

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Officers

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Greg Pettis, Cathedral City

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Committee Chair**

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Policy Committee Chairs

Community, Economic and

Human Development

Margaret Finlay, Duarte

Energy & Environment

James Johnson, Long Beach

Transportation

Keith Millhouse, Ventura County

Transportation Commission

MEETING OF THE

EXECUTIVE / ADMINISTRATION COMMITTEE

PLEASE NOTE TIME

Thursday, June 6, 2013

9:00 a.m. – 10:00 a.m.

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

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@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) 236-1858. 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 – June 2013

<u>Members</u>	<u>Representing</u>
Chair 1. Hon. Greg Pettis	<i>Cathedral City</i> District 2
Vice-Chair 2. Hon. Carl Morehouse	<i>San Buenaventura</i> District 47
2nd Vice-Chair 3. Hon. Cheryl Viegas-Walker	<i>El Centro</i> District 1
Imm. Past Pres. 4. Hon. Glen Becerra	<i>Simi Valley</i> District 46
5. Hon. Margaret E. Finlay	<i>Duarte</i> District 35
6. Hon. Bill Jahn	<i>Big Bear Lake</i> District
7. Hon. James Johnson	<i>Long Beach</i> District 30
8. Hon. Lisa Bartlett	<i>Dana Point</i> TCA
9. Hon. Keith Millhouse	<i>Moorpark</i> VCTC
10. Hon. Alan Wapner	<i>Ontario</i> SANBAG
11. Hon. Pam O'Connor	<i>Santa Monica</i> District 41
12. Hon. Kris Murray	<i>Anaheim</i> District 19
13. Hon. Andrew Masiel, Sr.	Pechanga Band of Luiseño Indians
14. Mr. Randall Lewis	<i>Lewis Group of Companies</i> Ex-Officio
15. Hon. Bob Botts	<i>Banning</i> RCTC
16. Hon. Michele Martinez	<i>Santa Ana</i> District 16
17. Hon. Tom LaBonge	<i>Los Angeles</i> District 51
18. Hon. Gary Ovitt	San Bernardino County

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EXECUTIVE/ADMINISTRATION COMMITTEE

AGENDA

JUNE 6, 2013

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. Greg Pettis, 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

EXECUTIVE DIRECTOR'S REPORT

(Hasan Ikhata, Executive Director)

- Congressional Freight Panel Hearing
- Regional Council District Evaluation Process

PRESIDENT'S REPORT

- 2013 Regional Conference & General Assembly Report

ACTION ITEM

Page No.

1. Changes to Executive Director Employment Agreement
(Joseph Silvey, General Counsel)

Attachment

1

Recommended Actions: 1) Approve Fiscal Year 2013-14 Work Plan for Executive Director; and 2) Recommend to RC that legal counsel prepare an Amended and Restated Employment Agreement for Executive Director that incorporates all past amendments to the Employment Agreement, corrects any errors or inconsistencies in language and includes new language (a) allowing Executive Director, as approved by the SCAG President, starting in the next fiscal year, to receive a performance-based bonus, cost of living adjustment or merit increase consistent with a RC approved budget which provides for a salary adjustment for SCAG employees, but with no bonus, adjustment or merit increase to the Executive Director if none is available to staff, and (b) limiting severance payment to the Executive Director to one year of base salary unless the remaining term of employment is less than one year in which case the severance payment would be based on the number of months remaining in the Employment Agreement.

EXECUTIVE/ADMINISTRATION COMMITTEE

AGENDA

JUNE 6, 2013

CONSENT CALENDAR

Page No.

Approval Items

- | | | |
|--|------------|----|
| 2. <u>Minutes of the April 4, 2013 Meeting</u> | Attachment | 5 |
| 3. <u>Minutes of the May 1, 2013 Meeting</u> | Attachment | 10 |
| 4. <u>Contracts \$200,000 or Greater: Contract No. 13-037-C1, Information Technology Technical Project Resources</u> | Attachment | 12 |
| 5. <u>Contracts \$200,000 or Greater: Contract Nos. 13-039-C1 and 13-039-C2, Base Year Model Development and Validation in support of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)</u> | Attachment | 15 |

Receive and File

- | | | |
|--|------------|----|
| 6. <u>Purchase Orders \$5,000 but less than \$200,000; Contracts \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000</u> | Attachment | 20 |
|--|------------|----|

INFORMATION ITEMS

- | | | |
|--|----------------------------------|----|
| 7. <u>AB 574 (Lowenthal): California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: sustainable communities strategies</u> | Attachment | 24 |
| 8. <u>June 2013 State and Federal Legislative Update</u> | To be Distributed at the Meeting | |

CFO MONTHLY FINANCIAL REPORT (Basil Panas, Chief Financial Officer)

Attachment 43

FUTURE AGENDA ITEM(S)

ANNOUNCEMENTS

ADJOURNMENT

The Executive/Administration Committee (EAC) meeting will be dark in July. The next EAC meeting is scheduled for Thursday, August 1, 2013.

DATE: June 6, 2013

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

FROM: Greg Pettis, President
Glen Becerra, Immediate Past President
Joseph Silvey, General Counsel

SUBJECT: Changes to Executive Director Employment Agreement

RECOMMENDED ACTIONS FOR EAC:

- 1) Approve Fiscal Year 2013-14 Work Plan for Executive Director; and
- 2) Recommend to RC that legal counsel prepare an Amended and Restated Employment Agreement for Executive Director that incorporates all past amendments to the Employment Agreement, corrects any errors or inconsistencies in language and includes new language (a) allowing Executive Director, as approved by the SCAG President, starting in the next fiscal year, to receive a performance-based bonus, cost of living adjustment or merit increase consistent with a RC approved budget which provides for a salary adjustment for SCAG employees, but with no bonus, adjustment or merit increase to the Executive Director if none is available to staff, and (b) limiting severance payment to the Executive Director to one year of base salary unless the remaining term of employment is less than one year in which case the severance payment would be based on the number of months remaining in the Employment Agreement.

RECOMMENDED ACTIONS FOR RC:

- 1) Ratify Fiscal Year 2013-2014 Work Plan for Executive Director as approved by the EAC;
- 2) Direct Legal Counsel to prepare an Amended and Restated Employment Agreement for Executive Director as recommended by EAC; and
- 3) Authorize President to execute, on behalf of SCAG, an Amended and Restated Employment Agreement incorporating the above changes.

EXECUTIVE SUMMARY:

The Executive Director's Work Plan for Fiscal Year 2013-2014 has been prepared in accordance with guidance offered by the EAC at its meeting on May 1, 2013 and a copy is attached. If approved by the EAC and ratified by the RC, the Work Plan should be included as an attachment to the Employment Agreement.

At its May 1, 2013 meeting, the EAC appointed President Greg Pettis, Immediate Past President Glen Becerra and General Counsel Joe Silvey to negotiate with the Executive Director, Hasan Ikhata, regarding his Employment Agreement. Also, during the meeting, the EAC considered possible changes to the Employment Agreement and provided the three (3) negotiators with guidance on possible Employment Agreement changes to be negotiated with Mr. Ikhata. As a result of these negotiations, two (2) changes are proposed to the existing Employment Agreement—one of which relates to possible future receipt of a performance-based bonus, cost of living adjustments or merit increases to the Executive Director; and the other, clarifies the amount of any severance payment to be paid to the Executive Director in the event of a termination without cause. Further, given the

REPORT

number of past amendments to the Employment Agreement, it is recommend that an Amended and Restated Employment Agreement be prepared including the two (2) proposed changes as well as all past amendments and correcting any errors or inconsistencies that may exist.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 5: Optimize Organizational Efficiency and Cultivate an Engaged Workforce; Objective d: Define the roles and responsibilities at all levels of the organization.

BACKGROUND:

The SCAG Bylaws call for the annual preparation of a Work Plan for the Executive Director. At the EAC meeting on May 1, 2013, the EAC provided the Executive Director with guidelines on the content of the Work Plan for Fiscal Year 2013-2014. The Executive Director has proposed a Work Plan (attached) for consideration and possible approval by the EAC and subsequent ratification by the RC.

SCAG's current Executive Director Employment Agreement was prepared and executed in June of 2009. It has been amended three (3) times since its original execution. Possible amendments to the Employment Agreement are considered each year after the EAC completes the Executive Director's Performance Evaluation.

At its May 1, 2013 meeting, the EAC appointed President Greg Pettis, Immediate Past President Glen Becerra and General Counsel Joe Silvey to negotiate with the Executive Director, Hasan Ikhata, regarding his Employment Agreement. Also, during the meeting, the EAC considered possible changes to the Employment Agreement and provided the three (3) negotiators with guidance on possible Employment Agreement changes to be negotiated with Mr. Ikhata.

Based on the guidelines provided by the EAC and as a result of discussions with Mr. Ikhata, two (2) changes are being proposed to the Employment Agreement for the Executive Director, as follows:

1. Provide that commencing in the next Fiscal Year 2013-2014, but not including the current fiscal year, the Executive Director with the approval of the SCAG President, will be eligible to receive a performance-based bonus, cost of living adjustment or merit increase, consistent with the RC approved budget which provides for a salary adjustment for SCAG employees and using the EAC performance evaluation process as a basis for determining the amount of any increase, but with no bonus, cost of living adjustment or merit increase to the Executive Director in years when none is available to staff; and
2. Maintain a limit on any severance payment that may be made to the Executive Director for termination without cause to an amount equal to his annual base salary (i.e. one year severance) except that if the remaining term of employment is less than a full year, any severance payment would only equal the monthly base salary multiplied by the number of months remaining in the employment term.

Given the number of past amendments to the Employment Agreement, it is proposed that an Amended and Restated Employment Agreement be prepared including all past amendments and correcting any errors or inconsistencies that may exist. It is also proposed that the Amended and Restated Employment

REPORT

Agreement include the two (2) proposed changes identified above and that there be no change to the other payments and benefits being provided to the Executive Director.

The EAC will review the proposed changes at its meeting on June 6, 2013 and will make a recommendation at the RC meeting later that day.

FISCAL IMPACT:

Work associated with this matter is paid from the SCAG General Fund, 13-800.SCG0160.01.

ATTACHMENT:

Executive Director Fiscal Year 2013-2014 Work Plan

Fiscal Year 2013-14 Work Plan for Hasan Ikhata

- **Implement all state and federal requirements of a Metropolitan Planning Organization**
- **Oversee and direct all administrative functions of the agency**
- **Implement the approved SCAG Strategic Plan**
- **Work with stakeholders to implement the approved 2012-2035 RTP/SCS**
- **Implement the SCAG Regional Council Priorities for 2013-2014**
- **Work with stakeholders to implement the SCAG approved state and federal legislative priorities for 2013**
- **Begin Process for Developing the 2016-2040 RTP/SCS**
- **Effectively manage the affairs and staff of SCAG and address all unexpected issues that arise in the course of the fiscal year**

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

April 4, 2013

MINUTES

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

The Executive/Administration Committee (EAC) held its meeting at the SCAG Offices, in Los Angeles, California. The meeting was called to order by Hon. Glen Becerra, Chair, City of Simi Valley, District 46, at 9:00 a.m. There was a quorum.

