conference will build on the first 11 conferences in this series, which collectively brought together an audience of nearly 12,000 people from across the U.S. and several other countries. SCAG's role as a co-sponsor would be to publicize the conference and give permission to use the agency's name and logo on the conference material and website.

Pro Walk/Pro Bike

The City of Long Beach has been selected to host the 17th International Pro Walk/Pro Bike conference on September 10-13, 2012. Established in 1980 by the National Center for Bicycling and Walking (NCBW), the Pro Walk/Pro Bike is a biennial event that is expected to be attended by approximately 1,000 walking and biking professionals from across North America to celebrate Southern California's achievement in steadily improving the region's bike infrastructure. Throughout the four-day conference, participants will attend panel presentations, plenary sessions and meet with peers from the fields of transportation, planning, engineering, health advocacy, and public policy to discuss how to create more walkable, bicycle-friendly communities. The \$2,000 sponsorship entitles SCAG to one conference registration, exhibit space, and SCAG recognition on conference newsletter and website.

The Mediterranean City: A Conference on Climate Change Adaptation

The Council for Watershed Health will hold the Mediterranean City: A Conference on Climate Change Adaptation on Monday, June 25, 2012 (8:00 am – 6:00 pm) at the Sheraton Hotel in Downtown Los Angeles. This conference will bring together an international network of experts from the academic, policy,

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business, public health and government sectors to showcase how cities can work together across regional and national boundaries to bring further resources and knowledge in building solutions to climate change impacts. The \$2,000 exhibitor level sponsorship entitles SCAG to two event tickets; invitation to VIP reception; a listing on the website and event program; recognition of SCAG during the event; and exhibit space.

Four Corners Coalition 2012 Economic Summit

The Four Corners Coalition is hosting its 2012 Economic Summit on Wednesday, May 16, 2012 (9:00 am-2:00 pm) at the Diamond Bar Center in the city of Diamond Bar. This Coalition is represented by Los Angeles, Orange, Riverside, and San Bernardino counties and works together to find regional solutions for transportation, water, air quality and job creation issues. The \$1,000 sponsorship will provide SCAG with four (4) event tickets and one quarter (1/4) page program advertisement.

FISCAL IMPACT:

Up to \$11,000 (These funds are included in the approved FY12 budget).

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DATE: May 3, 2012
TO: Executive/Administration Committee (EAC)
Regional Council (RC)
FROM: Wayne Moore, Chief Financial Officer, (213) 236-1804, moore@scag.ca.gov
SUBJECT: Contracts/Purchase Orders and/or Amendments between \$5,000 - \$200,000

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

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

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
1. AECOM Technical Services, Inc. (12-001-B09)	As part of the Compass Blueprint program, the consultant shall assist the City of Chino with analyzing transportation and land use issues in project area.	\$124,997
2. Gruen Associates (12-001-B05)	As part of the Compass Blueprint program, the consultant shall assist the City of Cerritos with preparing a master plan for the redevelopment of an area well suited to serve as a regional transportation hub for transit users in the southeast Los Angeles County area.	\$124,946
3. RBF Consulting (12-001-B14)	As part of the Compass Blueprint program, the consultant shall assist the City of Wildomar with developing intelligent land development that will facilitate transportation solutions in the City's core.	\$124,933
4. Sargent Town Planning (12-001-B04)	As part of the Compass Blueprint program, the consultant shall assist Saticoy, a community within unincorporated Ventura County, to update its Area Plan to revitalize and connect Old Town Saticoy.	\$124,537
5. Cambridge Systematics	As part of the Compass Blueprint program, the	\$122,995

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

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
(12-001-B08)	consultant shall assist the City of Los Angeles with developing new performance measurement procedures, to help the City expand its transportation mitigation toolkit to better quantify its Traffic Guidelines.	
6. KTU+A Inc. (12-001-B16)	As part of the Compass Blueprint program, the consultant shall assist the City of Dana Point with developing circulation strategies, to improve connectivity and overcome the impediments to pedestrian, bicycle and vehicular movement.	\$110,595
7. Sargent Town Planning (12-001-B07)	As part of the Compass Blueprint program, the consultant shall assist the City of Lancaster with performing a design charrette to create a vision plan for the City's Southeast Transit Village Planning Area (STVPA), that is located within the City of Lancaster's Transit Village Development District.	\$99,894
8. Digital Map Products (12-013-C1)	The consultant shall provide SCAG with a hosted web application able to analyze and disseminate data from a variety of regional Geographic Information System (GIS) and data files.	\$54,000
9. Burke Rix Communications (12-023-C1)	The consultant shall provide professional services to manage the 2011 Compass Blueprint Recognition Awards, which will be presented at SCAG's 2012 Regional Conference and General Assembly.	\$31,968
10. University of Southern California (11-056-C1)	The consultant shall provide SCAG with detailed demographic characteristics (e.g., age, gender, race/ethnicity, nativity, period of arrival in the U.S.) of the projected population and immigrants in the SCAG region, for use in the development of the region's need for housing, transportation, education, etc.	\$25,000

REPORT

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

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
Dual Graphics	SCAG RTP Book Printing	\$27,620
Grassroots Labs, LLC	FY12 Consultant Services (12-027-C1)	\$25,000
New Horizons	Computer and Skills Training	\$25,000
Alliance Technology Partners	HP Work Stations	\$14,850
AT&T / CalNet	Cisco Hardware Support Renewal	\$12,773
United Imaging	Printer Cartridges & Service	\$10,000
CompuCom Systems, Inc.	Symantec Audio Visual Protection Suite	\$5,903

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

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

FISCAL IMPACT:

Funding is available in the FY 2011/12 budget.

ATTACHMENT:

Amendment Summaries

CONSULTANT CONTRACT 12-001-B09

Recommended Consultant:	AECOM Technical Services, Inc. (AECOM)							
Background & Scope of Work:	The consultant shall provide consultant services for a Compass Blueprint Demonstration Project for the City of Chino Hills (City). Specifically, the consultant shall analyze transportation and land use issues in, and surrounding, an approximately 8-acre project area, and update the existing Shoppes at Chino Hills Specific Plan 04-01.							
Project's Benefits & Key Deliverables:	The project's benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none">• New mixed-use development which will create a destination that provides services in close proximity to other existing and planned development in the City, and enable new transportation mode options, fewer and shorter vehicle trips, providing mobility, accessibility, and air quality/greenhouse gases benefits to the local area and the region;• Market feasibility analysis;• Land use planning and design;• Transportation, pedestrian planning, and parking study and strategies; and• Final report, including photo and video visualizations.							
Strategic Plan:	This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.							
Contract Amount:	Total not-to-exceed	\$124,997						
	AECOM (prime consultant)	\$113,597						
	The Fransen Company (subconsultant)	\$11,400						
	Note: AECOM originally proposed \$206,732, but staff negotiated the price down to \$124,997 without reducing the scope of work.							
Contract Period:	April 3, 2012 through December 31, 2012							
Project Number:	065.SCG00137.01 \$124,997 Funding sources: Consolidated Planning Grant – FHWA and TDA							
Request for Proposal (RFP):	SCAG staff notified 1,586 firms of the release of RFP 12-001-B09. Staff also advertised the RFP on the American Planning Association's website, the Planning Institute's website, and on SCAG's bid management system. A total of 155 firms downloaded the RFP. SCAG received the following 12 proposals in response to the solicitation: <table><tr><td>AECOM (1 subconsultant)</td><td>\$206,732</td></tr><tr><td>FORMA (1 subconsultant)</td><td>\$95,715</td></tr><tr><td>Hogle-Ireland, Inc. (2 subconsultants)</td><td>\$114,570</td></tr></table>		AECOM (1 subconsultant)	\$206,732	FORMA (1 subconsultant)	\$95,715	Hogle-Ireland, Inc. (2 subconsultants)	\$114,570
AECOM (1 subconsultant)	\$206,732							
FORMA (1 subconsultant)	\$95,715							
Hogle-Ireland, Inc. (2 subconsultants)	\$114,570							

Gruen Associates (2 subconsultants)	\$124,932
Roger Sherman Architecture + Urban Design (5 subconsultants)	\$125,589
The Arroyo Group (2 subconsultants)	\$139,329
The Planning Center DC&E (3 subconsultants)	\$148,912
Studio One Eleven (2 subconsultants)	\$149,027
Torti Gallas and Partners, Inc. (2 subconsultants)	\$166,024
RTKL Associates Inc. (2 subconsultants)	\$209,831
SWA Group (2 subconsultants)	\$241,495
Terra Nova Planning & Research, Inc. (3 subconsultants)	\$269,611

Selection Process:

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

The PRC consisted of the following individuals:

Betty Donovanik, Senior Planner, City of Chino Hills
Arlene Granadosin, Associate Regional Planner, SCAG
Henry K. Noh, Principal Planner, City of Chino Hills
Christine Medina, Associate Transportation Planner, Caltrans
Victor Viramontes, Administrative Analyst, City of Chino Hills

Basis for Selection:

The PRC recommended AECOM for the contract award because the consultant:

- Has multiple disciplines within one (1) firm, and the breadth and depth of expertise that can be easily and efficiently utilized as project needs arise;
- Has experience with a variety of local and regional projects of the same size and scope;
- Most realistically identified funding alternatives, project modifications, and gap financing to help attract developers;
- Assembled a team that has extensive experience and relationships with commercial/retail developers and tenants;
- Included a leasing and retail strategy that will allow project implementation;
- Has previous work experience on Senate Bill 375 (SB 375) and other projects that reduce Vehicle Miles Traveled (VMT);
- Focused on creating a framework in order to anticipate changes in market conditions and public policy needs; and
- Proposed the most thorough scope of work that is flexible in order to be responsive to project needs.

Other proposers proposed a lower cost; however, they were deficient in the following areas:

- Did not provide sufficient information about transportation strategies;
- Provided financing experience mainly for affordable housing development (which may not be appropriate for the project site)
- Lacked familiarity with the local area and issues; lacked creativity; and
- Suggested uses for the site that would not be possible to implement.

CONSULTANT CONTRACT 12-001-B05

Recommended Consultant:

Gruen Associates

Background & Scope of Work:

The consultant shall provide consultant services for a Compass Blueprint Demonstration Project for the City of Cerritos (City). Specifically, the consultant shall prepare a master plan for the redevelopment of an existing, commercial/industrial block that is well suited to serve as a regional transportation hub for transit users in the southeast Los Angeles County area.

Project's Benefits & Key Deliverables:

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

- A master plan which will provide a framework to redevelop the site and develop the location with a transit-oriented, mixed use development that will promote livability by providing jobs, housing and access to transportation for patrons throughout the region. Completion of a conceptual master plan would serve as a reference point for guiding the future development of the subject location;
- A conceptual master plan of the subject area comprised of the following:
 1. Identification of optimal Cerritos Transit Oriented Development (TOD) location;
 2. Exploration of potential project financing and revenue sharing options, including potential public/private partnerships;
 3. Sustainable TOD and related land use designations supporting the Cerritos TOD facility;
 4. Creation of a pedestrian-oriented and park-like environment within subject area; and
 5. Establishment of linkages between the subject area and the Los Cerritos Center and Cerritos Auto Square forming a larger TOD-oriented commercial district.

Strategic Plan:

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

Contract Amount:

Total not-to-exceed	\$124,946
Gruen Associates (prime consultant)	\$98,979
Iteris, Inc. (subconsultant)	\$13,847
Pro Forma Advisors, LLC (subconsultant)	\$3,195
Madrid Consulting Group, LLC (subconsultant)	\$8,925

Note: Gruen Associates originally proposed \$127,860, but staff negotiated the price down to \$124,946 without reducing the scope of work.

Contract Period:

March 29, 2012 through December 31, 2012

Project Number:

065.SCG00137.01 \$124,946
Funding sources: Consolidated Planning Grant – FHWA and TDA

Request for Proposal (RFP):

SCAG staff notified 1,547 firms of the release of RFP 12-001-B05. Staff also advertised the RFP on the American Planning Association’s website, the Planning Institute’s website, in the Urban Transportation Monitor, and on SCAG’s bid management system. A total of 190 firms downloaded the RFP. SCAG received the following 15 proposals in response to the solicitation:

Gruen Associates (2 subconsultants)	\$127,860
The Arroyo Group (2 subconsultants)	\$119,982
Hogle-Ireland, Inc. (4 subconsultants)	\$121,011
Cooper Carry (4 subconsultants)	\$126,511
Mainstreet Architects + Planners, Inc. (3 subconsultants)	\$141,161
Roger Sherman Architecture + Urban Design (4 subconsultants)	\$148,751
The Planning Center DC&E (2 subconsultants)	\$150,101
City Design Studio LLC (2 subconsultants)	\$159,699
Torti Gallas and Partners, Inc. (2 subconsultants)	\$195,146
Calthorpe Associates (1 subconsultant)	\$195,248
Moore Iacofano Goltsman, Inc. (3 subconsultants)	\$199,540
RTKL Associates Inc. (4 subconsultants)	\$243,540
Meyer & Allen Associates (4 subconsultants)	\$256,412
KTGY Group, Inc. (3 subconsultants)	\$265,480
Johnson Fain (4 subconsultants)	\$529,493

Selection Process:

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

The PRC consisted of the following individuals:

- Marco Anderson, Associate Regional Planner, SCAG
- Todd Kuh, Parks Superintendent, City of Cerritos
- Robert Lopez, Planning Manager, City of Cerritos
- Zeron Jefferson, Associate Regional Planner, Caltrans

Basis for Selection:

The PRC recommended Gruen Associates for the contract award because the consultant:

- Demonstrated to be the best at incorporating an innovative approach which would allow the City to continue to serve as a regional leader in sustainable suburban development. The selected consultant was also the best at presenting past innovative projects that were in line with the City’s high quality design standards, while the lower priced proposers focused on delivering an adequate product that would meet the minimum stated needs of the scope;
- Demonstrated the best expertise in land use, development code administration, and transportation facility integration. While other teams addressed some of those areas of expertise, the selected consultant addressed all the required elements and provided adequate labor hours and budget to accomplish all the required tasks;

- Demonstrated the best understanding of the local context for this project, and proposed a number of unique ideas which would help City staff develop the study area in the future. The selected team came prepared with the best ideas for integrating the planned Bus Rapid Transit line into the existing development, and had thoughtfully considered other specific needs for this project;
- Demonstrated the most relevant experience with other cities of the same size, and socio-economic conditions. The selected consultant referred to specific examples from their past projects that were the most relevant to the specific planning exercise in the City of Cerritos. In their presentation, the selected team demonstrated specific examples of working with Caltrans in improve highway underpasses, and establish connections between disconnected communities; and
- The selected consultant identified the most creative and innovative approach to integrating future high quality transit service with the existing environment. Specifically, the selected consultant did the best job of identifying solutions for integrating the mall with the surrounding communities through streetscape design, and in integrating the east and west sides of the highway.

CONSULTANT CONTRACT 12-001-B14

Recommended Consultant:	RBF Consulting																				
Background & Scope of Work:	The consultant shall provide consultant services for a Compass Blueprint Demonstration Project for the City of Wildomar (City). Specifically, the consultant shall lay out a path that will lead to intelligent land development that will facilitate transportation solutions in the core of the City.																				
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• Offer an old town or community center which will provide a social and economic focal point for residents to work, shop, recreate, and generally enjoy a sustainable lifestyle;• Technical Reports, map, final planning document, community visioning workshop and charrette, establishment of a website to further involve the community, and presentations to City Council.																				
Strategic Plan:	This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.																				
Contract Amount:	<table><tr><td>Total not-to-exceed</td><td style="text-align: right;">\$124,933</td></tr><tr><td>RBF Consulting (prime consultant)</td><td style="text-align: right;">\$113,713</td></tr><tr><td>Metropolitan Research + Economics, Inc. (subconsultant)</td><td style="text-align: right;">\$11,220</td></tr></table>	Total not-to-exceed	\$124,933	RBF Consulting (prime consultant)	\$113,713	Metropolitan Research + Economics, Inc. (subconsultant)	\$11,220														
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Contract Period:	April 12, 2012 through March 29, 2013																				
Project Number:	065.SCG00137.01 \$124,933 Funding sources: Consolidated Planning Grant – FHWA and TDA																				
Request for Proposal (RFP):	<p>SCAG staff notified 1,616 firms of the release of RFP 12-001-B14. Staff also advertised the RFP on the American Planning Association's website, the Planning Institute's website, and on SCAG's bid management system. A total of 173 firms downloaded the RFP. SCAG received the following ten (10) proposals in response to the solicitation:</p> <table><tr><td>RBF Consulting (1 subconsultant)</td><td style="text-align: right;">\$124,933</td></tr><tr><td>AES/Mooney Planning Collaborative (2 subconsultants)</td><td style="text-align: right;">\$85,000</td></tr><tr><td>Hogle-Ireland, Inc. (2 subconsultants)</td><td style="text-align: right;">\$99,993</td></tr><tr><td>Point C, LLC (2 subconsultants)</td><td style="text-align: right;">\$124,732</td></tr><tr><td>PMC (3 subconsultants)</td><td style="text-align: right;">\$124,963</td></tr><tr><td>The Arroyo Group (2 subconsultants)</td><td style="text-align: right;">\$124,986</td></tr><tr><td>FORMA (2 subconsultants)</td><td style="text-align: right;">\$136,780</td></tr><tr><td>Project Design Consultants (3 subconsultants)</td><td style="text-align: right;">\$140,705</td></tr><tr><td>PDS West (1 subconsultant)</td><td style="text-align: right;">\$163,055</td></tr><tr><td>RTKL Associates, Inc. (2 subconsultants)</td><td style="text-align: right;">\$199,477</td></tr></table>	RBF Consulting (1 subconsultant)	\$124,933	AES/Mooney Planning Collaborative (2 subconsultants)	\$85,000	Hogle-Ireland, Inc. (2 subconsultants)	\$99,993	Point C, LLC (2 subconsultants)	\$124,732	PMC (3 subconsultants)	\$124,963	The Arroyo Group (2 subconsultants)	\$124,986	FORMA (2 subconsultants)	\$136,780	Project Design Consultants (3 subconsultants)	\$140,705	PDS West (1 subconsultant)	\$163,055	RTKL Associates, Inc. (2 subconsultants)	\$199,477
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Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the four (4) highest ranked offerors.

The PRC consisted of the following individuals:

Marco Anderson, Associate Regional Planner, SCAG
Tim D’Zmura, Public Works Director, City of Wildomar
Frank Oviedo, City Manager, City of Wildomar
Paula Willette, Community Services Director, City of Wildomar

Basis for Selection: The PRC recommended RBF Consulting for the contract award because the consultant:

- Proposed the most effective and most detailed scope of work for accomplishing all the outreach and design tasks associated with the project.
- Demonstrated to be the best at providing all the necessary skills, including: public engagement, meeting facilitation, Spanish language support, transportation planning, and urban design;
- Spent an extensive amount of time considering the unique challenges faced by the city in determining the location for a civic center, and designing an appropriate mix of uses to activate the site; and
- Demonstrated the most relevant experience with towns of similar size and demographic profiles. The selected consultant highlighted rural town center design and revitalization as a major practice within the firm.

Other proposers proposed a lower cost; however, they were deficient in the following areas:

- Did not allocate sufficient number of hours of effort to achieve the desired objectives; and
- Were vague in their scope of work in meeting the project objectives.

CONSULTANT CONTRACT 12-001-B04

Recommended Consultant: Sargent Town Planning, Inc.

Background & Scope of Work: The consultant shall provide consultant services for a Compass Blueprint Demonstration Project for Saticoy. Saticoy is a community within unincorporated Ventura County, located south of State Highway 126 within the Sphere of Influence of the City of Ventura. Saticoy has about 1,200 residents. Many of these residents are part of families that have lived in the community for generations, fostering a close-knit community and strong sense of neighborhood identity.

Today many of the buildings in Old Town Saticoy have fallen into disrepair, and the area lacks the economic vitality of its past. Vacant lots and empty buildings dot the community. Wide streets smother the area with asphalt and provide little in the way of landscaping. Connections between Old Town Saticoy and the surrounding neighborhoods are broken by Los Angeles Avenue to the west and State Highway 126 to the north, with poor interconnectivity between many arterial streets in the area.

The consultant shall complete a project contributing to an update of the County's Saticoy Area Plan. Tasks will include:

- Background evaluation and technical report;
- Community design charrette and stakeholder engagement; and
- Preparation of Area Plan recommendations

Project's Benefits & Key Deliverables: A strategic update to the Saticoy Area Plan will help to vitalize the potential of the community, provide greater housing opportunities and incentives for further economic development, sustain or improve levels of alternative transportation use, encourage compact, mixed-use development, and provide a balanced mix of jobs and affordable housing opportunities within the Old Town Saticoy area.

Key Deliverables include, but are not limited to: a background report, charrette event materials, and a final area plan recommendations report.

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

Contract Amount:	Total not-to-exceed	\$124,537
	Sargent Town Planning (prime consultant)	\$61,388
	Raimi + Associates (subconsultant)	\$37,929
	Associated Transportation Engineers (subconsultant)	\$25,220

Contract Period: March 27, 2012 through December 31, 2012

Project Number: 12-065.0137.01 \$124,537

Funding sources: Consolidated Planning Grant – FHWA and TDA

Request for Proposal (RFP):

SCAG staff notified 1,539 firms of the release of RFP 12-001-B04. Staff also advertised the RFP in the American Planning Association’s magazine, the Urban Transportation Monitor, and posted it on SCAG’s bid management system. A total of 158 firms downloaded the RFP. SCAG received the following eleven (11) proposals in response to the solicitation:

Sargent Town Planning (2 subconsultants)	\$124,537
RBF Consulting (2 subconsultants)	\$113,582
The Planning Center/ DC&E (3 subconsultants)	\$122,962
Urban Studio (3 subconsultants)	\$136,938
Cooper Carry (2 subconsultants)	\$137,359
RGP Planning & Development Services (1 subconsultant)	\$144,304
Gwynne Pugh Urban Studio (4 subconsultants)	\$149,200
Mainstreet Architects + Planners, Inc. (3 subconsultants)	\$149,250
Torti Gallas and Partners, Inc. (3 subconsultants)	\$169,013
Point C, LLC (3 subconsultants)	\$201,510
RTKL (3 subconsultants)	\$237,022

Selection Process:

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors.

The PRC consisted of the following individuals:

Rosemary Rowan, Manager of Plans, Ordinances & Regional Planning, County of Ventura

Dennis Hawkins, Senior Planner, County of Ventura

Charles Lau, Regional Planner, Caltrans District 7

Peter Brandenburg, Senior Regional Planner, SCAG

Basis for Selection:

The PRC recommended Sargent Town Planning for the contract award because the consultant:

- Demonstrated the best understanding of the proposed scope of work, the project area, and greater Ventura County;
- Demonstrated the best experience in developing form-based codes as a potential alternative to conventional design guidelines. The lower priced firms did not include this in their proposals;
- Proposed a public health and sustainability analysis component that was not included by the lower priced firms; and
- Demonstrated the best experience in and capacity for conducting multi-day planning charrettes in minority communities, and addressed a comprehensive set of planning issues. Neither of the lower priced firms demonstrated this experience and capacity.

CONSULTANT CONTRACT 12-001-B08

Recommended Consultant:

Cambridge Systematics, Inc.