Members Present

- | | |
|--|--------------------------|
| Hon. Glen Becerra, Simi Valley, President | District 46 |
| Hon. Lisa Bartlett, Dana Point | TCA |
| Hon. Margaret Finlay, Duarte | District 35 |
| Hon. James Johnson, Long Beach | District 30 |
| Hon. Paula Lantz, Pomona | District 38 |
| Mr. Randall Lewis, Ex-Officio | Lewis Group of Companies |
| Hon. Larry McCallon, Highland | District 7 |
| Hon. Keith Millhouse, Moorpark | VCTC |
| Hon. Kris Murray, Anaheim | District 19 |
| Hon. Greg Pettis, Cathedral City, 1st Vice-President | District 2 |
| Hon. Jeff Stone | Riverside County |
| Hon. Cheryl Viegas-Walker, El Centro | District 1 |

Members Not Present

- | | |
|--|-------------|
| Hon. Pam O’Connor, Santa Monica, Imm. Past President | District 41 |
| Hon. Judy Mitchell, Rolling Hills Estates | District 40 |
| Hon. Carl Morehouse, 2nd Vice-President | District 47 |
| Hon. Alan Wapner, Ontario | SANBAG |
| Hon. Dennis Zine, Los Angeles | District 50 |

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Glen Becerra, Chair, called the meeting to order at 9:00 a.m.

PUBLIC COMMENT PERIOD

There were no public comments.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

EXECUTIVE DIRECTOR'S REPORT

Mr. Hasan Ikhata, Executive Director, announced that Hon. Gavin Newsom, Lt. Governor of the State of California, will be the Lunch Keynote Speaker at SCAG's 2013 Regional Conference and General Assembly. He noted the April 12, 2013 deadline to register and encouraged everyone to attend.

Mr. Ikhata provided an update on the ruling in the Perris Valley Line Project CEQA lawsuit. The trial court judge ruled against RCTC on five (5) separate issues and ruled in favor with respect to the two (2) issues that SCAG addressed in its amicus letter to the court. Full details were provided in the Executive Director's report previously distributed. He further noted that a follow-up hearing had been ordered for April 24, 2013 and staff will provide an update to the Regional Council of the court's final decision.

PRESIDENT'S REPORT

Hon. Glen Becerra, Chair, announced that today's EAC meeting would be his final meeting in which he would be presiding over as SCAG President. He expressed his appreciation for the support and thanked SCAG staff and committee members, and Immediate Past Presidents, Hon. Pam O'Connor and Hon. Larry McCallon, for the foundations they have set.

Hon. Becerra reported that SCAG recently partnered with the Kern County Council of Governments (COG) for a Joint Meeting to discuss economic and transportation-related topics scheduled for April 22, 2013, in Santa Clarita, CA. He invited the EAC members to participate and to support that effort.

Hon. Becerra expressed his appreciation to Hon. Cheryl Viegas-Walker for her leadership as Chair of the Host Committee for the General Assembly sponsorships. He also thanked the Host Committee members for their efforts in seeking sponsorships for a successful conference.

Hon. Becerra announced that SCAG's "Unsung Heroes" will be recognized for their exceptional service and dedication at the Regional Council meeting today.

ACTION ITEMS

1. SB 810 (Price): California Transportation Financing Authority: tax credit certificates for exporters and importers: income tax credit - Support
2. AB 564 (Mullin): Community Redevelopment: Successor Agencies - Support
3. AB 1080 (Alejo) Community Revitalization and Investment Authorities – Support
4. AB 690 (Campos): Jobs and Infrastructure Financing Districts: Voter Approval – Support

A motion was made (Finlay) to approve Action Items Nos. 1-4 – To support the four (4) bills to further accelerate Southern California’s economic recovery. Motion was seconded (Johnson) and UNANIMOUSLY APPROVED.

5. SB 731 (Steinberg): Environment: California Environmental Quality Act And Sustainable Communities Strategy – Work with Author

A motion was made (McCallon) to approve Action Item No. 5 - Work with Author. Motion was seconded (Murray) and UNANIMOUSLY APPROVED.

CONSENT CALENDAR

Approval Items

6. Minutes of the March 7, 2013 Meeting
7. SCAG Sponsorships & Memberships
8. Contracts \$200,000 or Greater: Contract No. 13-023-C1, Regional Transportation Plan Implementation and Project Management Assistance Services; and Contract Nos. 13-018-C1, 13-018-C2 and 13-018-C3, Organizational Development Services

Hon. Paula Lantz expressed concern over the RFP process whereby only one bid was submitted for an award over \$1,000,000. Leyton Morgan, Contracts Manager, responded and explained that after receiving the proposal, SCAG staff surveyed those who downloaded the RFP and learned that many did not submit a bid because of the complexity of the job which required multiple skill levels. Mr. Morgan also noted that others expressed that they did not have enough time to prepare a proposal because they were busy with other work. Mr. Morgan explained that no one requested additional time to respond to the RFP. Finally, Mr. Morgan noted that staff audited the rates of the proposed prime contractor and subcontractors and determined them to be fair and reasonable. Given these circumstances, staff concluded that it was reasonable to accept the one proposal.

Hon. Becerra asked staff to incorporate the feedback from these surveys into the Contracts RFP process. In addition, he asked that staff provide a written report on steps to improve the current RFP process based upon "lessons learned" from this particular procurement.

9. Sustainability Program Call for Proposals Ranking Criteria

Receive & File

10. 2013 Local Profiles Updates

11. Contracts/Purchase Orders between \$25,000 - \$200,000 and/or Amendments between \$5,000 - \$75,000

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

CFO MONTHLY FINANCIAL REPORT

There were no additional discussions or comments made on this item.

FUTURE AGENDA ITEMS

There were no future agenda items requested.

ANNOUNCEMENTS

Mr. Ikhmeta commented that there are ongoing discussions with the State and the county transportation commissions regarding the distribution of funds stemming from MAP-21. A meeting is scheduled this week and staff will continue to apprise the EAC of developments.

CLOSED SESSION

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

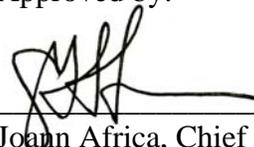
Title: Executive Director

At the conclusion of the Closed Session, Joe Silvey, General Counsel, reported that there was no final action taken at this time.

ADJOURNMENT

The meeting adjourned at 10:01 a.m. The next regular meeting of the Executive/Administration Committee will be held on Thursday, May 2, 2013 in conjunction with the Regional Conference and General Assembly, May 2 -3, 2013, to be held at the JW Marriott Desert Springs Resort & Spa, 74855 Country Club Drive, Palm Desert, CA 92660.

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						JAN	FEB	MAR	APRIL	MAY	JUNE
		IC	LA	OC	RC	SB	VC						
Becerra, Glen, Chair	Simi Valley						X		X	X	X	X	
Bartlett, Lisa	Dana Point			X				X	X	X	X	X	
Finlay, Margaret	Duarte		X					X	X	X	X	X	
Johnson, James	Long Beach		X						X		X		
Lantz, Paula	Pomona		X					X	X		X	X	
Lewis, Randall, Ex Officio	Lewis Op. Corp.					X		X	X	X	X	X	
McCallon, Larry	Highland					X			X	X	X	X	
Millhouse, Keith	VCTC						X	X	X		X	X	
Morehouse, Carl, 2nd VP	San Buenaventura						X	X	X	X		X	
Mitchell, Judy	Rolling Hills Estates		X								X	X	
Murray, Kris	Anaheim			X					X		X		
O'Connor, Pam, Imm. Past Pres.	Santa Monica		X					X	X			X	
Pettis, Gregory, 1st VP	Cathedral City				X			X	X	X	X	X	
Stone, Jeff	Riverside County				X			X	X		X		
Walker-Viegas, Cheryl	El Centro	X						X	X	X	X	X	
Wapner, Alan	Ontario					X		X	X	X		X	
Zine, Dennis	Los Angeles		X					X	X				
	Totals	1	6	2	2	3	3						

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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
EXECUTIVE/ADMINISTRATION COMMITTEE (EAC)
May 1, 2013

MINUTES OF THE SPECIAL MEETING

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 Special meeting at the JW Marriott Desert Springs Resort and Spa in conjunction with the SCAG Regional Conference and General Assembly, in Palm Desert, California. The meeting was called to order by Hon. Glen Becerra, Chair, City of Simi Valley at 4:38 p.m. A quorum was present.

Members Present

Hon. Glen Becerra, Simi Valley, President	District 46
Hon. Greg Pettis, Cathedral City, Vice-President	District 2
Hon. Carl Morehouse, San Buenaventura, 2 nd Vice-Pres.	District 47
Hon. Pam O'Connor, Santa Monica, Imm. Past President	District 41
Hon. Lisa Bartlett, Dana Point	TCA
Hon. Margaret Finlay, Duarte	District 35
Hon. Paula Lantz, Pomona	District 38
Hon. Larry McCallon, Highland	District 7
Hon. Keith Millhouse, Moorpark	VCTC
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Alan Wapner, Ontario	SANBAG
Mr. Randall Lewis	Lewis Operating Corp.

Members Not Present

Hon. James Johnson, Long Beach	District 30
Hon. Kris Murray, Anaheim	District 19
Hon. Jeff Stone	Riverside County
Hon. Dennis Zine, Los Angeles	District 50
VACANT	Tribal Government Rep.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Glen Becerra, Chair, called the meeting to order at 4:38 p.m.

PUBLIC COMMENT PERIOD

No Public Comments were given.

REVIEW and PRIORITIZE AGENDA ITEMS

None.

PRESIDENTS REPORT

No report was provided.

Appointment of Designated Representative(s) for compensation and contract matters of Executive Director

A motion was made (McCallon) to appoint Hon. Greg Pettis (President), Hon. Glen Becerra (Immediate Past President), and Joe Silvey (General Counsel) as the designated representatives for compensation and contract matters of the Executive Director. Motion was seconded (Morehouse) and UNANIMOUSLY APPROVED.

FUTURE AGENDA ITEMS

None.

CLOSED SESSION

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

At the conclusion of the Closed Session, Joe Silvey, General Counsel, reported that the EAC was provided an update regarding the evaluation process and that there was no final action taken at this time.

ADJOURNMENT

The meeting adjourned at 5:40 p.m. The next regular meeting of the Executive/Administration Committee will be held on Thursday, June 6, 2013 at the SCAG Los Angeles office.

Minutes Approved by:



Lillian Harris-Neal
Clerk of the Board

DATE: June 6, 2013

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

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

SUBJECT: Contracts \$200,000 or Greater: Contract No. 13-037-C1, Information Technology Technical Project Resources

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve Contract No. 13-037-C1, with various vendors, in an amount not-to-exceed \$940,000, to provide project-based technical resources.

EXECUTIVE SUMMARY:

SCAG's Information Technology (IT) Division retains a small core of IT staff and utilizes IT vendors for technical implementations for defined scopes of work. This allows SCAG to use internal staff where they are most needed and provides the flexibility to increase or decrease IT resources to control costs and workloads. Staff desires to use a State of California Master Service Agreement (MSA) that was competitively procured for the specific purpose of allowing local entities to obtain IT resources from qualified, pre-approved vendors. Using the shared MSA reduces the administrative cost of separate SCAG procurements for such resources. The MSA offers a wide range of specialized skills using statewide discounted rates. For the budgeted FY14 IT work plan, staff seeks approval to enter into multiple contracts under this MSA up to a combined maximum of \$940,000. Project resources will be used during FY 2013-2014 for development and enhancement of planning and administrative systems. The MSA requires staff to compete each of the projects among at least 3 of the 120 approved vendors on the MSA.