Background & Scope of Work:

The consultant shall provide consultant services for a Compass Blueprint Demonstration Project for City of Los Angeles Department of Transportation (LADOT). LADOT recently updated its Traffic Study Policies and Procedures (Traffic Guidelines). The purpose of these Traffic Guidelines are to provide the public, private consultants and City staff with standards, objectives and criteria to be used in the preparation of traffic impact studies.

The purpose of this project is to explore new performance measurement procedures, to recommend specific procedures for the City to expand the transportation mitigation toolkit with measures that can be numerically quantified and to revise the Traffic Guidelines, accordingly.

Project's Benefits & Key Deliverables:

This project will help the LADOT to develop new performance metrics for evaluating "complete streets," context sensitive design alternatives, and smart growth from the perspective of all users of the streets. The new measures will help the City to provide a better balance between traffic flow and other important street functions such as transit routes and stops, pedestrian environments, bicycle routes, building design and site access, among other. The key deliverables include, but are not limited to:

- A review of existing alternatives to auto-oriented Level of Service traffic impact procedures;
- A recommendation of new procedures for auto trip generation and impact measurements tailored to the needs of LADOT;
- An analysis of specific case studies located in different contexts within the City of Los Angeles comparing the current procedures with the new proposed procedures;
- A collaboration process including multiple LADOT departments, traffic study experts, and experts familiar with traffic impacts and real estate development practices; and
- A final report summarizing the new procedures and outlining an implementation process.

Strategic Plan:

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

Contract Amount:

Total not-to-exceed	\$122,995
Cambridge Systematics, Inc. (prime consultant)	\$81,745
Kittleson & Associates (subconsultant)	\$41,250

Note: Cambridge originally proposed \$163,782 but staff negotiated the price down to \$122,995 without reducing the scope.

Contract Period:

March 6, 2012 through June 30, 2013

Project Number: 12-065.0137.01 \$30,748
 13-065.0137.01 \$92,246
 Funding sources: Consolidated Planning Grant – FHWA and FTA

Request for Proposal (RFP): SCAG staff notified 1,198 firms of the release of RFP 12-001-B08. Staff also advertised the RFP in the American Planning Association’s magazine and the Urban Transportation Monitor, as well as the Planning Institute, and posted it on SCAG’s bid management system. A total of 128 firms downloaded the RFP. SCAG received the following four (4) proposals in response to the solicitation:

Cambridge Systematics, Inc. (1 subconsultant)	\$163,782
Santec Consulting Services Inc. (1 subconsultant)	\$99,984
Dowling Associates (1 subconsultant)	\$103,053
Iteris Inc. (no subconsultants)	\$232,510

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

The PRC consisted of the following individuals:

- Charles Lau, Associate Transportation Planner, Caltrans, District 7
- Jay Kim, Principal Transportation Engineer, LADOT
- Marco Anderson, Regional Planner, SCAG
- Sean Haeri, Senior Transportation Engineer, LADOT
- Tomas Carranza, Senior Transportation Engineer, LADOT

Basis for Selection: The PRC recommended Cambridge Systematics for the contract award because the consultant:

- Included expertise in land use, economic development, employment, real-estate demand, fiscal impacts, and transportation. While other teams addressed some of those areas of expertise, the selected consultant addressed all the required elements;
- Demonstrated the best understanding of both the technical needs and political considerations of the ambitious task LADOT is embarking upon. The selected team demonstrated the best work program for addressing the three (3) interrelated components of the scope of work: technical trip generation calculations, amendments to the city-wide California Environmental Quality Act (CEQA) impact thresholds, and developing the legally required relationship between mitigations and impact reductions;
- Demonstrated the best, most relevant experience with other cities of the same size, and socio-economic conditions, although there were two (2) lower priced consultants. The selected consultant referred to specific examples from its recent practice in San Francisco and in Oregon, and clearly expressed how those practices would have to be modified for the unique context in Los Angeles. As noted above the selected consultant specifically addressed all three of the subjects that this project needs to address; and
- The selected consultant demonstrated the best expertise in the area of mitigation impact nexus studies, and CEQA threshold development.

CONSULTANT CONTRACT 12-001-B16

Recommended Consultant:

KTU+A Inc.

Background & Scope of Work:

The consultant shall provide consultant services for a Compass Blueprint Demonstration Project for City of Dana Point (City). In the past the City has focused extensive attention on three (3) major commercial areas: Doheny Village, Town Center, and Dana Point Harbor. These three (3) areas have different revitalization strategies and future goals. However, all three identify the need for connection to one another.

These three (3) areas expect to experience dramatic changes, improvements and increased popularity over the next decade. This project, through maximized circulation strategies, is intended to improve connectivity and overcome the impediments to pedestrian, bicycle and vehicular movement. The study will focus on a technical analysis of mobility gaps; and identify infrastructure and programmatic solutions to provide better connections.

Project's Benefits & Key Deliverables:

This project will provide the City with an implementation strategy to improve bike, pedestrian, and automobile connections for residents and visitors to improve the experience of travel within the City, and increase tourism and recreation revenues. The key deliverables include, but are not limited to:

- Inventory of pedestrian, bicycle, and vehicular circulation conditions;
- Analysis and recommendations to improve existing and current planning efforts;
- Collection of new bicycle and pedestrian volume data to provide baseline usage;
- Strategies for improved connectivity;
- Order of magnitude cost estimate, and identification of funding sources; and
- Preliminary signage program and branding design.

Strategic Plan:

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

Contract Amount:

Total not-to-exceed	\$110,595
KTU+A Inc. (prime consultant)	\$80,497
KOA Corp. (subconsultant)	\$30,098

Note: KTA+A Inc., originally proposed \$113,904, but staff negotiated the price down to \$110,595 without reducing the scope of work.

Contract Period:

April 10, 2012 through February 15, 2013

Project Number:

12-065.0137.01 \$40,000
13-065.0137.01 \$70,595

Funding sources: Consolidated Planning Grant – FHWA and FTA

Request for Proposal (RFP):

SCAG staff notified 961 firms of the release of RFP 12-001-B16. Staff also advertised the RFP in the American Planning Association’s website and the Urban Transportation Monitor, as well as the Planning Institute, and posted it on SCAG’s bid management system. A total of 108 firms downloaded the RFP. SCAG received the following nine (9) proposals in response to the solicitation:

KTU+A (1 subconsultant)	\$113,904
KOA Corp (1 subconsultant)	\$94,818
RMM Design group (2 subconsultants)	\$96,694
Vista Community Planners (no subconsultants)	\$117,920
IBI Group (2 subconsultants)	\$128,594
Melendrez (3 subconsultants)	\$149,866
NUVIS (3 subconsultants)	\$152,968
RJM Design Group (3 subconsultants)	\$160,861
Gensler (3 subconsultants)	\$385,590

Selection Process:

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

The PRC consisted of the following individuals:

Christy Teague	Economic Development Manager, City of Dana Point
Lynn Kelly	Management Analyst, City of Dana Point
Marco Anderson	Regional Planner, SCAG
Romeo Estrella	Associate Planner, Caltrans -District 12

Basis for Selection:

The PRC recommended KTU+A for the contract award because the consultant:

- Proposed a price that was within the cost estimate range. The PRC determined that the lower priced proposals did not allocate sufficient number of hours of effort to achieve the desired objectives;
- Demonstrated the best complement of the skill-set such as pedestrian, bicycle, vehicular mobility assessment and way-finding design;
- Demonstrated considerable amount of time it spent to meet the challenges faced by pedestrians and bicyclists in traveling between areas. Its presentation contained graphics analyzing travel constraints and connectivity gaps in the study area;
- Demonstrated the most relevant experience and specific previous projects that addressed challenging roadway grades, traffic conditions and projects that resulted in implementation and built infrastructure;
- Described specific steps to collect bicycle and pedestrian data, which other teams covered only in more general terms. Identified other planned data collection during field surveys that was lacking in other proposals; and
- Identified the most innovative approach to linking proposed solutions with available funding sources and pointed to specific examples of having achieved this critical aspect in previous projects.

CONSULTANT CONTRACT 12-001-B07

Recommended Consultant: Sargent Town Planning, Inc.

Background & Scope of Work: The consultant shall provide consultant services for a Compass Blueprint Demonstration Project for City of Lancaster. This project involves a design charrette to create a vision plan for the City's Southeast Transit Village Planning Area (STVPA), that is located within the City of Lancaster's Transit Village Development District. The site is approximately 98 acres in size and is located proximate to the existing Lancaster Metrolink station, although direct access to the station is physically blocked by fencing, etc. The charrette process is intended to create a long-term vision for the transit-oriented development of the area, including an appropriate mix of housing, commercial services, and employment. In addition, the City of Lancaster has had discussions with the Antelope Valley Transit Authority regarding the development of a multi-modal transfer facility (MMTF) adjacent to the existing Metrolink station; the design charrette would also include developing a concept plan for the MMTF as a component of the STVPA.

Project's Benefits & Key Deliverables: This project will benefit the region by serving as a model for redeveloping Metrolink Commuter Rail stations as housing and employment centers. The vision for the Southeast Transit Village will provide a context sensitive solution for incorporating the existing light industrial buildings with much needed housing and public amenities.

The consultant provided deliverables include, but are not limited to:

- A strategic outreach plan which will direct available city resources;
- Promotional materials and presentations;
- A public design charrette that will include child and family friendly activities;
- Guided collaboration with the Antelope Valley Transit Authority;
- Visual concepts for the study area including a Multi-Modal Transfer Facility; and
- Final report and presentation to the City Council.

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

Contract Amount:	Total not-to-exceed	\$99,894
	Sargent Town Planning (prime consultant)	\$45,815
	Raimi+ Associates (subconsultant)	\$20,018
	Nelson Nygaard (subconsultant)	\$21,972
	MR+E Inc. (subconsultant)	\$12,089

Contract Period: March 30, 2012 through December 31, 2012

Project Number: 12- 065-0137.01 \$24,996
13- 065-0137.01 \$74,898
Funding sources: Consolidated Planning Grant – FHWA and FTA

Request for Proposal (RFP):

SCAG staff notified 1,199 firms of the release of RFP 12-001-B07. Staff also advertised the RFP in the American Planning Association’s magazine and the Urban Transportation Monitor, as well as the Planning Institute, and posted on SCAG’s bid management system. A total of 138 firms downloaded the RFP. SCAG received the following ten (10) proposals in response to the solicitation:

Sargent Town Planning (3 subconsultants)	\$99,894
Estolano LeSar Perez Advisors (2 subconsultants)	\$53,893
Hogle Ireland (1 subconsultant)	\$59,914
RBF Consulting (3 subconsultants)	\$66,850
Calthorpe Associates (no subconsultant)	\$83,837
RGP Planning & Dev Services (1 subconsultant)	\$105,070
RTKL Associates Inc. (no subconsultants)	\$160,012
RNL INC.(3 subconsultants)	\$187,489
MIG Inc. (2 subconsultants)	\$194,931
Gensler Inc. (3 subconsultants)	\$249,447

Selection Process:

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the five (5) highest ranked offerors.

The PRC consisted of the following individuals:

- Brian Ludicke, Planning Director, City of Lancaster
- Charles Lau, Regional Planner, Caltrans
- Kelvin Tainatongo, Assistant to the City Manager, City of Lancaster
- Marco Anderson, Regional Planner, SCAG

Basis for Selection:

The PRC recommended Sargent Town Planning for the contract award because the consultant:

- Submitted a proposal that was within SCAG’s cost estimate, and the PRC determined that some of the lower priced proposals did not budget enough work hours to adequately address the project’s requirements and did not cover the full spectrum of required scope of work;
- Included the best expertise in land use, economic development, employment, real-estate demand, fiscal impacts, and transportation. While other teams addressed most of these areas of expertise, the selected consultant addressed all the required elements and provided a budget and work hours allocation that demonstrated staff availability and adequate hours to accomplish all the required tasks;
- Demonstrated the best understanding of the local context including existing political support for changes in the study area;
- Articulated the best understanding of the City’s unique market and economic aspects within the wider Antelope Valley region. In addition, its transportation subconsultant demonstrated the best understanding of not just the planning, but also the implementation attributes of the City;

- Demonstrated the best and the most relevant experience with other cities of the same size, and socio-economic conditions. They provided specific examples from their practice relevant to the specific planning exercise in the City of Lancaster;
- Outlined the best specific steps that they would take to ensure innovative and high quality deliverables. They described the best, most specific methodology for looking at long range economic development in the study area. In addition, they proposed the best approach to ensuring diverse public interest in the design charrette; and
- Identified the most creative and innovative approach to the design charrette. Their approach combined both public input and high quality detailed design output. They specified the best work plan for achieving the City's requirements, and proposed the best plan for utilizing and leveraging the City's available resources.