STRATEGIC PLAN:

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

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Various Vendors (13-037-C1)	The vendors shall provide technical project resources to complete defined scopes of work for the approved FY14 IT work plan.	\$940,000

FISCAL IMPACT:

Funding is available in the FY 2013/14 budget.

ATTACHMENT:

Consultant Contract No. 13-037-C1

CONSULTANT CONTRACT 13-037-C1

Recommended Consultant:

Various (explained below)

Background & Scope of Work:

SCAG's Information Technology (IT) Division requires project-based technical resources to implement the IT work plan in support of SCAG's mission. For FY 2013-2014 IT project requirements, staff seeks approval to enter into multiple contracts with vendors approved by the State of California for this purpose.

SCAG retains a small core of IT staff for SCAG-specific functions that require knowledge of SCAG internal processes. IT service vendors that do not require specific knowledge of internal functions are utilized to implement technology on a project-by-project basis. Using contracted resources gives SCAG the ability to quickly increase or decrease skilled IT resources. This controls costs and utilizes SCAG's staff where they are most needed and increases SCAG's ability to improve technology and services.

To meet dynamic resource needs, staff desires to use a State of California Master Service Agreement (MSA) that was competitively procured and established for this specific purpose, i.e. to obtain IT resources from qualified, pre-approved vendors. As the IT workload varies from year to year, staff requests the Regional Council's approval on an annual basis. For FY 2013-2014, staff seeks authorization to enter into IT contracts up to a combined maximum of \$940,000.

The approved FY 2013-2014 IT work plan includes critical enhancements to:

- The Federal Transportation Improvement Program (FTIP) databases used by the County Transportation Commissions (CTCs);
- Geographic Information System (GIS) geodatabases provided to SCAG members and used in analytical work;
- Planning databases, including Inter Governmental Review (IGR), Compass Blueprint, and others;
- Administrative systems, such as electronic content management, agenda management and paperless workflows;
- Financial system upgrades in part required by funding sources; and
- Temporary resources as required for technical support for SCAG events.

Staff seeks approval to enter into these contracts using approved State of California vendors up to the total requested for all scopes of work.

Project's Benefits & Key Deliverables:

Using IT resources on a contract-by-contract basis gives SCAG the flexibility to acquire specialized skills to meet varying demands and workloads. This increases SCAG's effectiveness in deploying new technology, broadens the qualified resource pool, shortens project delivery time, and in many cases, reduces the overall cost of projects. The work of each contracting firm is tied to a specific scope, including agreed deliverables and rates, estimated hours, and schedules.

The State's competitively procured MSA allows SCAG and other local entities to leverage the buying power of the State while avoiding duplication of effort and thereby reducing the cost of procurements. Benefits include the availability of a large number of qualified vendors for a wide range of technical skills, discounted hourly rates, and favorable contract terms.

REPORT

- 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 not-to-exceed** **\$940,000**
To be awarded to eligible vendors specified under State of California’s MSA 57175 for various scopes of work related to IT projects.
- Contract Period:** Notice-to-Proceed to June 30, 2014
- Project Number:** 810-0120.03, 811-1163.01 through .99, and 045-0142.01 through .99
Funding sources: Consolidated Planning Grant – FHWA and FTA and Indirect
- Basis for Selection:** 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 – MSA’s. The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially “piggybacking” on the agreement.) Staff intends to use the State of California’s MSA 57175 to procure the required assistance. To gain even greater cost reductions, unlike most MSA, this MSA would require staff to compete each of the projects among at least 3 of the 120 approved vendors on the MSA. This approach will enable staff to obtain the vendor that is the best technical fit for each project.

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DATE: June 6, 2013

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

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

SUBJECT: Contracts \$200,000 or Greater: Contract No. 13-039-C1 and C2, 2012 Base Year Model Development and Validation in support of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve Contract No. 13-039-C1, with Parsons Brinckerhoff, Inc. in an amount not-to-exceed \$650,091, and approve Contract No. 13-039-C2, with Caliper Corporation in an amount not-to-exceed \$317,054 for a total amount not-to-exceed \$967,145. Both consultants shall enhance the functionality of SCAG's Travel Demand Model (TDM).

EXECUTIVE SUMMARY:

The purpose of this transportation modeling project is to develop and validate the 2012 base year model for the analysis of various transportation policies for the SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

STRATEGIC PLAN:

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

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Parsons Brinckerhoff, Inc. (13-039-C1)	Both consultants shall enhance the functionality of SCAG's Travel Demand Model to assist staff with more accurately forecasting the travel in the region.	\$650,091
Caliper Corporation (13-039-C2)		\$317,054

FISCAL IMPACT:

Funding is available in the FY 2013-2014 budget.

ATTACHMENT:

Consultant Contract Nos. 13-039-C1 and 13-039-C2

CONSULTANT CONTRACT 13-039-C1

Recommended Consultant:

Parsons Brinckerhoff, Inc.

Background & Scope of Work:

SCAG uses its Travel Demand Model (TDM) to help forecast the impact that the various modes of travel have on the region's transportation systems. Such modeling efforts, as part of SCAG's long-range planning, are mandated under federal law and the state's regional planning guidelines. The purpose of the project is to create a model for 2012 Base Year, and for the analysis of various transportation policies, including the impact that the various modes of travel have on air quality and land use. The information will be critical for SCAG's 2016 RTP/SCS.

The three (3) required work tasks include: model software enhancement; software optimization; and model calibration and peer review.

Project's Benefits & Key Deliverables:

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

- Providing a comprehensive travel demand model that is capable of analyzing various transportation improvements and policies for SCAG's plans and programs in support of the 2016 RTP/SCS;
- Providing transportation model software that can streamline model operations and minimize model running time;
- Providing SCAG staff technical assistance, as well as providing software and programming support;
- Training SCAG staff on model estimation and software operations to enhance staff's technical and analytical skills; and
- Delivering model software and model documentation.

Strategic Plan:

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

Contract Amount:

Total not-to-exceed

\$650,091

Parsons Brinckerhoff, Inc. (Tasks 1 & 3 only)

Note: Parsons Brinckerhoff, Inc. originally proposed \$750,683 for Tasks 1 and 3; and \$938,437 for all three tasks. However, staff negotiated the price down to \$650,091 without reducing the scope of work for Tasks 1 and 3.

Contract Period:

Notice-to-proceed through December 31, 2014

Project Number:

070.SCG00565.02 \$335,000

070.SCG00130.10 \$150,000

Funding sources: Consolidated Planning Grant – FHWA and FTA

Request-for-Proposal (RFP):

SCAG staff notified 1,672 firms of the release of RFP 13-039. Staff also advertised the RFP in the American Planning Association's website, the Urban

Transportation Monitor, the Planning Institute; and posted it on SCAG's bid management system. A total of 55 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

Parsons Brinckerhoff, Inc. (no subconsultants, Tasks 1, 2 & 3)	\$938,437
Caliper Corp. (2 subconsultants, Task 2)	\$323,054
Dr. James E. Marca & Dr. Craig R. Rindt (no subconsultants, Task 2)	\$316,981

Selection Process:

SCAG solicited consultants to provide the following services with the understanding that SCAG could award the various tasks to separate consultants based on the consultant's expertise and experience:

- Task 1 - Model Estimation, Enhancement, and Expert Support;
- Task 2 - Model Integration, Software Optimization, and Operation Support; and
- Task 3 - Project Management, Model Calibration, Validation, Testing, and Peer Review.

The PRC evaluated each proposal received in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked proposers. The third proposer was non-responsive to the RFP requirements.

The PRC consisted of the following individuals:

Chaushie Chu, Deputy Executive Officer, LA Metro
Hsi-Hwa Hu, Transportation Modeler IV, SCAG
Jonathan Osborn, Research Program Specialist, Caltrans District 7
Mike Ainsworth, Modeling Program Manager, SCAG

Basis for Selection:

The PRC determined that SCAG could capitalize on the extensive experience and qualifications of Parsons Brinckerhoff, Inc. and Caliper Corporation and obtain a better work product by splitting the contract award between the two (2) firms. Accordingly, the PRC split the contact award between the two (2) firms because it was in SCAG's best interest to do so. The PRC determined that Parsons Brinckerhoff's experience and qualifications were best suited for RFP Task 1, Model Estimation, Enhancement, and Expert Support; and RFP Task 3, Project Management, Model Calibration, Validation, Testing, and Peer Review; and that Caliper's experience and qualifications were best suited for RFP Task 2, Model Integration, Software Optimization, and Operation Support (see separate June EAC/RC staff report for Caliper Corporation).

The PRC recommended that Parson Brinckerhoff, Inc. complete Tasks 1 & 3 because they demonstrated the best:

- Technical approach and understanding of these work tasks;
- Knowledge and understanding of SCAG's models and data and an understanding of SCAG's technical processes; and
- Understanding of State and Federal regulations regarding modeling.

CONSULTANT CONTRACT 13-039-C2

Recommended Consultant: Caliper Corporation

Background & Scope of Work: SCAG uses its Travel Demand Model (TDM) to help forecast the impact that the various modes of travel have on the region's transportation systems. Such modeling efforts, as part of SCAG's long-range planning, are mandated under federal law and the state's regional planning guidelines. The purpose of the project is to create a model for 2012 Base Year, and for the analysis of various transportation policies, including the impact that the various modes of travel have on air quality and land use. The information will be critical for SCAG's 2016 RTP/SCS.

The three (3) required work tasks include: model software enhancement; software optimization; and model calibration and peer review.

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

- Providing a comprehensive travel demand model that is capable of analyzing various transportation improvements and policies for SCAG's plans and programs in support of the 2016 RTP/SCS;
- Providing transportation model software that can streamline model operations and minimize model running time;
- Providing SCAG staff technical assistance, as well as providing software and programming support;
- Training SCAG staff on model estimation and software operations to enhance staff's technical and analytical skills; and
- Delivering model software and model documentation.

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

Contract Amount: **Total not-to-exceed** **\$317,054**
Caliper Corporation (Task 2 only)

Note: Caliper originally proposed \$323,054 for Task 2 only. However, staff negotiated the price down to \$317,054 without reducing the scope of work for Task 2.

Contract Period: Notice-to-proceed through December 31, 2014

Project Number: 070.SCG00565.02 \$335,000
070.SCG00130.10 \$150,000
Funding sources: Consolidated Planning Grant – FHWA and FTA

Request-for-Proposal (RFP): SCAG staff notified 1,672 firms of the release of RFP 13-039. Staff also advertised the RFP in the American Planning Association’s website, the Urban Transportation Monitor, the Planning Institute; and posted it on SCAG’s bid management system. A total of 55 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

Parsons Brinckerhoff, Inc. (no subconsultants, Tasks 1, 2 & 3)	\$938,437
Caliper Corp. (2 subconsultants, Task 2)	\$323,054
Dr. James E. Marca & Dr. Craig R. Rindt (no subconsultants, Task 2)	\$316,981

Selection Process: SCAG solicited consultants to provide the following services with the understanding that SCAG could award the various tasks to separate consultants based on the consultant’s expertise and experience:

- Task 1 - Model Estimation, Enhancement, and Expert Support;
- Task 2 - Model Integration, Software Optimization, and Operation Support; and
- Task 3 - Project Management, Model Calibration, Validation, Testing, and Peer Review.

The PRC evaluated each proposal received in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked proposers. The third proposer was non-responsive to the RFP requirements.

The PRC consisted of the following individuals:
Chaushie Chu, Deputy Executive Officer, LA Metro
Hsi-Hwa Hu, Transportation Modeler IV, SCAG
Jonathan Osborn, Research Program Specialist, Caltrans District 7
Mike Ainsworth, Modeling Program Manager, SCAG

Basis for Selection: The PRC determined that SCAG could capitalize on the extensive experience and qualifications of Parsons Brinckerhoff, Inc. and Caliper Corporation and obtain a better work product by splitting the contract award between the two (2) firms. Accordingly, the PRC split the contact award between the two (2) firms because it was in SCAG’s best interest to do so. The PRC determined that Parsons Brinckerhoff’s experience and qualifications were best suited for RFP Task 1, Model Estimation, Enhancement, and Expert Support; and RFP Task 3, Project Management, Model Calibration, Validation, Testing, and Peer Review (see separate June EAC/RC staff report for Parsons Brinckerhoff, Inc.); and that Caliper’s experience and qualifications were best suited for RFP Task 2, Model Integration, Software Optimization, and Operation Support.

The PRC recommended that Caliper Corporation complete Task 2 because they demonstrated the best:

- Technical approach and understanding of the proposed work for Tasks 2;
- Specialization in transportation model software engineering and development;
- Track record of work experience related to software development and model integration related to activity-based models; and
- Understanding of SCAG’s model components that will be integrated into SCAG’s Activity-based Model.

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DATE: June 6, 2013

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

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

SUBJECT: Purchase Orders \$5,000 but less than \$200,000; Contracts \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000

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 Purchase Orders (PO's) \$5,000 but less than \$200,000

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
South Bay Cities COG	Memorandum of Understanding #M002-13	\$68,000
Omnitrans	Memorandum of Understanding #M0012-13	\$48,000
Western Riverside COG (WRCOG)	Memorandum of Understanding #M001-13	\$45,830
Daily Journal Corporation	Printing of Public Notices	\$25,226
James Jacob	Employment Sector Data and Analysis (13-040)	\$20,000
County of Riverside	Household Employment Data Purchase (for modeling analysis)	\$20,000
CompuCom Systems, Inc.	Adobe Acrobat License Renewal	\$10,866
USC School of Pub Policy	Executive Education Program	\$10,000
U.S. Postal Service	Postage for the Mailing Machine	\$10,000
County of Ventura	Information Technology Research Services	\$7,749
DI Technology Group Inc.	Computer Hardware and Peripherals	\$7,236
Urban Land Institute	Urban Marketplace Sponsorship	\$5,000

SCAG executed the following Contracts \$25,000 but less than \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
N/A		

REPORT

SCAG executed the Amendment \$5,000 but less than \$75,000

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
1. LSA Associates, Inc. 12-029-C1	The purpose of the amendment is to provide additional funding to enable the consultant to perform additional public outreach and allow for more public review of various draft report documents.	\$41,218
2. Metropia, Inc. 12-044-C1	The purpose of the amendment is to provide additional funding to enable the consultant to analyze the impact of congestion pricing on managed lanes, such as High Occupancy Toll (HOT) lanes, which is an important component to the next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).	\$14,500

FISCAL IMPACT:

Funding is available in the FY 2012-2013 budget.

ATTACHMENT:

Contract and Amendment Summaries

CONTRACT 12-029-C1 AMENDMENT 4

Consultant: LSA Associates, Inc.

Background & Scope of Work: On June 7, 2012, SCAG awarded Contract No. 12-029-C1 to LSA Associates, Inc. (LSA) to analyze and identify potential strategies (engineering, education and enforcement) and to promote improved safety along Pacific Coast Highway (PCH) for all modes of travel. This study is known as the PCH Safety Study.

The purpose of the amendment is to provide additional funding to enable LSA to perform additional public outreach and allow for more public review of various draft report documents. The amendment will also extend the contract end date from June 30, 2013 to December 31, 2013 to allow LSA sufficient time to perform the additional work.

Project's Benefits & Key Deliverables: The project's key benefit and deliverable is a study that includes strategies to improve public safety through better transportation planning along the PCH.

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.

Amendment Amount:	Amendment 4	\$41,218
	Amendment 3 (administrative - no change to contract's value)	\$0
	Amendment 2 (administrative - no change to contract's value)	\$0
	Amendment 1	\$12,300
	Original contract value	<u>\$279,890</u>
	Total contract value is not-to-exceed	\$333,408

The aggregate value of this amendment does not exceed \$75,000 or 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual Section 1.4.5, version 10, the amendment does not require the Regional Council's approval.

Contract Period: June 7, 2012 through December 31, 2013

Project Number: 13-145.SCG02026.01 \$41,218
Funding sources: Consolidated Planning Grant – 5304 State and Local Cash Match

Basis for the Amendment: The City of Malibu requested additional public outreach and time to allow local residents and stakeholders to review and comment on the study's various report conclusions and recommendations. The study will serve as the foundation for the City's Long Range Transportation Plan and the City desires to obtain input from as many stakeholders as possible to help create a comprehensive Plan. In the absence of the amendment, the study's results would be less significant and useful to the City.

CONTRACT 12-044-C1 AMENDMENT 2

Consultant:	Metropia, Inc.								
Background & Scope of Work:	<p>On September 11, 2012, SCAG awarded Contract No. 12-044-C1 to Metropia, Inc. to assist SCAG staff in developing a better understanding of and technical skills to analyze and perform Dynamic Traffic Assignment (DTA), a new modeling technique.</p> <p>The purpose of the amendment is to provide additional funding to enable Metropia to perform additional analysis under Task 3. Specifically, Metropia shall analyze the impact of congestion pricing on managed lanes, such as High Occupancy Toll (HOT) lanes, which is an important component to the next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In addition, Metropia will provide training to SCAG staff in using the DTA model on congestion pricing analysis.</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">• Enhancing SCAG staff's knowledge and analytical skill on congestion pricing;• Enhancing SCAG staff's technical skill on dynamic traffic assignment; and• Improving SCAG's transportation models.								
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.								
Amendment Amount:	<table><tr><td>Amendment 2</td><td style="text-align: right;">\$14,500</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>\$49,795</u></td></tr><tr><td>Total contract value is not-to-exceed</td><td style="text-align: right;"><u>\$64,295</u></td></tr></table> <p>The amendment does not exceed \$75,000 or 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual Section 1.4.5, version 10, it does not require the Regional Council's approval.</p>	Amendment 2	\$14,500	Amendment 1 (administrative - no change to contract's value)	\$0	Original contract value	<u>\$49,795</u>	Total contract value is not-to-exceed	<u>\$64,295</u>
Amendment 2	\$14,500								
Amendment 1 (administrative - no change to contract's value)	\$0								
Original contract value	<u>\$49,795</u>								
Total contract value is not-to-exceed	<u>\$64,295</u>								
Contract Period:	September 11, 2012 through February 28, 2014								
Project Number:	070.SCG00565.02 \$14,500 Funding sources: Consolidated Planning Grant – FHWA and FTA								
Basis for the Amendment:	<p>Metropia, Inc. is currently conducting the technical study under the contract and has gained tremendous experience and familiarity with the required tasks. Metropia has delivered a technical report and conducted the first training regarding the theory of DTA.</p> <p>The amendment supports the overall RTP/SCS goals for the implementation of the congestion pricing program. The Amendment will substantially enhance staff's overall understanding and technical skills for analyzing and estimating the impact of congestion pricing, specifically the impact of High Occupancy Toll (HOT) managed lanes on traffic condition. Without the amendment, SCAG staff will not be able to conduct as detailed an analysis of congestion pricing on HOT lanes for the next RTP/SCS.</p>								

DATE: June 6, 2013

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

FROM: Sharon Neely, Chief Deputy Executive Director; (213)-236-1992, neely@scag.ca.gov

SUBJECT: AB 574 (Lowenthal): California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: sustainable communities strategies.

RECOMMENDATION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

AB 574 is the result of the Transportation Coalition for Livable Communities efforts to ensure equitable portion of cap-and-trade auction revenues be allocated to the transportation sector. At its October 2012 meeting, the Regional Council voted to support the Coalition's principles and in January 2013, the Regional Council adopted state legislative priorities to support cap-and-trade legislation consistent with these principles. AB 574 was amended to included language consistent with the Coalitions principles and SCAG issued a support letter (attached) on April 17. AB 574 was held in Appropriations Committee Suspense File and did not pass out of house of origin by the legislative deadline (May 24, 2013).

BACKGROUND:

This memorandum reports to the Regional Council (RC) the activities SCAG has undertaken pursuant to actions of the RC in October 2012 directing the agency to support the principles for allocation of cap-and-trade auction revenues by the statewide stakeholder coalition group forming the Transportation Coalition for Livable Communities; and the RC's subsequent action in January 2013 adopting state legislative priorities to support cap-and-trade legislation consistent with these principles.

AB 574 is the result of the coalition's efforts, of which SCAG has been a full participant, to introduce and ultimately enact legislation that will ensure that cap-and-trade revenue allocations are consistent with the adopted principles and that the flow of funds to the transportation sector will be commensurate with its impact in creating greenhouse (GHG) emissions. The bill, which was introduced on February 20, 2013 as a bill to specify procedures for relinquishment by the California Transportation Commission of portions of the state highway system to local jurisdictions my mutual consent, was amended on April 15, 2013, after extensive negotiated agreement and development among the 16 members of the Transportation Coalition and the author. The bill was subsequently heard and passed the Assembly Transportation Committee (12-4) on April 22, 2013, and the Assembly Natural Resources Committee (6-3) on April 29, 2013. The bill was sent to Suspense File on May 15, 2013, but is scheduled to be heard in the Assembly Appropriations Committee on May 24, 2013. Copies of SCAG's and the coalition's support letter is attached to this report; SCAG's lobbyist appeared with other coalition members in support of the bill at the policy committee hearings. A full list of on-record support and opposition to the bill is listed below in this report.

According to the California Air Resources Board (ARB), a total reduction of 80 million metric tons (MMT), or 16 percent compared to business as usual, is necessary to achieve the 2020 limit mandated

by AB 32, California's comprehensive climate law enacted in 2006. Approximately 78 percent of the reductions will be achieved through identified direct regulations. ARB proposes to achieve the balance of reductions necessary to meet the 2020 limit (approximately 18 MMT) through a cap-and-trade program that covers an estimated 600 entities. The first two quarterly auctions of allowances in the cap-and-trade program were held in November 2012 and February 2013. The next auction (the last of the current fiscal year) is scheduled for May 16, 2013.

The 2012-13 Budget Act (AB 1464) authorized Department of Finance (DOF) to allocate at least \$500 million from cap-and-trade auction revenue, and make commensurate reductions to the General Fund expenditure authority, to support the regulatory purposes of AB 32. AB 1464 specifically prohibits the use of auction funds for the purpose of developing a high-speed rail system for at least two years. AB 1532 (Speaker Pérez) establishes a long-term spending strategy for moneys in the Fund, including procedures for deposit and expenditure of cap-and-trade auction revenues pursuant to an investment plan. AB 1532 specifically authorizes funding for strategic planning and development of sustainable infrastructure projects, including, but not limited to, transportation and housing.