CONSULTANT CONTRACT 12-013-C1

Recommended Consultant:	Digital Map Products				
Background & Scope of Work:	<p>SCAG is seeking a qualified vendor to provide SCAG with a hosted web application able to analyze and disseminate data from a variety of regional Geographic Information System (GIS) and data files.</p> <p>The consultant shall provide SCAG parcel data, aerial imagery and street centerline information that can be shared with our regional partners. The application system will host data collected by SCAG that will include existing land use, transportation analysis zone, census tract boundaries, socioeconomic data and General Plan land use. The information made available through this web accessible application will be used by SCAG as part of the preparation of the 2016 Regional Transportation Plan (RTP) growth forecast, transportation corridor studies and economic development analyses. The application system will be made available to SCAG’s member agencies to assist with their local planning activities and will allow SCAG to share regional and local planning data with up to 500 end users.</p>				
Project’s Benefits & Key Deliverables:	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• Current parcel data including boundaries and characteristics;• Current aerial imagery and street network;• Easy-to-use interface that can be used with little or no training;• Hosting of additional SCAG datasets including existing and General Plan land use, SCAG growth forecast; and• The ability to share this data and web application with 500 users that includes SCAG member agencies and other stakeholders.				
Strategic Plan:	<p>This item supports SCAG’s Strategic Plan, Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective a: Develop and maintain planning models that support regional planning and Objective c: Maintain a leadership role in the modeling and planning data/GIS communities.</p>				
Contract Amount:	<table><tr><td>Total not-to- exceed</td><td style="text-align: right;">\$54,000</td></tr><tr><td>Digital Map Products (prime consultant)</td><td style="text-align: right;">\$54,000</td></tr></table>	Total not-to- exceed	\$54,000	Digital Map Products (prime consultant)	\$54,000
Total not-to- exceed	\$54,000				
Digital Map Products (prime consultant)	\$54,000				
Contract Period:	December 16, 2011 through December 16, 2014				
Project Number:	12-055.SCG0704.02 \$18,000 Funding sources: Consolidated Planning Grant – FHWA				
	055.SCG0704.02 \$36,000 Funding sources: Consolidated Planning Grant – FHWA				

Request for Proposal (RFP):

SCAG staff notified 655 firms of the release of RFP 12-013-C1 and posted the RFP on SCAG’s bid management system. A total of 55 firms downloaded the RFP. SCAG received the following six (6) proposals in response to the solicitation:

Digital Map Products (no subconsultants)	\$54,000
Latitude Geographics (no subconsultants)	\$148,202
Evri GIS Consulting (no subconsultants)	\$172,306
Quartic Solutions (1 subconsultant)	\$186,988
Nobel Systems (no subconsultants)	\$276,367
ESRI, Inc. (2 subconsultants)	\$379,803

Selection Process:

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors.

The PRC consisted of the following individuals:

Javier Aguilar, GIS Analyst, SCAG
Kimberly Clark, Senior Regional Planner, SCAG
Charles Lau, Associates Transportation Planner, Caltrans District 7
Javier Minjares, Regional Planner Specialist, SCAG

Basis for Selection:

The PRC recommended Digital Map Products for the contract award because the consultant:

- Proposed the lowest price;
- Demonstrated the best understanding of the proposed scope of work and the key elements involved. Specifically, they proposed all the data elements specified in the RFP (parcels, aerial imagery, streets) and could have the application up and running within hours of the Notice to Proceed, meeting the aggressive schedule needed to complete the work;
- Demonstrated the most extensive experience with projects of similar size and scope. For example, they have a national presence with over 200,000 registered users across twenty-three (23) states and have been doing this type of work since 1997;
- Demonstrated the most effective approach to meet SCAG’s requirements. Specifically, they have existing relationships with each County Assessor in the region and their cost is borne across their 200,000 users resulting in a lower unit cost for SCAG;
- Had the capability to acquire different data sets and provide an easy to use navigation tool. Their system allows SCAG to add additional data layers to the application making it a more robust system and one that will facilitate analyses by both SCAG and its member agencies;
- Provided a license agreement that SCAG will not have to deal with complex storage and serving of large data files; and
- Provided an application platform that is in a secure facility in Irvine ensuring that the system will be available to users around the clock (24/7).

CONSULTANT CONTRACT 12-023-C1

Recommended Consultant:

Burke Rix Communications

Background & Scope of Work:

Since 2007, SCAG has presented Compass Blueprint Awards to municipalities and/or developers to recognize projects that demonstrate excellence and achievement in the key principles of Compass Blueprint Planning: Livability, Mobility, Prosperity and Sustainability. A main goal of the awards program is to educate local jurisdictions, the public, non-profit and private sectors on the benefits of mixed land use, transit-oriented development and comprehensive planning throughout the region. The event also sets the stage for new partnerships across all sectors, allowing for even more dynamic plans and projects in the future.

SCAG desires a professional and exciting awards program that highlights the distinguished group of recipients and reflects positively on SCAG and the Compass Blueprint program.

Project's Benefits & Key Deliverables:

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

- Providing professional services to manage the 2011 Compass Blueprint Recognition Awards that will be presented at SCAG's annual Regional Conference & General Assembly in April 2012;
- Benefiting SCAG and its member cities by further addressing and bringing to the forefront the challenges of transportation and air quality planning in Southern California and to integrate land use planning with transportation planning; and
- Developing the award selection process, convening a jury of respected planners and developers, facilitating a day-long review of applications with the jury, and developing the program materials, including but not limited to, nomination packets, brochures, programs, and scripts for the videos and the master of ceremonies.

Strategic Plan:

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

Contract Amount:

Total not-to-exceed	\$31,968
Burke Rix Communications (prime consultant)	\$25,898
BuzzFactory (subconsultant)	\$6,070

Note: Burke Rix Communications originally proposed \$39,803, but staff negotiated the price down to \$31,968 without reducing the scope of work.

Contract Period:

January 25, 2012 through April 30, 2012

Project Number:

12-065.SCG0137.08 \$28,250
12-065.SCG0137.04 \$ 3,718

Funding sources: Consolidated Planning Grant – FHWA, FTA and TDA

Request for Proposal (RFP):

SCAG staff notified 726 firms of the release of RFP 12-023-C1 and posted the RFP on SCAG’s bid management system. A total of 45 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

Burke Rix Communications (1 subconsultant)	\$39,803
SDS Associates (no subconsultants)	\$33,443
CKG Communications (no subconsultants)	\$111,600

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 upon which to base a contract award.

The PRC consisted of the following individuals:

Mark Butala, Manager, SCAG
Mike Jones, Senior Planner, SCAG
Christopher Tzeng, Associate Planner, SCAG

Basis for Selection:

The PRC recommended Burke Rix Communications for the contract award because the consultant:

- Quoted the most realistic price to perform the scope of work. While one firm proposed a lower price, the selected consultant proposed a technical approach that went above and beyond the RFP scope of work. They gave clear descriptions of each deliverable and what their approach would be to successfully execute each deliverable. They provided an innovative approach that would add tremendous value to the overall Compass Blueprint Recognition Awards experience. Their number of hours compared to their overall proposed cost was the lowest, and was less expensive than the lowest firm;
- Demonstrated the most comprehensive and broadest range of services and solutions that will meet SCAG’s requirements. Specifically, they demonstrated experience with different events that showed their ability to handle situations similar to those experienced during award programs. They showcased their ability to handle all aspects of the awards process (i.e., script writing, award design, award branding) better than other proposers; and
- Displayed responsiveness, especially with specific sets of actions that they would take to complete the deliverables detailed in the scope of work. Specifically, they proposed a different timeline for the videographer that enables the execution of deliverables in a timely manner and ensures SCAG the flexibility needed to be on schedule.

CONSULTANT CONTRACT 11-056-C1

Recommended Consultant:	University of Southern California (USC)						
Background & Scope of Work:	<p>SCAG develops and updates regional population and demographic projections to support the region's various plans, programs, and major projects. These regional population projections are used as input for updating the existing 2008 Regional Transportation Plan (RTP), Environmental Impact Report (EIR), Compass Blueprint Plan, and the Regional Housing Needs Assessment (RHNA). SCAG relies on the cohort-component method to project the regional population projections using the demographic assumptions, such as fertility rate, mortality rate, net immigration, domestic-in-migration and domestic-out-migration.</p> <p>The consultant shall provide SCAG with detailed demographic characteristics (e.g., age, gender, race/ethnicity, nativity, period of arrival in the U.S.) of the projected population and immigrants in the SCAG region, for use in the development of the region's need for housing, transportation, education, etc.</p>						
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• Developing detailed demographic characteristics of the projected population in the SCAG region; and• Delivering population projection data and documentation to SCAG including sources of historical data projection methods and assumptions.						
Strategic Plan:	This item supports SCAG's Strategic Plan, Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective a: Develop and maintain planning models that support regional planning.						
Contract Amount:	<table border="0" style="width: 100%;"><tr><td style="width: 50%;">Total not-to-exceed</td><td style="text-align: right;">\$25,000</td></tr><tr><td>University of Southern California (prime consultant)</td><td style="text-align: right;">\$13,000</td></tr><tr><td>John Pitkin (subconsultant)</td><td style="text-align: right;">\$12,000</td></tr></table> <p>Note: USC originally proposed \$35,558, but staff negotiated the price down to \$25,000 without reducing the scope of work.</p>	Total not-to-exceed	\$25,000	University of Southern California (prime consultant)	\$13,000	John Pitkin (subconsultant)	\$12,000
Total not-to-exceed	\$25,000						
University of Southern California (prime consultant)	\$13,000						
John Pitkin (subconsultant)	\$12,000						
Contract Period:	December 22, 2011 through June 30, 2012						
Project Number:	12-055.SCG0133.02 \$25,000 Funding sources: Consolidated Planning Grant – FHWA, FTA and TDA						
Request for Proposal (RFP):	<p>SCAG staff notified 301 firms of the release of RFP 11-056-C1. Staff also advertised the RFP in the American Planning Association's magazine and the Urban Transportation Monitor, and posted on SCAG's bid management system. A total of 17 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:</p> <table border="0" style="width: 100%;"><tr><td style="width: 50%;">University of Southern California (1 subconsultant)</td><td style="text-align: right;">\$35,558</td></tr><tr><td>Beacon Economics (no subconsultants)</td><td style="text-align: right;">\$21,700</td></tr><tr><td>McClure Consulting, Inc. (1 subconsultant)</td><td style="text-align: right;">\$38,339</td></tr></table>	University of Southern California (1 subconsultant)	\$35,558	Beacon Economics (no subconsultants)	\$21,700	McClure Consulting, Inc. (1 subconsultant)	\$38,339
University of Southern California (1 subconsultant)	\$35,558						
Beacon Economics (no subconsultants)	\$21,700						
McClure Consulting, Inc. (1 subconsultant)	\$38,339						

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 upon which to base a contract award.

The PRC consisted of the following individuals:

Simon Choi, Program Manager, SCAG
Hsi-hwa Hu, Transportation Modeler, SCAG
Jonathan Osborn, Research Program Specialist, Caltrans District 7

Basis for Selection: The PRC recommended USC for the contract award because the consultant:

- Provided the best overall value to SCAG. Although the proposed price was not the lowest, the price was in the range of what the PRC determined would take to meet the required deliverables. The lower proposer lacked specific demographic expertise needed to fulfill the deliverables in this project;
- Demonstrated the best understanding of the project. Specifically, they have an exceptional understanding of demographic forecast technologies and data sources, and a broad familiarity with regional issues. They have developed complex demographic models for local and regional demographic projects in California including one of the most advanced demographic models published at Demographic Research 24 in 2011; and
- Provided the best technical approach to meet SCAG's requirements. For example, they proposed a demographic approach based on the latest innovative method, and their demographic tasks and deliverables were clearly described and met the criteria needed to bring about the required deliverables.

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DATE: May 3, 2012

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

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

SUBJECT: Final Adoption of the Fiscal Year (FY) 2012/13 Comprehensive Budget

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Adopt the Final FY 2012/13 Comprehensive Budget and corresponding Resolution No. 12-539-1. This action authorizes submittal of the Overall Work Program (OWP) to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and California Department of Transportation (Caltrans). (The entire FY 2012/13 OWP may be viewed by accessing: <http://www.scag.ca.gov/owp>)

EXECUTIVE SUMMARY:

On October 6, 2011, the RC adopted the FY 2012/13 preparation schedule. On February 2, 2012, the EAC reviewed the Draft FY 2012/13 Comprehensive Budget which included the proposed work program for FY 2012/13. Subsequently, a Draft FY 2012/13 OWP was submitted to FHWA, FTA and Caltrans for their review and comments.

On March 1, 2012, the RC approved the Draft FY 2012/13 Comprehensive Budget which included the Draft OWP, and released it for public review and comment. All comments received were reviewed, and where appropriate, incorporated into the Final OWP. The Final OWP meets all applicable federal and state requirements.

In addition to the OWP, the FY 2012/13 Comprehensive Budget includes the General Fund Budget, the Indirect Cost Budget and the Fringe Benefit Budget. On March 1, 2012, the RC approved the FY 2012/13 General Fund Budget and Membership Dues Assessment and authorized its submittal to the General Assembly for adoption on April 5, 2012. The General Assembly approved the General Fund Budget and Membership Dues Assessment.

STRATEGIC PLAN:

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

BACKGROUND:

The OWP contains several sources of revenue. The major source is the Consolidated Planning Grant (CPG), which is the primary revenue source used to meet SCAG's Metropolitan Planning Organization (MPO) requirements and addresses the Federal Planning Emphasis Areas (PEAs) of the Federal and State

REPORT

Departments of Transportation. A breakdown of the FY 2012/13 program revenue and expenditures is listed below:

Table 1 – Comparison of Revenue – Draft OWP vs. Final OWP

REVENUE	DRAFT OWP	FINAL OWP	Incr. (Decr.)
FHWA PL	\$ 20,255,576	\$ 20,255,576	\$ -
FTA PL	7,809,306	7,809,306	-
State - other	2,548,277	2,569,234	20,957
Federal - other	3,912,464	3,914,828	2,364
TDA	5,013,355	5,239,077	225,722
In-Kind Commitment	3,244,773	2,809,907	(434,866)
Local Other	1,030,950	1,133,556	102,606
TOTAL	\$ 43,814,701	\$ 43,731,484	\$ (83,217)

Table 2 – Comparison of Expenditures – Draft OWP vs. Final OWP

EXPENDITURES	DRAFT OWP	FINAL OWP	Incr. (Decr.)
Staff	\$ 24,737,440	\$ 25,069,083	331,643
Consultants	14,472,638	14,492,644	20,006
Other Costs	4,604,623	4,169,757	(434,866)
TOTAL	\$ 43,814,701	\$ 43,731,484	\$ (83,217)

The overall decrease of -\$83,217 from the Draft OWP to the Final OWP is primarily the result of: 1) increased staffing one (1) Limited Term position; 2) staffing and fringe benefit changes; and 3) reallocation of local fund and in-kind match requirements.

FISCAL IMPACT:

The FY 2012/13 Comprehensive Budget serves to guide the management of the agency’s financial resources. The OWP is the instrument that allows SCAG to manage planning projects and budgets. Approval of this document will continue the flow of federal planning funds for FY 2012/13.

ATTACHMENT:

Resolution No. 12-539-1



ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers

President

Pam O'Connor, Santa Monica

First Vice President

Glen Becerra, Simi Valley

Second Vice President

Greg Pettis, Cathedral City

Immediate Past President

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Executive/Administration Committee Chair

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Policy Committee Chairs

Community, Economic and

Human Development

Bill Jahn, Big Bear Lake

Energy & Environment

Margaret Clark, Rosemead

Transportation

Paul Glaab, Laguna Niguel

**RESOLUTION NO. 12-539-1
OF THE SOUTHERN CALIFORNIA ASSOCIATION OF
GOVERNMENTS APPROVING AND ADOPTING THE
FISCAL YEAR 2012/13 COMPREHENSIVE BUDGET**

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) for six counties, Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial, and

WHEREAS, SCAG has developed the Fiscal Year (FY) 2012/13 Comprehensive Budget that includes the following budget components; the General Fund Budget, the Overall Work Program (OWP), the Indirect Cost Budget (ICAP) and the Fringe Benefit Budget; and

WHEREAS, the OWP serves as the basis for SCAG's annual regional planning activities; and

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

WHEREAS, the Regional Council authorized release of the draft FY 2012/13 OWP for a thirty-day public comment period on March 1, 2012, and all comments have been addressed and incorporated by staff into the final FY 2012/13 OWP within the Comprehensive Budget; and

WHEREAS, on March 1, 2012, the Regional Council approved the FY 2012/13 General Fund Budget and authorized it's submittal to SCAG's General Assembly for adoption.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that the Regional Council does hereby approve and adopt the FY 2012/13 Comprehensive Budget.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council hereby authorizes submittal of SCAG's approved FY 2012/13 OWP to the participating State and Federal agencies.
2. The Regional Council hereby authorizes submittal of SCAG's approved FY 2012/13 ICAP to the participating State and Federal agencies.
3. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.



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RESOLUTION NO. 12-539-1

4. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby designated and authorized to submit the FY2012/13 OWP, and to execute all related agreements and documents on behalf of the Regional Council to implement purposes of this Resolution.
5. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to make and submit to funding agencies, the necessary work programs and budget modifications to the FY 2012/13 OWP based on actual available funds, and to draw funds as necessary on a letter of credit or other requisition basis.
6. The Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to make administrative changes required to implement the FY2012/13 OWP.

APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 3rd day of May 2012.

Pam O'Connor
President, SCAG
Councilmember, Santa Monica

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

DATE: May 3, 2012
TO: Executive Administrative Committee (EAC)
FROM: Sharon A. Neely, Deputy Executive Director, Strategy, Policy & Public Affairs,
neely@scag.ca.gov, (213)-236-1992
SUBJECT: SCAG Sponsorship Policy

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

The EAC recently requested that SCAG staff provide information on the amount spent regarding sponsorships by county (attachment 1). There has also been discussion at recent Legislative/ Communications & Memberships Committee (LCMC) meetings regarding the criterion that SCAG utilizes in the evaluation of sponsorship requests. SCAG staff follows a specific set of guidelines, which were outlined in a staff report to the LCMC at its meeting on October 20, 2009 (attachment 2).

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective b) Develop external communications and media strategy to promote partnerships, build consensus and foster inclusiveness in the decision making process.

BACKGROUND:

In response to the recent requests from the EAC and the LCMC, staff is submitting the guidelines used in the evaluation of sponsorship requests, which were outlined in the staff report to the LCMC at its meeting on October 20, 2009 (attachment 2); and the breakdown of sponsorship requests by county (attachment 1).

Sponsorship requests shall include the following:

1. The dollar amount of the sponsorship shall be added to the line item on the agenda and not just in the accompanying report.
2. When calculating sponsorship cost, it is important to also consider the total cost of participation, especially when it involves out-of-town travel and lodging. Therefore, total cost should include the amount of sponsorship (direct cost), and the cost of staff participation including travel and lodging (indirect cost), and other miscellaneous expenses associated with booth set-up and printed materials.
3. At a minimum, financial support for an event or program should yield promotional and educational value to the agency. Sponsorship should entail the greatest possible visibility for the agency, resulting in increased outreach to fulfill SCAG's public input and participation mandates.

REPORT

4. Sponsorship, to the extent possible, should also provide networking opportunities for our Board Members through complimentary tickets, speaking opportunities, or serving on an honorary host committee in order to strengthen the public's awareness of SCAG and its work on behalf of the region.

Staff Report Template for Sponsorships:

1. Name of the organization making the request.
2. History of SCAG's involvement/partnership with the requesting organization.
3. Document whether event advances SCAG's mission and core values.
4. Document the benefits to SCAG for participating/sponsoring.
 - Raises public awareness of SCAG's activities on behalf of the region.
 - Provides opportunity for Regional Council members to showcase agency and interact with elected officials from member cities that are not on the Regional Council.
 - Provides networking opportunity for Regional Council Members (i.e. complimentary tickets; speaking opportunity; serving on host committee).
5. Document whether financial support for the event/program yields promotional and educational value to the agency.
6. Document whether participation would result in increased outreach to fulfill SCAG's public input and participation mandates.
7. Ensure agenda subject includes sponsorship amount.
8. Ensure costs are budgeted and so noted.

ATTACHMENTS:

1. Sponsorship Allocation Table by County for the Current Fiscal Year
2. SCAG Sponsorship Policy Staff Report for October 20, 2009 LCMC Meeting

SPONSORSHIP ALLOCATION BY COUNTY

IMPERIAL	
None	\$0
TOTAL	\$0
LOS ANGELES	
University of California, Los Angeles 2012 Complete Streets for California Conference - Los Angeles	\$1,250
Council for Watershed Health's The Mediterranean City: A Conference on Climate Change Adaptation, June 25, 2012 - Los Ar	\$2,000
Air Quality & Transportation Regional Conference South Coast Air Quality Management District - Hosted in Downtown	unknown
California Transportation Commission Reception - Marriott Burbank Airport Hotel	\$500
CORO Southern CA Executive Fellows Program	\$5,000
Mettrans National Urban Freight Conference - Los Angeles	\$3,000
UCLA Lewis Center and Institute of Transportation Studies Land-Use Environment Connection Symposium - Lake Arrowhead	\$10,000
USC School of Planning & Development Executive Education Program - Los Angeles	\$10,000
Four Corner Coalition 2012 Economic Summit, May 16, 2012 - Diamond Bar	\$1,000
Valley Mobility Summit - San Fernando Valley	\$2,000
TOTAL	\$34,750
ORANGE	
Association of California Cities, Orange County 2012 Board of Directors Installation Ceremony - City of Dana Point	\$1,000
City of Long Beach Pro Walk/Pro Bike Conference, September 10, 2012 - City of Long Beach	\$2,000
TOTAL	\$3,000
RIVERSIDE	
Western Riverside Council of Governments (WRCOG) - 21st Annual General Assembly	(PENDING) \$2500
TOTAL	\$0
SAN BERNARDINO	
Cal State University San Bernardino Leonard Transportation Center 2011 Southern California Transportation & Logistics Summit - City of San Bernardino	\$1,250
ULI "Retrofitting TOD in Suburbia" Conference - City of Ontario	\$250
Building Industry Association in So Cal - City of Pomona	\$1,000
San Bernardino Associated Governments (SANBAG) 2nd Annual General Assembly	(PENDING) \$1,500
TOTAL	\$2,500
VENTURA	
None	\$0
TOTAL	\$0
TOTAL for FY 11 - 12 (Current Date)	\$47,750

DATE: October 20, 2009

TO: Legislative/Communications & Membership Committee

FROM: Sharon Neely, Director of Legislation, neely@scag.ca.gov, (213) 236-1992

SUBJECT: SCAG Sponsorship Policy

RECOMMENDED ACTION:

Discussion and Potential Support.