Pursuant to AB 1532, DOF and ARB are developing a three-year investment plan for the auction proceeds. The investment plan will identify the state's GHG emission reduction goals and priority programs for investment of proceeds to support achievement of those goals. The Governor's proposed 2013-14 Budget includes a brief discussion of Administration priorities for investment, emphasizing investments in the transportation and energy sectors from which large reductions in GHG emissions are possible. In addition, areas to be examined during the planning process include sustainable agriculture practices (including the development of bioenergy), forest management and urban forestry, and the diversion of organic waste to bioenergy and composting.

In February 2013, ARB released an investment plan "concept paper" and held public workshops to solicit public input. A draft investment plan has been considered by ARB on April 25, 2013, and DOF will submit the final plan to the Legislature in May 2013. Funding will be appropriated to state agencies by the Legislature and Governor through the annual Budget Act, consistent with the plan.

Summary of provisions

AB 574 would create the Sustainable Communities Infrastructure Program to fund sustainable communities' strategies (SCSs) and equivalent GHG reducing strategies using cap-and-trade auction revenues. Specifically, this bill:

- Makes legislative findings and declarations regarding the transportation sector being the largest source of GHG emissions in California and the need to fund integrated transportation and public infrastructure investments with changes in land use if the state is going to meet its GHG emission reduction goals.
- Directs the appropriation of funds from the GHG Reduction Fund for projects that do all of the following:
 - Provide cost-effective and feasible reductions in GHG emissions;
 - Combine transportation investments with local land use modifications and other local policy changes to provide GHG emissions reductions and, where feasible, to achieve other public benefits;

- Implement either an approved SCS or APS within existing urbanized or developed areas in regions with an MPO. For regions that do not have an MPO, projects must reduce GHG emissions consistent with the regional transportation plan or other regional plan;
 - Meet specified criteria that govern the newly created Sustainable Communities Infrastructure Program; and,
 - Comply with existing requirements to benefit economically disadvantaged communities.
- Provides that projects are to be selected through a competitive process based on cost-effective GHG emissions reductions using criteria established by ARB.
 - Directs the California Transportation Commission (CTC), in consultation with the ARB, to designate a regional granting authority to administer the Sustainable Communities Infrastructure Program within each region.
 - Requires that the regional granting authority to be the same agency responsible for preparing the regional transportation plan.
 - Provides that money in the Sustainable Communities Infrastructure Program should be allocated to regional granting authorities on a per capita basis.
 - Vests the Business and Transportation Agency, in consultation with CTC and the High-Speed Rail Authority, with responsibility for allocating moneys for interregional investments.
 - Directs ARB, in consultation with CTC and the Strategic Growth Council (SGC), to establish criteria for the development and implementation of regional grant programs that do the following:
 - Require projects to be selected through a competitive public process based on GHG emissions reductions;
 - Provide criteria for evaluating long-term GHG impacts;
 - Establish methods for evaluating, monitoring, and verifying project effectiveness, as prescribed;
 - Encourage flexibility, collaboration, and innovation at the local level to address local transportation and community needs;
 - Provide for the development and implementation of projects that integrate infrastructure investment with land use to achieve the maximum GHG emissions reductions;
 - Provide for public participation in the review of proposed projects;
 - Provide for consultation and coordination with air pollution control and air quality management districts.
 - Directs ARB, in consultation with SGC and MPOs, to establish standards for integrated modeling systems and measurement methods to ensure consistency in evaluating the potential effectiveness of projects and verifying actual benefits realized when projects are completed.
 - Requires ARB annually to review the program's implementation and revise the program as needed.

- Directs ARB, in consultation with CTC and SGC, to establish standards for the use of program funds to ensure compliance with prescribed criteria.
- Delineates the following eligible uses of program funds:
 - Transportation network and demand management, including, but not limited to, trip-reduction programs, congestion pricing, and roadway modifications, such as roundabouts;
 - Public transportation, including operations, maintenance, and capital costs;
 - Road and bridge maintenance; operations and retrofits for complete streets, bike, and pedestrian safety enhancements; safe routes to schools; and urban greening;
 - Clean transportation fueling infrastructure and support;
 - Multimodal network connectivity to reduce travel distances and improve access to parks, schools, jobs, housing, and markets for rural and urban communities, including neighborhood scale planning;
 - Development and adoption of local plans and land use policies that help to implement regional plans;
 - Community infrastructure, including public works and municipal improvements necessary to support transit-oriented development, affordable housing, infill in existing urbanized areas, and small walkable communities in rural neighborhoods;
 - Multiuse facilities and accommodations for bicyclists, pedestrians, and neighborhood electric vehicles;
 - Interregional rail modernization and related community infrastructure; and,
 - Administrative costs and development and use of evaluation, monitoring, and verification systems.
- Authorizes ARB, in consultation with CTC, to identify additional eligible uses of the funds that provide GHG emission reductions.

Summary Conclusion

The largest source of GHG emissions in California is the transportation sector, and implementation of the California Global Warming Solutions Act of 2006 depends on achieving significant emission reductions from this sector. A key method to reduce transportation emissions is the development of sustainable communities strategies and other regional plans that encourage more compact development and invest in alternatives to the automobile, thereby reducing the total amount of driving necessary to meet mobility needs.

However, local governments tasked with implementing sustainable communities strategies, and other GHG-reducing regional plans, lack funds for the infrastructure necessary to accommodate patterns of growth consistent with the state's climate goals. Integrating transportation and public infrastructure investments with changes in land use will provide significantly greater GHG emission reductions than single purpose investment strategies, and contribute to making communities more livable. AB 574 is a comprehensively conceived piece of legislation to achieve this by giving appropriate state entities authority to establish criteria and guidelines necessary to develop, monitor, assess, and evaluate the different kinds of emissions reducing projects for which cap-and-trade monies may fund, while retaining local flexibility to administer a regional, competitive grant program to allocate the resources consistent with the state's guidance.

REPORT

As a fiscal bill that has passed policy committees of the first house, AB 574 was heard in the Assembly Appropriations Committee on May 15, 2013, and was placed on Suspense File. The bill was held in the Assembly Appropriations Committee Suspense File at its hearing on May 24, 2013 and did not pass out of the house of origin by the legislative deadline (May 24, 2013).

May Revise Update

On May 14, 2013, Governor Brown released the “May Revise” budget which provides a more current budget estimate from both the revenue and revenue standpoints on the current (FY 12-13) state budget as well as the next (FY 13-14) state budget than was proposed in January of this year. The May Revise also includes Administration expenditure requests for the FY 13-14 budget, and this May Revise requests that cap-and-trade revenues from emissions allowance auction proceeds in FY 12-13 are added in the amount of \$500 million to provide a one-time loan from the Greenhouse Gas (GHG) Reduction Fund to the General Fund.

The Administration asserts that the loan is appropriate because the agencies that are developing the plan and programs that will use cap-and-trade revenues to reduce GHG emissions (principally the California Air Resources Board and the Department of Finance) need further time to design and develop their programs to ensure that when the programs receive funds they will further the purposes of AB 32 and maximize long term GHG reductions. In addition, it will provide the California Air Resources Board time to complete the statutorily required update of the AB 32 Scoping Plan due at the end of 2013, which can help inform better investment decisions.

The Administration proposal specifies that the loan is short-term and the monies will be repaid with interest and appropriated in FY 2014–15. AB 574 is not contingent on an appropriation in FY 2013–14, thus the loan of funds this year would not affect revenue allocations under AB 574 should it pass. It is assumed that proceeds from the sale of allowances from 2014-15 forward will be available in the budget year to support the investment plan.

Registered Support/Opposition

Support

California Alliance for Jobs
California Association of Councils of Governments
California Center for Sustainable Energy
California State Association of Counties
California Transit Association
California Transportation Commission
Capitol Corridor Joint Powers Authority
City of San Luis Obispo
Cobblestone Placemaking
County of Del Norte
County of Napa
Environmental Defense Fund
Foothill Transit
Glendale City Employees Association
League of California Cities

REPORT

Livermore Amador Valley Transit Authority
Marin County Board of Supervisors
Metropolitan Transportation Commission
Monterey-Salinas Transit
Natural Resources Defense Council
Organization of SMUD Employees
Peninsula Corridor Joint Powers Board
Riverside Transit Agency
Sacramento Area Council of Governments
Sacramento Metropolitan Air Quality Management District
San Bernardino Public Employees Association
San Diego Association of Governments
San Luis Obispo County Employees Association
San Mateo County Transit District
San Mateo County Transportation Authority
Santa Clara County Board of Supervisors
Santa Clara Valley Transportation Authority
Santa Rosa City Employees Association
Self-Help Counties Coalition
Sonoma County Transportation Authority
Southern California Association of Governments
The Met Sacramento High School
Transportation Coalition for Livable Communities
Urban Counties Caucus
Victor Valley Transit Authority

Opposition

California Chamber of Commerce
California League of Food Processors
California Manufacturers and Technology Association
California Taxpayers Association
Western States of Petroleum Association

ATTACHMENTS:

1. AB 574 Bill Text
2. SCAG AB 574 Support Letter
3. Coalition AB 574 Support Letter
4. Coalition AB 574 Support Letter – Assembly Budget Subcommittee

AMENDED IN ASSEMBLY APRIL 15, 2013

CALIFORNIA LEGISLATURE—2013–14 REGULAR SESSION

ASSEMBLY BILL

No. 574

Introduced by Assembly Member Lowenthal

February 20, 2013

An act to ~~amend Section 73 of the Streets and Highways Code, relating to highways~~ *add Part 9 (commencing with Section 38800) to Division 25.5 of the Health and Safety Code, relating to greenhouse gases.*

LEGISLATIVE COUNSEL'S DIGEST

AB 574, as amended, Lowenthal. ~~State highways; relinquishment. California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund; sustainable communities strategies.~~

The California Global Warming Solutions Act of 2006, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.

Existing law requires designated regional transportation planning agencies to perform certain transportation planning activities, including

the development of a regional transportation plan. Certain of these agencies are designated by federal law as metropolitan planning organizations. Existing law requires a metropolitan planning organization to adopt a sustainable communities strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets established by the state board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region.

This bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish standards for the use of moneys allocated from the Greenhouse Gas Reduction Fund for sustainable communities projects, as specified. The bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish the criteria for the development and implementation of regional grant programs, as specified. The bill would require the California Transportation Commission, in consultation with the state board, to designate the regional granting authority within each region of the state to administer the allocated moneys for regional grant programs, as specified.

~~Existing law gives the Department of Transportation full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law also provides for the commission to relinquish state highway segments to local agencies that have been deleted from the state highway system by legislative enactment, and in certain other cases.~~

~~This bill would generally authorize the California Transportation Commission to relinquish any portion of a state highway or related facility within a county or city to that county or city, subject to an agreement between the department and the local agency, without requiring a legislative enactment deleting the state highway segment from the state highway system. The bill would also require the department to expeditiously consider and respond to each request it receives from a city or county relative to an agreement relating to the proposed relinquishment of a state highway segment within the jurisdiction of the entity making the request, and would require the department, from time to time, to recommend to the Legislature any revisions to the statutory descriptions of state highway routes occasioned~~

~~by relinquishments approved by the commission. The bill would make other related changes.~~

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

3 (1) *The largest source of greenhouse gas emissions in the state*
4 *is the transportation sector and implementation of the California*
5 *Global Warming Solutions Act of 2006 depends on achieving*
6 *significant emissions reductions from that sector.*

7 (2) *A key method to reduce transportation emissions is the*
8 *development of sustainable communities strategies and other*
9 *regional plans that encourage more compact development and*
10 *investment in alternatives to the automobile, thereby reducing the*
11 *total amount of driving necessary to meet mobility needs.*

12 (3) *Local governments tasked with implementing sustainable*
13 *community strategies, and other greenhouse gas emissions*
14 *reducing regional plans, lack the funds for the infrastructure*
15 *necessary to accommodate patterns of growth consistent with the*
16 *state’s climate goals.*

17 (4) *Integrating transportation and public infrastructure*
18 *investments with changes in land use provide significantly greater*
19 *greenhouse gas emissions reductions than single purpose*
20 *investment strategies and contribute to making communities more*
21 *livable.*

22 (5) *Without changed land use patterns and improved*
23 *transportation investments, the state will not be able to achieve*
24 *the goals of the California Global Warming Solutions Act of 2006.*

25 (b) *It is the intent of the Legislature that revenues from*
26 *market-based compliance mechanisms related to motor vehicle*
27 *fuels should be allocated to projects, programs, and policies that*
28 *reduce greenhouse gas emissions from the transportation sector.*

29 SEC. 2. *Part 9 (commencing with Section 38800) is added to*
30 *Division 25.5 of the Health and Safety Code, to read:*

1 PART 9. SUSTAINABLE COMMUNITIES INFRASTRUCTURE
2 PROGRAM

3
4 38800. Moneys appropriated from the Greenhouse Gas
5 Reduction Fund pursuant to Chapter 4.1 (commencing with Section
6 39710) of Part 2 of Division 26 for investments in sustainable
7 communities strategies required pursuant to Section 65080 of the
8 Government Code and for related purposes as provided in this
9 part, shall be allocated in accordance with this part.

10 38801. Appropriated moneys shall be allocated for projects
11 that do all of the following:

12 (a) Provide cost-effective and feasible reductions in greenhouse
13 gas emissions.

14 (b) Combine transportation investments with local land use
15 modifications and other local policy changes to provide greenhouse
16 gas emissions reductions and, where feasible, to achieve other
17 public benefits, such as improvements in any of the following:

- 18 (1) Air quality.
- 19 (2) Public health.
- 20 (3) Resource protection.
- 21 (4) Environmental justice.
- 22 (5) Affordable housing supply.
- 23 (6) Protection of agricultural land.
- 24 (7) Public safety.
- 25 (8) Water quality and supply.
- 26 (9) Economic development and job creation.

27 (c) Implement either an approved sustainable communities
28 strategy or alternative planning strategy, pursuant to Section
29 65080 of the Government Code, within existing urbanized or
30 developed areas in regions with a metropolitan planning
31 organization. For regions that do not have a metropolitan planning
32 organization, projects shall reduce greenhouse gas emissions
33 consistent with the regional transportation plan or other regional
34 plan.

35 (d) Meet the requirements of Section 38804 or 38805.

36 (e) Are selected through a competitive process based on
37 cost-effective greenhouse gas emissions reductions using criteria
38 for evaluating long-term greenhouse gas emissions benefits
39 established by the state board.

1 (f) Comply with the requirements to benefit economically
2 disadvantaged communities, pursuant to Chapter 4.1 (commencing
3 with Section 39710) of Part 2 of Division 26.

4 38802. (a) The California Transportation Commission, in
5 consultation with the state board, shall designate the regional
6 granting authority within each region of the state to administer
7 moneys allocated pursuant to subdivision (b). The regional
8 granting authority shall be the agency responsible for the
9 development of the regional transportation plan pursuant to Section
10 65080 of the Government Code. Two or more entities responsible
11 for the development of a regional transportation plan pursuant to
12 Section 65080 of the Government Code may create a multiregional
13 granting authority.

14 (b) Moneys that are allocated for regional grant programs shall
15 be allocated to the regional granting authority in each region on
16 a per capita basis by the Controller using the latest information
17 from the Demographic Research Unit of the Department of
18 Finance.

19 (c) Moneys that are allocated to interregional investments shall
20 be administered by the Business and Transportation Agency, in
21 consultation with the California Transportation Commission and
22 the High-Speed Rail Authority for rail modernization that has both
23 regional and interregional benefits and for other statewide
24 transportation priorities that achieve greenhouse gas emissions
25 reductions.

26 38803. (a) The state board, in consultation with the California
27 Transportation Commission and the Strategic Growth Council,
28 shall establish the criteria for the development and implementation
29 of regional grant programs that do all of the following:

30 (1) Require that projects be selected within each region by the
31 regional granting authority through a competitive public process
32 based on greenhouse gas emissions reductions.

33 (2) Provide criteria for evaluating long-term greenhouse gases
34 impacts.

35 (3) Establish the methods for evaluating, monitoring, and
36 verifying project effectiveness, including those related to travel
37 demand reduction, system efficiency, safety improvements,
38 demographic characteristics, and integrated land use and
39 transportation strategies.

1 (4) Encourage flexibility, collaboration, and innovation at the
2 local level to develop cost-effective projects and to address local
3 and regional transportation and community needs.

4 (5) Provide for the development and implementation of projects
5 that integrate infrastructure investment with land use or local code
6 changes to achieve the maximum greenhouse gas emissions
7 reductions.

8 (6) Provide for public participation in the review of proposed
9 projects. Regional granting authorities shall, at a minimum,
10 conduct a 30-day public review and comment process consistent
11 with the public participation requirements of Section 134(i)(6)(A)
12 of Title 23 of the United States Code.

13 (7) Provide for consultation and coordination with air pollution
14 control and air quality management districts.

15 (b) The state board, in consultation with the Strategic Growth
16 Council and metropolitan planning organizations, shall establish
17 standards for integrated modeling systems and measurement
18 methods to ensure consistency in evaluating the potential
19 effectiveness of projects and verifying actual benefits of projects
20 after completion.

21 (c) The state board shall review the implementation of this
22 section on an annual basis and may revise the criteria for project
23 selection, evaluation, monitoring, and verification as needed to
24 improve program performance.

25 38804. The state board, in consultation with the California
26 Transportation Commission and the Strategic Growth Council,
27 shall establish standards for the use of moneys for projects to
28 ensure compliance with this division. Eligible uses of the moneys
29 shall include any of the following:

30 (a) Transportation network and demand management, including,
31 but not limited to, trip-reduction programs, congestion pricing,
32 and roadway modifications, such as roundabouts.

33 (b) Public transportation, including operations, maintenance,
34 and capital costs.

35 (c) Road and bridge maintenance; operations and retrofits for
36 complete streets, bike, and pedestrian safety enhancements; safe
37 routes to schools; and urban greening.

38 (d) Clean transportation fueling infrastructure and support.

39 (e) Multimodal network connectivity to reduce travel distances
40 and improve access to parks, schools, jobs, housing, and markets

1 for rural and urban communities, including neighborhood scale
2 planning.

3 (f) Development and adoption of local plans and land use
4 policies that help to implement regional plans.

5 (g) Community infrastructure, including public works and
6 municipal improvements necessary to support transit-oriented
7 development, affordable housing, infill in existing urbanized areas,
8 and small walkable communities in rural neighborhoods.

9 (h) Multiuse facilities and accommodations for bicyclists,
10 pedestrians, and neighborhood electric vehicles.

11 (i) Interregional rail modernization and related community
12 infrastructure.

13 (j) Administrative costs and development and use of evaluation,
14 monitoring, and verification systems.

15 38805. The state board in consultation with the California
16 Transportation Commission may identify additional eligible uses
17 of funds that provide greenhouse gas emissions reductions
18 consistent with the requirements of this part.

19 38806. It is the intent of the Legislature that moneys shall be
20 appropriated for this part only in a manner consistent with the
21 requirements of this division, Chapter 4.1 (commencing with
22 Section 39710) of Part 2 of Division 26, and Article 9.7
23 (commencing with Section 16428.8) of Chapter 2 of Part 2 of
24 Division 4 of Title 2 of the Government Code.

25 38807. Implementation of this part, including development of
26 standards and guidelines by the state board and the provision of
27 financial assistance to eligible recipients, is contingent upon
28 appropriation of funds for these purposes by the Legislature.

29 SECTION 1. ~~Section 73 of the Streets and Highways Code is~~
30 ~~amended to read:~~

31 ~~73. (a) The commission shall relinquish to any county or city~~
32 ~~any portion of any state highway within the county or city that has~~
33 ~~been deleted from the state highway system by legislative~~
34 ~~enactment, and the relinquishment shall become effective upon~~
35 ~~the first day of the next calendar or fiscal year, whichever first~~
36 ~~occurs after the effective date of the legislative enactment.~~

37 ~~(b) (1) Whenever the department and any county or city~~
38 ~~concerned have entered into an agreement providing therefor, the~~
39 ~~commission may relinquish, to that county or city, any portion of~~
40 ~~any state highway within the jurisdiction of that county or city, if~~

1 the commission determines that the relinquishment is in the best
2 interests of the state. The commission may likewise relinquish any
3 frontage or service road or outer highway, within the county or
4 city, which has a right-of-way of at least 40 feet in width and which
5 has been constructed as a part of a state highway project, but does
6 not constitute a part of the main traveled roadway thereof. The
7 commission may likewise relinquish any portion of any state
8 highway in a county or city that has been superseded by relocation.
9 The commission may likewise relinquish any nonmotorized
10 transportation facility, as defined in Section 887, constructed as
11 part of a state highway project within a city or county to that city
12 or county. The relinquishment of a state highway or related facility
13 pursuant to this subdivision may occur notwithstanding anything
14 in Chapter 2 (commencing with Section 230) to the contrary.

15 (2) With respect to frontage or service roads or outer highways
16 or nonmotorized transportation facilities, the relinquishment may
17 occur with the agreement of the applicable city or county or with
18 the adoption of a resolution consenting thereto by the applicable
19 city or county.

20 (3) An agreement entered into pursuant to this subdivision shall
21 require the city or county to maintain signs directing motorists to
22 the continuation of a state highway route, if applicable, and may
23 contain other conditions to ensure the continuity of traffic flow.

24 (4) The relinquished portion of a former state highway route is
25 no longer a state highway as of the effective date of the
26 relinquishment, and is not eligible for adoption as a state highway
27 under Section 81.

28 (e) Relinquishment shall be by resolution. A certified copy of
29 the resolution shall be filed with the board of supervisors or the
30 city clerk, as the case may be. A certified copy of the resolution
31 shall also be recorded in the office of the recorder of the county
32 where the land is located and, upon its recordation, all right, title,
33 and interest of the state in and to that portion of any state highway
34 or related facility shall vest in the county or city, as the case may
35 be, and that highway or portion thereof shall thereupon constitute
36 a county road or city street, or other related facility, as the case
37 may be.

38 (d) The vesting of all right, title, and interest of the state in and
39 to portions of any state highways or related facilities heretofore

1 relinquished by the commission, in the county or city to which it
2 was relinquished, is hereby confirmed.