EXECUTIVE SUMMARY:

Based on recent discussions about the level of information, timing, and benefits of participating in sponsorships, below are key parameters for considering sponsorship requests made to SCAG.

STRATEGIC PLAN:

This item supports Goal 1, Objective (b) of the SCAG Strategic Plan: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Develop external communications and media strategy to promote partnerships, build consensus and foster inclusiveness in the decision making process.

BACKGROUND:

At the Regional Council Executive Committee meeting in September, there was discussion about the level of information, timing, and benefits of participating in sponsorships. The Legislative/Communications & Membership Committee discussed key parameters for considering sponsorship requests made to SCAG. The below information is based on the discussion that took place during the meeting.

Sponsorship partnerships have occurred on a case-by-case basis. Beginning with the November agenda, requests shall include the following:

1. The dollar amount of the sponsorship shall be added to the line item on the agenda and not just in the accompanying report.
2. When calculating sponsorship cost, it is important to also consider the total cost of participation, especially when it involves out of town travel and lodging. Therefore, total cost should include the amount of sponsorship (direct cost), and the cost of staff participation including travel and lodging (indirect cost), and other miscellaneous expenses associated with booth set-up and printed materials.
3. At a minimum, financial support for an event or program should yield promotional and educational value to the agency. Sponsorship should entail the greatest possible visibility for the agency, resulting in increased outreach to fulfill SCAG's public input and participation mandates.
4. Sponsorship, to the extent possible, should also provide networking opportunities for our Board Members through complimentary tickets, speaking opportunities, or serving on an honorary host

REPORT

Staff Report Template for Sponsorships:

1. Name of the organization making the request.
2. History of SCAG's involvement/partnership with the requesting organization.
3. Document whether event advances SCAG's mission and core values.
4. Document the benefits to SCAG for participating/sponsoring.
 - Raises public awareness of SCAG's activities on behalf of the region.
 - Provides opportunity for Regional Council (RC) members to showcase agency and interact with elected officials from member cities that are not on the RC.
 - Provides networking opportunity for RC Members (i.e. complimentary tickets; speaking opportunity; serving on host committee).
5. Document whether financial support for the event/program yields promotional and educational value to the agency.
6. Document whether participation would result in increased outreach to fulfill SCAG's public input and participation mandates.
7. Ensure agenda subject includes sponsorship amount.
8. Ensure costs are budgeted and so noted.

Conclusion

SCAG has a positive record of supporting regional events in the communities throughout Southern California. While we would like to support as many of the worthy endeavors as possible, given the agency's budgetary constraints, SCAG RC must consider all requests and ensure that our limited resources are being utilized for activities that are consistent with our overall mission and core values.

In addition to monetary sponsorship, SCAG has a long history of providing technical expertise and assistance to community organizations within its jurisdiction. SCAG will continue to provide that important service as much as practicable. SCAG will give every request due consideration and will make every effort to provide funding, when available, if it meets agency guidelines.

Reviewed by:



Department Director

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REPORT

DATE: May 3, 2012

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

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

SUBJECT: CFO Monthly Report

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only-No Action Required.

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

ACCOUNTING
SCAG provided to the State Controller's Office (SCO) its 2010 Compensation Report. The report shows the amount of compensation paid to each SCAG authorized position. The SCO began collecting this data from all public agencies effective 2009.

RISK MANAGEMENT
Work continues on the action items identified in the Risk Management Evaluation performed by the California Joint Powers Insurance Authority. All action items will be completed by December 31, 2012.

AUDIT
Preparation has begun for the preliminary audit for FY 2012/13 by SCAG's outside independent auditors, Vasquez and Co., LLP. Vasquez will inform SCAG when the audit will commence. Before the audit begins, the auditors will meet with the Audit Committee to receive input for the FY 2012/13 audit.

BUDGET & GRANTS (B&G)
On March 1, 2012, the EAC and the RC approved the release of the Draft 2012/13 Overall Work Program OWP for public comment and authorized staff to submit the Draft to California Department of Transportation (Caltrans) for review.

On March 14, 2012, B&G staff conducted a conference call with Caltrans District 7, 8, 11 & 12 to review the 2nd Quarter Progress Report on OWP Projects and Grants.

At the April 5, 2012 SCAG General Assembly, the General Fund Budget and Membership Dues Assessment was approved.

B&G staff submitted nine (9) grant applications to Caltrans for the FY 2012/13 Transportation Planning Grant Program. On an annual basis, Caltrans solicits grant funding applications statewide from Metropolitan Planning Organizations (MPO) and other local governments and non-profit entities

REPORT

engaged in regional planning activities. For many of the grant opportunities, SCAG as the MPO for this region must be the applicant, with cities, counties, public agencies, non-profits, universities, Council of Governments (COG) and Native American Tribal Governments as sub-recipients. For the FY 2012/13 cycle, B&G staff received a total of nine (9) grant applications submitted by eligible sub-recipients and reviewed them for completeness and compliance with Caltrans requirements. The combined grant program will authorize SCAG to receive \$1,601,023 of funding that will be passed through to the sub-recipients. The sub-recipients are providing a total cash match of \$202,005 and an In-Kind Match of \$11,875.

On April 18, 2012, SCAG's Annual MPO meeting was held with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Caltrans Headquarters and Caltrans Districts 7,8,11 and 12. SCAG Planning staff gave an overview of the work that was accomplished during FY 2011/12, with emphasis on the RTP/SCS. Staff also gave an overview of the work goals for the coming FY 2012/13. SCAG was commended by all of the funding partners on the work that was accomplished in FY 2011/12. FHWA, FTA and Caltrans staff stated that they were very satisfied with the responses to their comments on the Draft FY 2012/13 Overall Work Program and commended staff on a well-prepared document.

As we approach the end of the current fiscal year, the B&G staff continues working with the Planning Departments to monitor project progress and expenditures.

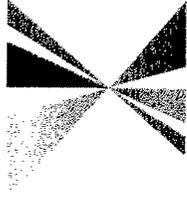
CONTRACTS

During the month of March 2012, the Contracts Department issued eight (8) Requests for Proposal (RFP's), awarded seventeen (17) contracts, issued four (4) contract amendments, and issued fifty-eight (58) Purchase Orders to support ongoing business and enterprise operations. Staff also administered ninety-six (96) consultant contracts, as well as five (5) Continuing Cooperative Agreements.

Contracts staff continued to negotiate better pricing and reduced costs for services. During the month of March 2012, staff realized approximately \$880,647 in budget savings, thus bringing the current fiscal year cumulative budget savings total to approximately \$1,561,532.

ATTACHMENT:

March 2012 CFO Monthly Status Report



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Office of the Chief Financial Officer

Monthly Status Report

MARCH 2012



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

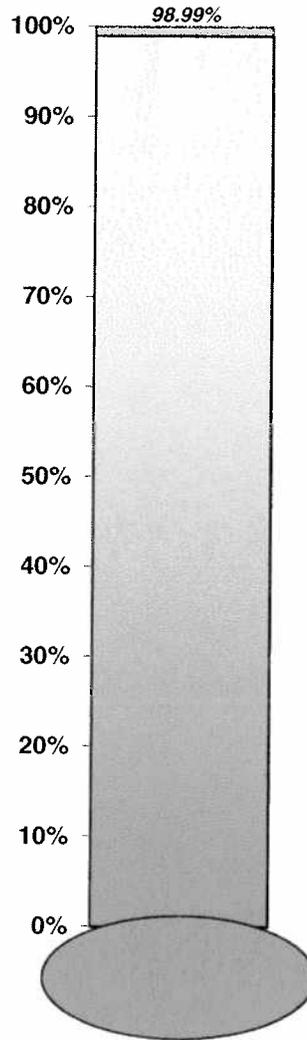
OVERVIEW

As of April 16, 2012, there are 190 paid members and 2 memberships pending. There are 5 cities in the SCAG region who are still being recruited for membership

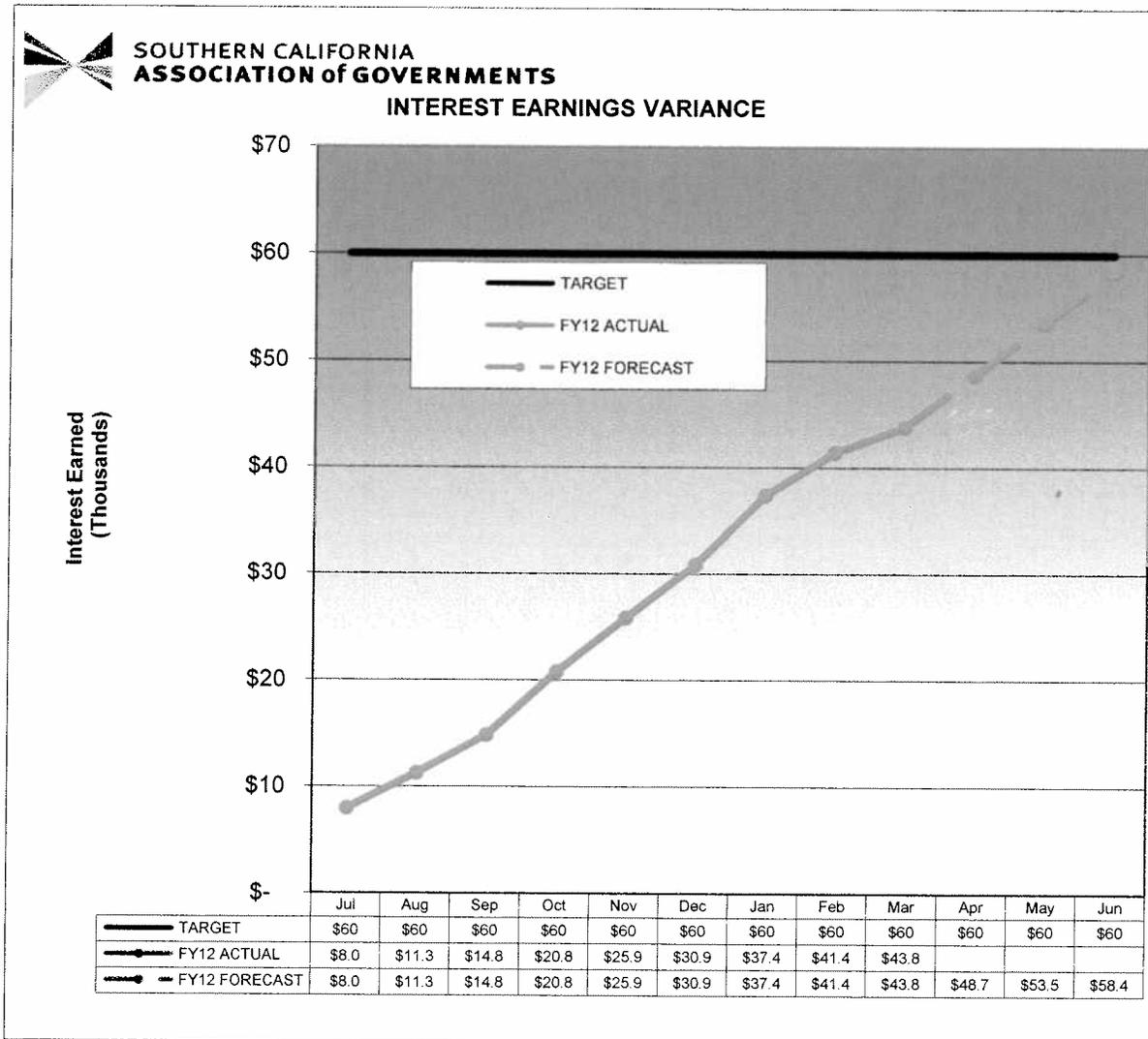
SUMMARY

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

**FY12 Membership
Dues Collected**



Office of the CFO
Interest Earnings Variance



OVERVIEW

Actual interest income is plotted against the target amount. The amount earned through March was \$43,811. The LA County Pool earned 0.88% in February.