3 ~~(e) (1) Prior to relinquishing any portion of a state highway or~~
4 ~~related facility to a county or a city, except where the department~~
5 ~~and the county or city have entered into an agreement providing~~
6 ~~therefor, or as otherwise provided in paragraph (2) of subdivision~~
7 ~~(b), the department shall give 90 days' notice in writing of intention~~
8 ~~to relinquish to the board of supervisors, or the city council, as the~~
9 ~~case may be. Where the resolution of relinquishment contains a~~
10 ~~recital as to the giving of the notice, adoption of the resolution of~~
11 ~~relinquishment shall be conclusive evidence that the notice has~~
12 ~~been given.~~

13 ~~(2) Within the 90-day period, the board of supervisors or the~~
14 ~~city council may protest in writing to the commission stating the~~
15 ~~reasons therefor, including, but not limited to, objections that the~~
16 ~~highway is not in a state of good repair, or is not needed for public~~
17 ~~use and should be vacated by the commission. If the commission~~
18 ~~does not comply with the requests of the protesting body, it may~~
19 ~~proceed with the relinquishment only after a public hearing given~~
20 ~~to the protesting body on 10 days' written notice.~~

21 ~~(f) The commission shall not relinquish to any county or city~~
22 ~~any portion of any state highway that has been superseded by~~
23 ~~relocation until the department has placed the highway, as defined~~
24 ~~in Section 23, in a state of good repair. This requirement shall not~~
25 ~~obligate the department for widening, new construction, or major~~
26 ~~reconstruction, except as the commission may direct. A state of~~
27 ~~good repair requires maintenance, as defined in Section 27,~~
28 ~~including litter removal, weed control, and tree and shrub trimming~~
29 ~~to the time of relinquishment.~~

30 ~~(g) The department shall expeditiously consider and respond to~~
31 ~~each request it receives from a city or county relative to an~~
32 ~~agreement relating to the proposed relinquishment of a state~~
33 ~~highway or related facility within the jurisdiction of the entity~~
34 ~~making the request.~~

35 ~~(h) The department, from time to time, shall recommend to the~~
36 ~~Legislature any revisions to the descriptions of state highway routes~~
37 ~~in Chapter 2 (commencing with Section 230) occasioned by~~
38 ~~relinquishments approved by the commission pursuant to this~~
39 ~~section.~~

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SOUTHERN CALIFORNIA

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Paula Lantz, PomonaEnergy & Environment
Cheryl Viegas-Walker, El CentroTransportation
Keith Millhouse, Ventura County
Transportation Commission

April 17, 2013

Honorable Bonnie Lowenthal, Chair
 Assembly Committee on Transportation
 Legislative Office Building
 1020 N Street, Room 112
 Sacramento, California 95814

RE: Assembly Bill 574 (Lowenthal): Greenhouse Gas Reduction Fund: Sustainable
 Communities Strategies - SUPPORT

Dear Chair Lowenthal:

On behalf of the Regional Council, the 84 member governing board of the Southern California Association of Governments (SCAG), I write to support AB 574 scheduled for hearing before the Assembly Transportation Committee on April 22, 2013.

SCAG is the largest Metropolitan Planning Organization (MPO) in the nation, serving over 18 million residents of Southern California. SCAG has been a member of the statewide coalition of transportation, local government, environment, and business group stakeholders since its early formation, working to achieve the consensus based plan for investment of our Cap & Trade revenues for transportation. The Regional Council adopted the coalition's principles for allocation of cap-and-trade revenues, now embodied in AB 574, in October 2012; and in January 2013 adopted as a top legislative priority the passage of state legislation to achieve these purposes.

AB 574 does this by setting forth a framework whereby the California Air Resources Board, California Transportation Commission and Strategic Growth Council work collaboratively to establish statewide guidelines and criteria for allocating cap-and-trade revenues to local projects consistent with purposes that would implement either the approved Sustainable Communities Strategies (SCS) throughout the state or, in areas where there is not an adopted SCS, the Regional Transportation Plan (RTP).

This bill recognizes that achieving the kinds of emissions reductions mandated by AB 32 can only be realized by investing cap-and-trade revenues in the transportation sector – the single largest sector source emitter in the state - commensurate with its responsibility in creating these emissions. The bill properly tasks appropriate state entities with establishing the criteria and guidelines necessary to develop, monitor, assess, and evaluate the different kinds of emissions reducing projects for which cap-and-trade monies may fund, while retaining local flexibility to administer a regional, competitive grant program to allocate the resources consistent with the state's guidance.

For the foregoing reasons, SCAG supports AB 574 and respectfully urges its favorable consideration and passage from this distinguished committee.

Sincerely,

Hasan Ikhata
 Executive Director

Cc: Members, Assembly Committee on Transportation

The Regional Council is comprised of 84 elected officials representing 191 cities, six counties, six County Transportation Commissions and a Tribal Government representative within Southern California.



TRANSPORTATION COALITION for
LIVABLE COMMUNITIES

April 18, 2013

The Honorable Bonnie Lowenthal
Chair, Assembly Transportation Committee
California State Capitol Room 3152
Sacramento, California 95814

RE: AB 574 (Lowenthal) – SUPPORT

Dear Assemblymember Lowenthal,

The Transportation Coalition for Livable Communities is writing in support of AB 574, which establishes the Sustainable Communities Infrastructure Program. This bill establishes a program to allocate a portion of cap and trade revenues to help local governments to implement sustainable communities strategies, mandated by SB 375, and other regional transportation plans required by law. Key reasons for our support:

Each region gets its fair share of funding.

AB 574 provides for a per capita distribution of funds allocated for sustainable communities. SB 375 imposed requirements on regions to reduce per capita greenhouse gas (GHG) emissions. This bill provides funding on a similar basis to assist in implementation of those requirements.

It provides for local flexibility and innovation in meeting state GHG goals.

By focusing on outcomes—GHG reduction—rather than methods as most single purpose grant programs do, it allows local governments to find the right combination of strategies to reduce GHG emissions, meet local transportation needs and provide the co-benefits—air quality, public health, economic development, affordable housing, etc.—that best meet local needs.

It will result in the most greenhouse gas emission reductions.

By using competitive grants at the regional level based on cost effective GHG emission reductions, it will achieve the greatest emission benefits per dollar and provides the most cost effective way to meet state goals.

It promotes an integrated approach to land use planning and transportation investments.

This is consistent with SB 375 and necessary to implement on the ground changes to meet regional GHG reduction goals. The GHG benefits of transit, bike and pedestrian facilities, and other transportation investments are multiplied significantly when combined with land use changes that support those investments.

Transportation is the largest source of greenhouse gas emissions and reducing emissions from that source has been recognized in the Governor's Budget and the Draft Investment Plan as a key priority. AB 574 provides an effective way to accomplish this objective while meeting the transportation needs of local governments, and providing a method to create more livable communities.

Sincerely,

California Transit Association • California Alliance for Jobs • Natural Resources Defense Council • California State Association of Counties • League of California Cities • California Association of Councils of Governments • Sacramento Area Council of Governments • Southern California Association of Governments • Metropolitan Transportation Commission • San Diego Association of Governments • Sacramento Metropolitan Air Quality Management District • Transportation California • Environmental Defense Fund • California Center for Sustainable Energy



TRANSPORTATION COALITION for LIVABLE COMMUNITIES



The Honorable Richard Bloom
Chair, Assembly Budget Subcommittee No. 3
on Resources and Transportation
State Capitol
P.O. Box 942849
Sacramento, California 94249



The Transportation Coalition for Livable Communities (Coalition) supports investing cap and trade allowance revenues derived from motor vehicle fuels in projects that reduce emissions from the transportation section. Our coalition has submitted a proposal, referenced in the Investment Plan, which allocates a portion of cap and trade revenues to help local governments implement SB 375 and other regional transportation plans required by law. The basic structure of our proposal is included AB 574 (Lowenthal) and has been approved by the Assembly Transportation Committee and the Natural Resources Committee.



While the Governor's May Revision proposes to delay cap and trade investments, we believe that California can begin reducing greenhouse gas emissions, and achieving important co-benefits, both environmental and economic, by a thoughtful use of these funds. The Transportation Coalition for Livable Communities has submitted a framework for investing in transportation and other infrastructure throughout the state in a way that achieves the maximum greenhouse gas emission reductions and can be implemented right away.



Key reasons why we support this framework:



- **Nexus & Program Integrity.** Fuel allowance revenues will be the most "visible" cap and trade element to consumers because of the effect on gas pump prices. Drawing a direct connection between the cost and the benefit of transportation investment creates a broad constituency for the cap and trade—before and after the year 2020.



- **Every Community Benefits.** A competitive process encourages an investment plan that allows every community to plan and compete for state dollars. This not only fosters innovation, it yields the broad-scale transformative change that must occur to meet the GHG reductions goals for 2020, 2035, and especially 2050.



- **Empowers SB 375 (Steinberg).** SB 375 empowered the regional Metropolitan Planning Organizations (MPOs) to develop plans that would meet GHG reduction targets. Investing allowances in this way accelerates their implementation.



- **Fair Distribution.** Our proposal provides for a regional distribution of funds based on population. This tracks exactly with SB 375, which requires regions to reduce per capita greenhouse gas (GHG) emissions.



- **Transportation-Land Use Integration Maximizes Result.** The GHG reductions of transportation investments are multiplied when combined with integrated land use changes. The competitive investment process leverages land use performance consistent with SB 375 and necessary to get the necessary statewide GHG reductions.



- **Cost Effective.** It will result in the most greenhouse gas emission reductions. By using competitive grants at the regional level based on cost effective GHG emission reductions, it will achieve the greatest emission benefits per dollar and provides the most cost effective way to meet state goals.



- **Accountability; State Goals, Criteria, & Oversight.** The regions are best positioned to understand the needs of the local transportation system. But the state should set the overarching criteria and have a strong oversight role to assure that the investments are timely and consistent with state goals.



Transportation is the largest source of greenhouse gas emissions and reducing emissions from that source has been recognized in the Governor's Budget and the Draft Investment Plan as a key priority. Our coalition proposal provides an effective way to accomplish this objective while meeting the transportation needs of local governments, and providing a method to create more livable communities.



Sincerely,



California Transit Association • California Alliance for Jobs • Natural Resources Defense Council • California State Association of Counties • League of California Cities • Self-Help Counties Coalition • California Association of Councils of Governments • Sacramento Area Council of Governments • Southern California Association of Governments • Metropolitan Transportation Commission • San Diego Association of Governments • Sacramento Metropolitan Air Quality Management District • San Joaquin Valley Regional Policy Council • Transportation California • Environmental Defense Fund • California Center for Sustainable Energy • American Planning Association - California Chapter • American Lung Association in California

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REPORT

DATE: June 6, 2013

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

FROM: Basil Panas, Chief Financial Officer, (213) 236-1817, panas@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.

LINE OF CREDIT:

SCAG recently completed negotiations with Bank of the West to renew its line of credit. An amendment has been executed which provides SCAG with a line of credit totaling \$6.5 million, which is an increase of \$1.5 million over the previous capacity of \$5 million. The new term will be in effect for one year (1) and will provide SCAG additional financial flexibility in dealing with any potential cash flow difficulties. No such difficulties are expected at this time.

INTERNAL AUDIT:

SCAG's internal auditor identified a potential improvement to our system in handling incoming paper checks. As checks are received in Finance, they are run through a remote deposit machine in the department. To eliminate the handling of paper checks by staff, SCAG has a lockbox, which is a post office box to which vendors will send their checks. Bank of the West will receive and process the checks and make electronic images available for SCAG's our records.