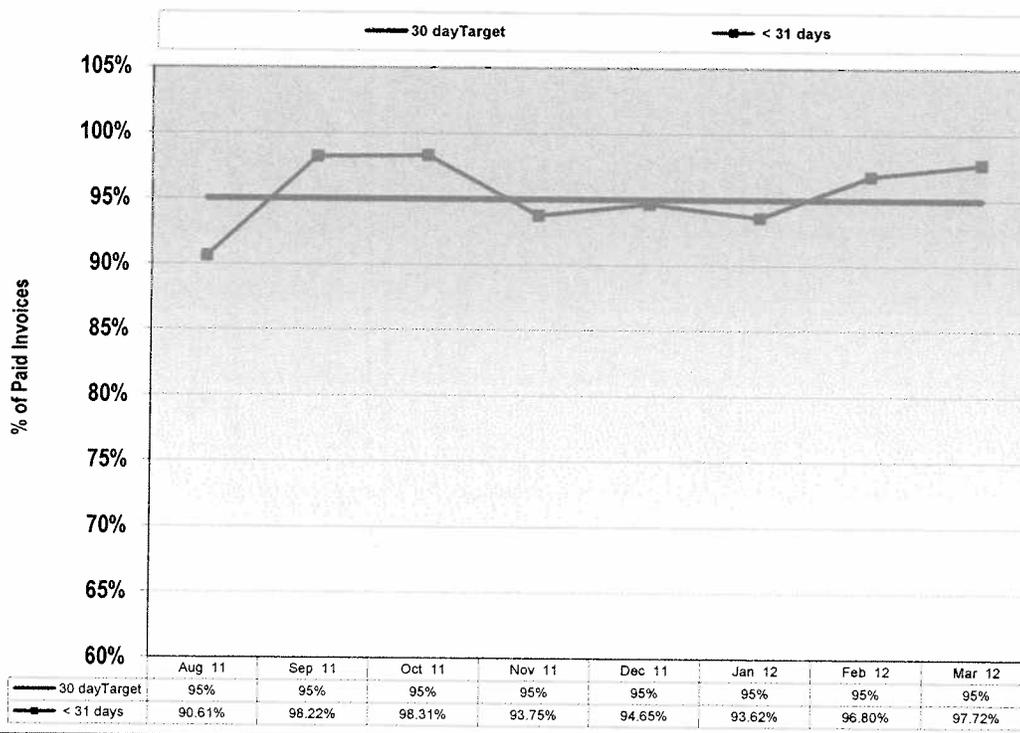
SUMMARY

The amount projected for FY12 is \$58,415 which is less than the target of \$60,000.



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

INVOICE AGING



OVERVIEW

The percent of total invoices paid within 30 days. The target is to pay 95% of all invoices within 30 days. This goal was met.

SUMMARY

97.72% of March 2012's payments were made within 30 days of invoice receipt.

At month-end, 26 invoices remained unpaid less than 30 days.

Actual

OVERVIEW

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

SUMMARY

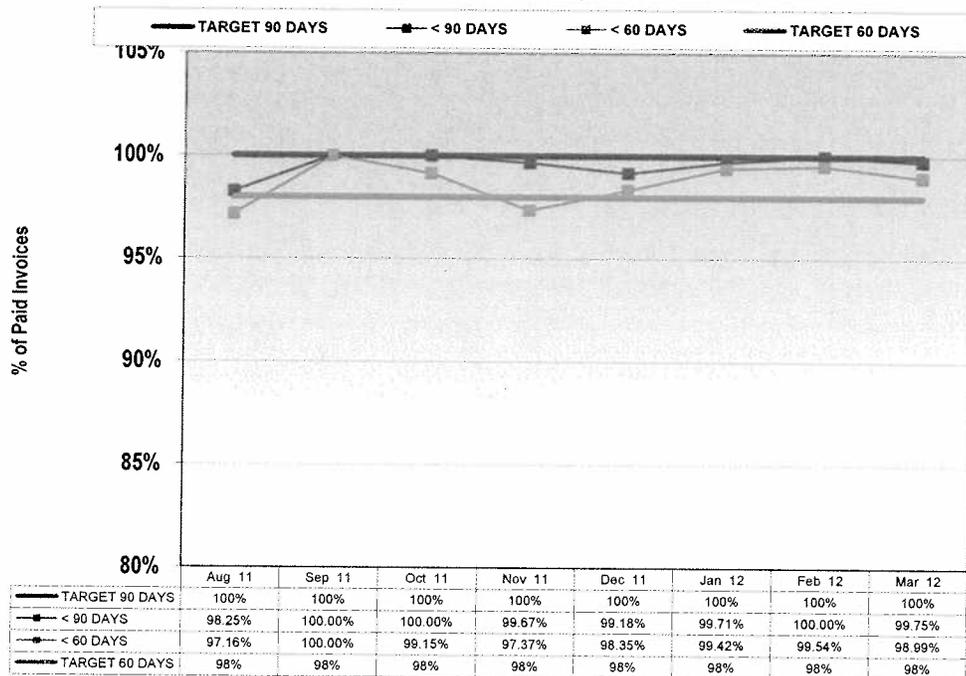
These goals were partially met during this period.

98.99% of March 2012's payments were within 60 days of invoice receipt and 99.75% within 90 days. Invoices unpaid 30-60 days totaled 6; 60-90 days: 4; >90 days: 0.



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

INVOICE AGING



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



COMPREHENSIVE BUDGET

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget
1	Staff & Fringe Benefits	469,069	576,242	486,399		89,843	84.4%
2	51000 Indirect Costs	435,969	512,342	452,059		60,283	88.2%
3	54300 SCAG Consultants	336,000	160,510	82,572	73,688	4250	51.4%
4	54340 Legal costs	75,000	74,660	65	10,203	64,393	0.1%
5	54350 Professional Services	25,000	2,500	2,500		0	100.0%
6	54400 Subregional Delegation	300,000	75,121	-		75,121	0.0%
7	55441 Payroll, bank fees	4,332	7,610	7,610		0	100.0%
8	55460 Materials & Equipment < \$5K		21,274	12,700	8	8,566	59.7%
9	55600 SCAG Memberships	59,000	110,000	98,205		11,795	89.3%
10	55620 Res/Materials Subscriptions		4,880	3,880		1,000	79.5%
11	55730 Capital Outlay	1,049,833	982,160	17,691		964,469	1.8%
12	55830 Conference - Registration		6,584	6,584		0	100.0%
13	55910 RC/Committee Meetings	8,237	48,950	48,950		0	100.0%
14	55914 RC General Assembly	205,000	330,000	72,922	3,000	254,078	22.1%
15	55920 Other Meeting Expense	51,400	71,859	69,938	1921	0	97.3%
16	55930 Miscellaneous other	22,000	36,468	36,468		0	100.0%
17	55940 Stipend - RC Meetings	190,000	190,000	169,200		20,800	89.1%
18	55972 Rapid Pay Fees	900	900	675		225	75.0%
19	58100 Travel - outside SCAG region	15,500	27,519	27,519		0	100.0%
20	58101 Travel - local	21,600	21,747	11,891		9,856	54.7%
21	58110 Mileage - local	18,000	18,993	11,145		7,848	58.7%
22	58150 Staff Lodging Expense	2,400	3,921	1,640		2,281	41.8%
23	58800 RC Sponsorships	43,500	43,500	33,400		10,100	76.8%
24	Total General Fund	3,332,740	3,327,740	1,654,014	88,819	1,584,907	49.7%
25							
26	Staff & Fringe Benefits	11,008,215	11,221,962	8,310,146		2,911,816	74.1%
27	51000 Indirect Costs	10,277,888	10,395,923	7,723,450		2,672,473	74.3%
28	54300 SCAG Consultants	10,434,836	20,165,482	4,795,897	8,753,205	6,616,380	23.8%
29	54330 Subregional Consultants	81,000	127,900	61,210	66,691	0	47.9%
30	54350 Professional Services	226,000	651,000	279,807	157,884	213,308	43.0%
31	55210 Software Support	30,000	150,231	149,521	710	0	99.5%
32	55280 Third Party Contribution	2,755,975	3,169,391	-		3,169,391	0.0%
33	55620 Resource Materials - subscriber	129,000	842,000	87,123	280	754,597	10.3%
34	55920 Other Meeting Expense	14,582	19,582	12,309	40.00	7,233	62.9%
35	55930 Miscellaneous - other	71,000	345,075	80,341	5,860	258,875	23.3%
36	55950 Temporary Help	50,000	125,194	125,194	0	0	100.0%
37	56100 Printing	122,830	125,830	4,613		121,217	3.7%
38	58100 Travel	88,810	152,681	58,387		94,294	38.2%
39	58110 Mileage	26,600	25,000	22,729		2,271	90.9%
40	Total OWP	35,316,736	47,517,251	21,710,727	8,984,670	16,821,854	45.7%
41							
42	Comprehensive Budget	38,649,476	50,844,991	23,364,740	9,073,490	18,406,761	46.0%

Office of the CFO

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



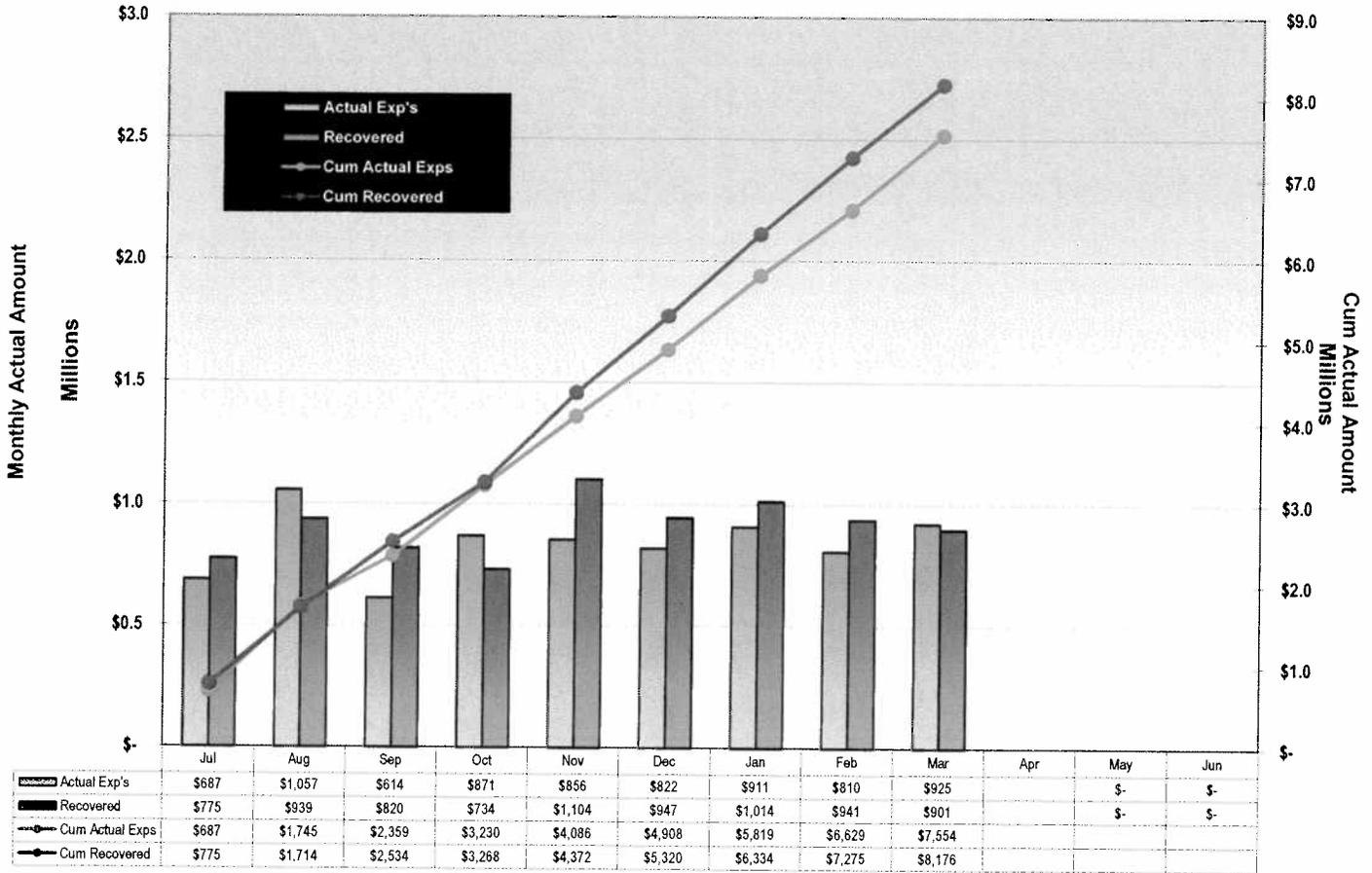
INDIRECT COSTS

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010 Regular Staff	3,476,877	3,485,858	2,629,737		856,121	75.4%
2	50013 Regular OT		1,108	1,108		0	100.0%
3	50014 Interns, Temps, Annuity		33,339	17,099		16,240	51.3%
4	51000 Allocated Fringe Benefits	2,326,067	2,352,929	1,719,989		632,940	73.1%
5	54300 SCAG Consultants	230,416	153,416	48,143	95,859	9,414	31.4%
6	54340 Legal	250,000	164,038	116,089	47,949	0	70.8%
7	54350 Prof Svcs	647,700	680,700	303,072	185,317	192,311	44.5%
8	55210 Software Support	412,188	344,489	278,993	59,104	6,392	81.0%
9	55220 Hardware Supp	197,530	197,530	73,718	10,049	113,763	37.3%
10	55240 Repair & Maint Non-IT	19,684	19,684	12,629	7,055	0	64.2%
11	55400 Office Rent 818 Offices	1,521,000	1,521,000	1,137,208	383,793	0	74.8%
12	55410 Office Rent Satellite	155,000	155,000	139,837	15,163	0	90.2%
13	55420 Equip Leases	115,000	115,000	76,769	32,175	6,057	66.8%
14	55430 Equip Repairs & Maint	44,244	44,872	43,250	1,622	0	96.4%
15	55440 Insurance	249,103	249,103	168,264		80,839	67.5%
16	55441 Payroll / Bank Fees	9,600	9,600	5,312		4,288	55.3%
17	55460 Mater & Equip < \$5,000	168,500	169,055	47,666	13,461	107,928	28.2%
18	55510 Office Supplies	110,000	111,200	84,594	26,607	0	76.1%
19	55520 Graphic Supplies	38,000	37,977	9,414	1,244	27,319	24.8%
20	55530 Telephone	135,500	135,500	125,815	9,686	0	92.9%
21	55540 Postage	30,000	30,090	20,134		9,956	66.9%
22	55550 Delivery Services	11,800	11,800	3,931	7,868	0	33.3%
23	55600 Scag Memberships	18,000	18,550	16,992		1,558	91.6%
24	55610 Prof Memberships	2,910	3,035	-	75	2,960	0.0%
25	55620 Res Mats/Subscrip	57,850	45,431	17,486	179	27,766	38.5%
26	55700 Deprec - Furn & Fixt	28,000	28,000	-		28,000	0.0%
27	55710 Deprec - Computer Equipment	144,495	144,495	-		144,495	0.0%
28	55720 Amortiz - Leasehold Improvements	16,330	16,330	-		16,330	0.0%
29	55800 Recruitment Notices	5,000	7,000	5,102		1,898	72.9%
30	55801 Recruitment - other	5,000	38,000	5,453	18,275	14,273	14.3%
31	55810 Public Notices	5,000	5,000	-		5,000	0.0%
32	55820 Training	160,000	100,038	78,865	21,174	0	78.8%
33	55830 Conference/workshops	17,350	16,341	3,834		12,507	23.5%
34	55920 Other Mtg Exp	50,000	37,104	1,364		35,740	3.7%
35	55930 Miscellaneous - other	85,000	65,693	22,726		42,967	34.6%
36	55950 Temp Help	72,000	231,023	231,023		0	100.0%
37	56100 Printing	61,500	61,500	7,068	1,944	52,488	11.5%
38	58100 Travel - Outside	54,150	80,495	58,229		22,266	72.3%
39	58101 Travel - Local	8,000	7,568	7,568		0	100.0%
40	58110 Mileage - Local	9,025	33,180	28,391		4,789	85.6%
41	58150 Staff lodging Expense	17,000	2,657	2,657		0	100.0%
42	58200 Travel - registration	2,000	2,000	-		2,000	0.0%
43	58400 Travel - Car Rentals		91	91			
44	58450 Fleet Vehicle	8,200	8,200	4,625	3,575	0	56.4%
45	Total Indirect Cost	10,975,019	10,975,019	7,554,242	942,172	2,478,604	68.8%



**SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS**

FY12 INDIRECT COST & RECOVERY



OVERVIEW

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

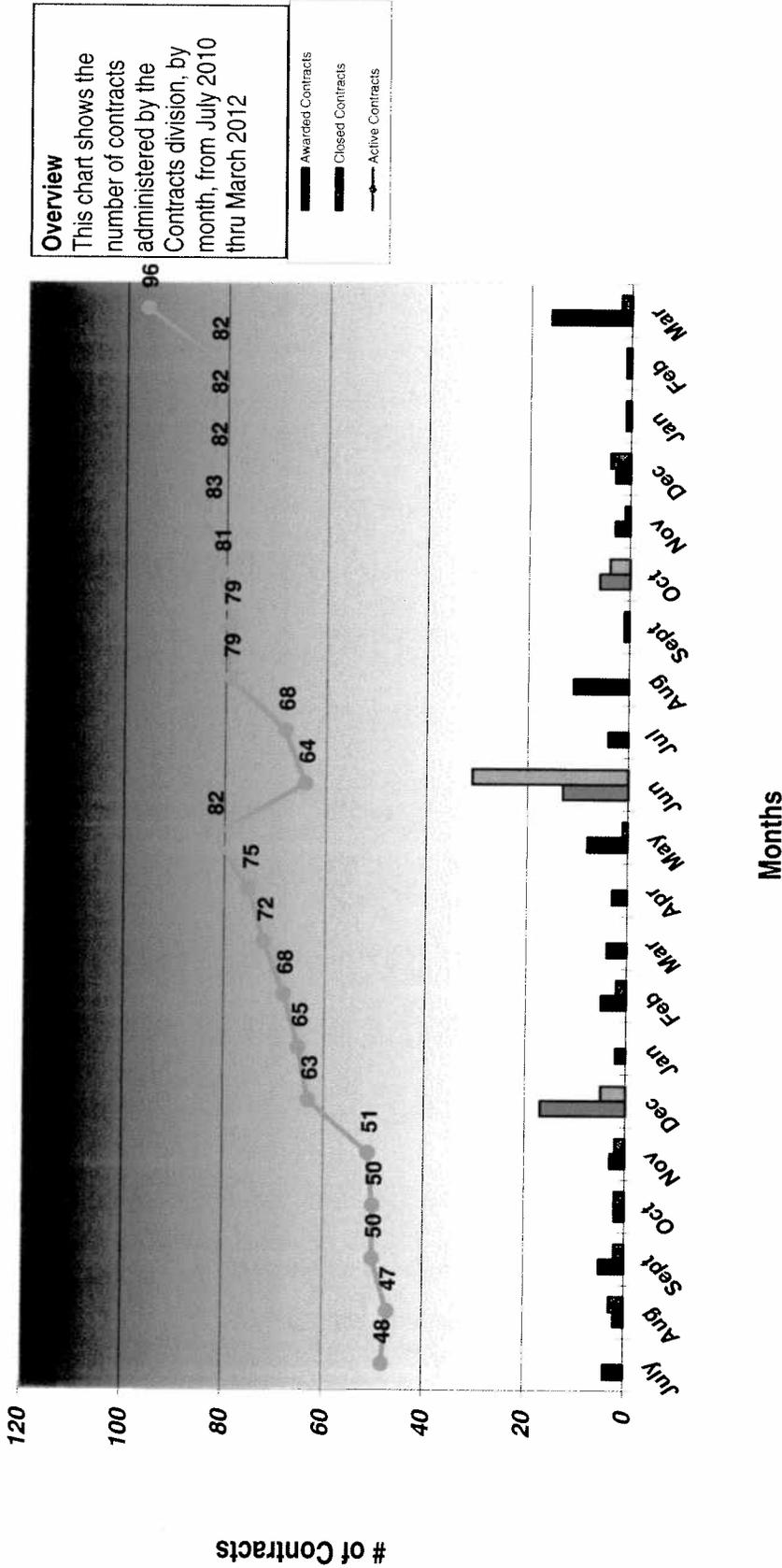
SUMMARY

Through March 2012, SCAG was over-recovered by \$621,267. This was due to lower than expected indirect cost expenditures.



	2/29/2012	3/31/2012	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 3,201,589	\$ 392,844		
LA County Investment Pool	\$ 4,301,498	\$ 3,603,913		
Cash & Investments	\$ 7,503,087	\$ 3,996,757	\$ (3,506,330)	AR increased and liabilities were reduced
Accounts Receivable	\$ 3,736,073	\$ 6,197,588	\$ 2,461,516	March CPG payment was received on April 2
Fixed Assets - Net Book Value	\$ 1,272,892	\$ 1,272,892	\$ -	No change
Total Assets	\$ 12,512,052	\$ 11,467,238	\$ (1,044,814)	
Accounts Payable	\$ (791,911)	\$ (339,035)	\$ 452,876	Invoice processing times were shorter
Employee-related Liabilities	\$ (683,339)	\$ (321,763)	\$ 361,576	Payroll for PPE Feb 26 was paid on March 1
Other Current Liabilities	\$ (414,548)	\$ (383,100)	\$ 31,448	Mar saw IC under-recovery of \$24K
Deferred Revenue	\$ (42,786)	\$ (42,786)	\$ 0	No change
Total Liabilities and Deferred Revenue	\$ (1,932,584)	\$ (1,086,684)	\$ 845,900	
Fund Balance	\$ 10,579,468	\$ 10,380,554	\$ (198,914)	
WORKING CAPITAL				
Cash	\$ 7,503,087	\$ 3,996,757	\$ (3,506,330)	
Accounts Receivable	\$ 3,736,073	\$ 6,197,588	\$ 2,461,516	
Accounts Payable	\$ (791,911)	\$ (339,035)	\$ 452,876	
Employee-related Liabilities	\$ (683,339)	\$ (321,763)	\$ 361,576	
Working Capital	\$ 9,763,910	\$ 9,533,547	\$ (230,362)	

SCAG Contracts (Year to Date)



Summary
The chart shows that the Contract Division is managing 96 active consultant contracts. Twenty-six of these contracts are fixed price, 57 are Cost Plus Fixed Fee contracts, and the remaining 13 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Division anticipates issuing approximately 10 more contracts for FY 2011/12. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

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



GROUPS	Authorized Positions	Filled Positions	Vacant Positions
Executive	3	3	0
Legal	3	2	1
Strategy, Policy & Public Affairs	20	17	3
Administration	34	34	0
Planning & Programs	51	50	1
Total	111	106	5

OTHER POSITIONS

GROUPS	Limited Term Positions	Temp Positions	Agency Temps
Executive	0	0	0
Legal	1	0	0
Strategy, Policy & Public Affairs	2	4	2
Administration	9	2	1
Planning & Programs	12	8	0
Total	24	14	3