AUDITS:

The Audit Committee was briefed on the completion of all action items related to the IT audit and the Risk Management Audit. The Committee requested further information on SCAG's system of internal controls, especially in the area of fraud prevention. Staff will present a report on this issue at the May 14, 2013 Audit Committee meeting.

BUDGET & GRANTS (B&G):

On April 9, 2013 the Annual MPO meeting was held with our federal and state partners. FY 2012/13 accomplishments and FY 2013/14 goals and priorities were presented and discussed. SCAG was commended for continued progress in producing a well-written Overall Work Program (OWP) that is focused on high priority projects and addresses the FY 2013/14 planning emphasis areas (PEAs) established by the US Department of Transportation (USDOT).

REPORT

Based on comments received by FHWA/FTA at the Annual MPO meeting, as well as comments received by Caltrans, staff made minor workscope revisions to the FY 2013/14 OWP. The Final OWP was approved by the Regional Council on May 2, 2013 and submitted to Caltrans, FHWA and FTA for review and approval on May 6, 2013.

B&G staff submitted 14 grant applications to the California Department of Transportation (Caltrans) for the FY 2013/14 Transportation Planning Grant Program. If all grants submitted were to be awarded, the combined grant program will authorize SCAG to receive \$ 2,688,132 of funding that will be passed through to the Sub-Recipients.

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

CONTRACTS:

In April 2013, the Contracts Department issued one (1) Request for Proposal (RFP); awarded six (6) contracts; issued one (1) contract amendment; and 73 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 105 consultant contracts. Staff continues to implement the FY 2012/13 workload of approximately five (5) new contracts.

Contracts staff continued to negotiate better pricing and reduced costs for services. During the month of April 2013, over \$280,979 in budget savings was realized, thus bringing the current fiscal year cumulative budget savings total to approximately \$380,688.

ATTACHMENT:

April 2013 CFO Monthly Status Report



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Office of the Chief Financial Officer

Monthly Status Report

APRIL 2013



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

OVERVIEW

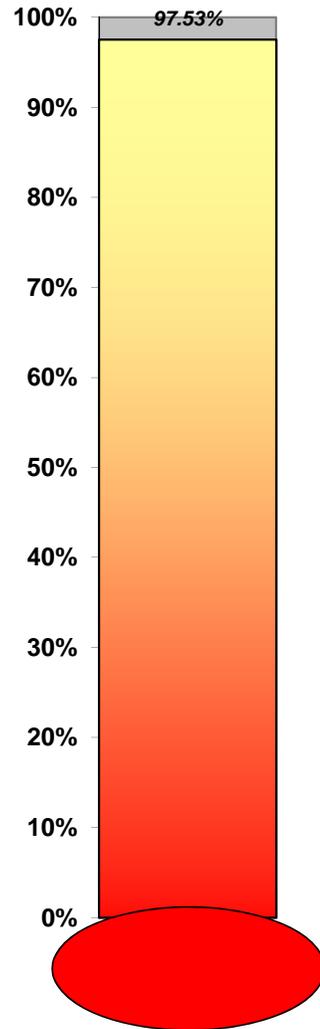
As of May 13, 2013, there are 186 paid members, 1 whose dues have been deferred and 1 membership pending.

There are 3 cities in the SCAG region who are still being recruited for membership.

SUMMARY

FY13 Membership Dues	<u>\$1,822,884.00</u>
Total Collected	<u>\$1,777,826.00</u>
Percentage Collected	<u>97.53%</u>

**FY13 Membership
Dues Collected**

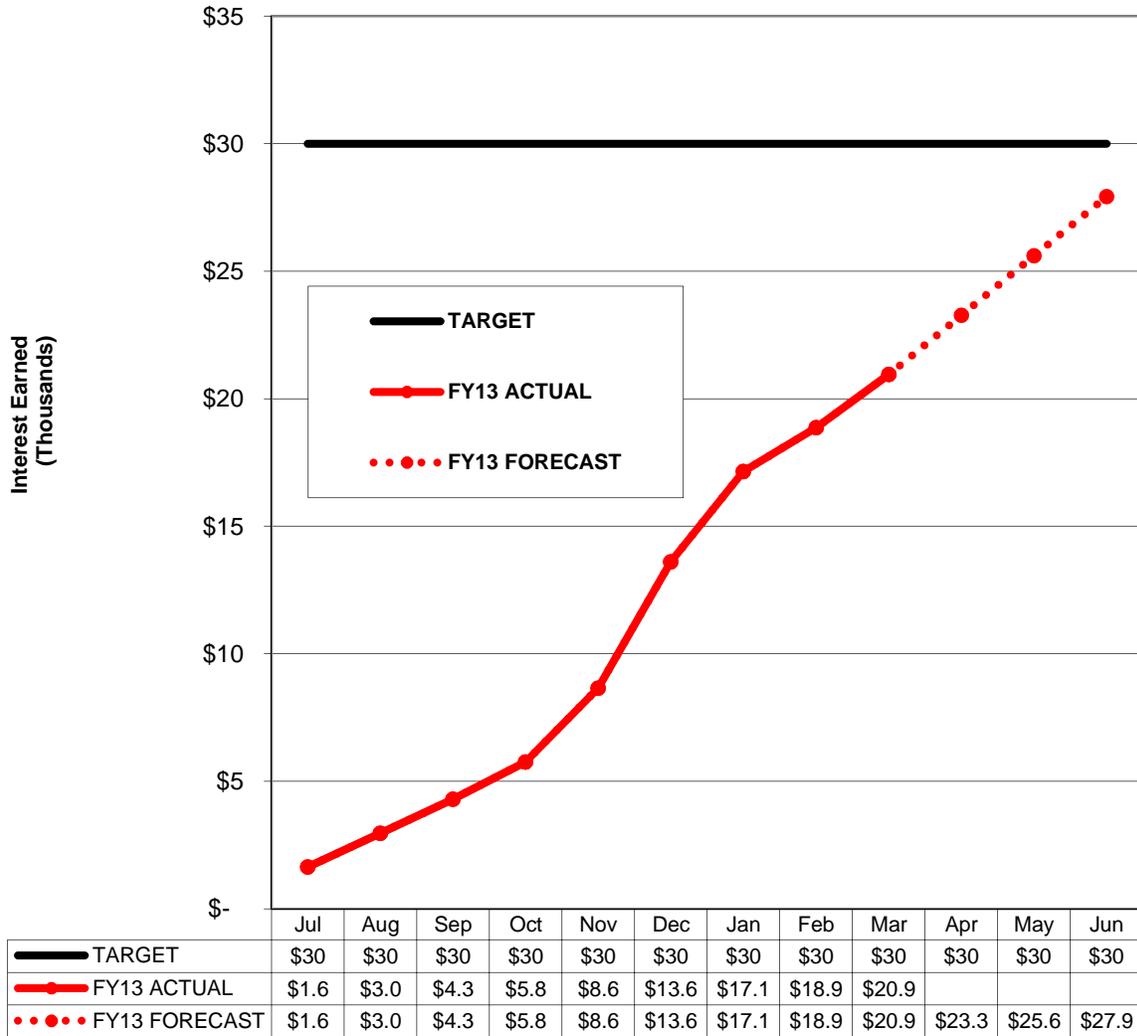


Office of the CFO
Interest Earnings Variance



**SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS**

INTEREST EARNINGS VARIANCE



OVERVIEW

Actual interest income is plotted against the target amount. The amount earned through March was \$20,945. The LA County Pool earned 0.66% in March.

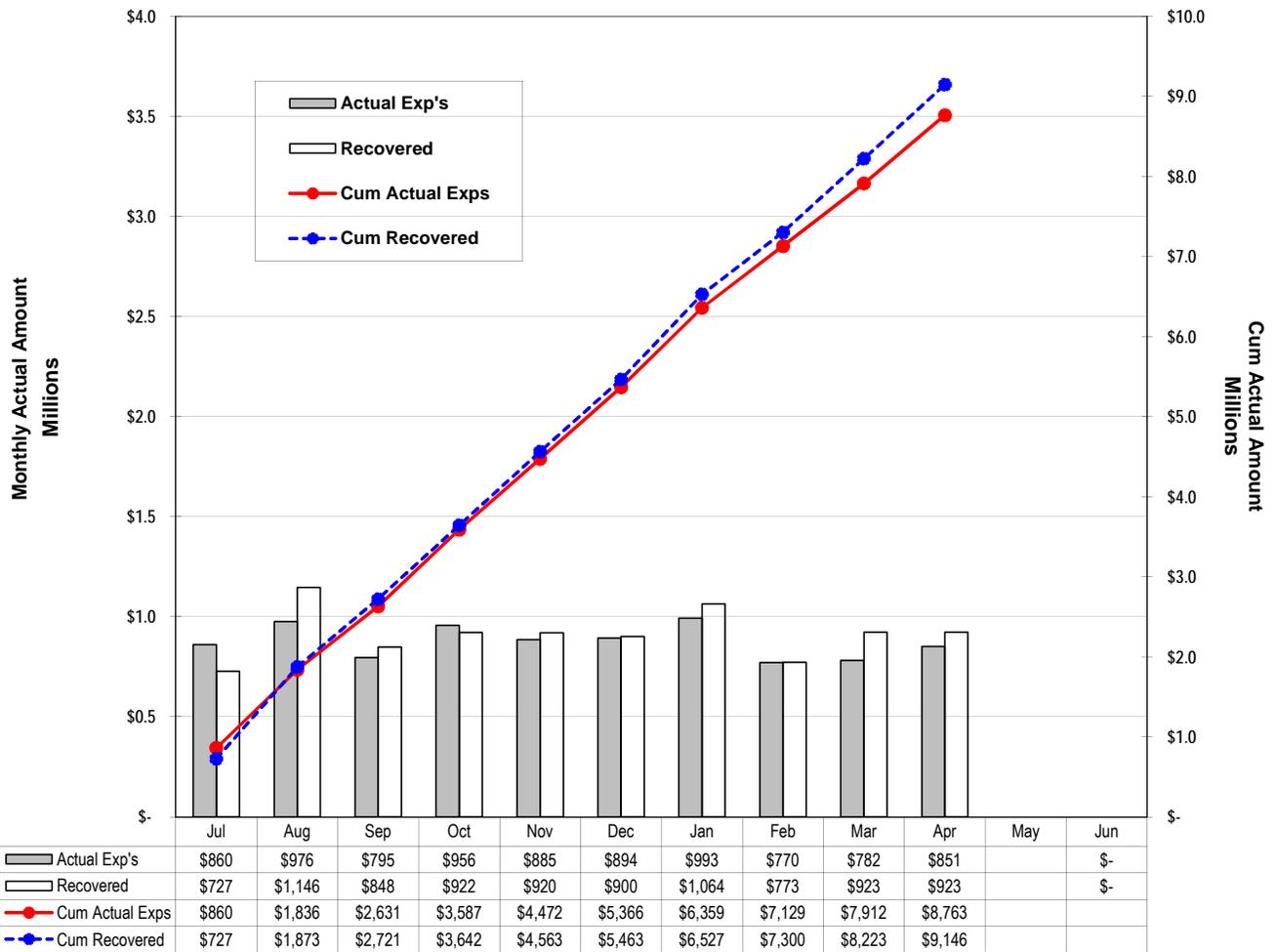
SUMMARY

The amount projected for FY13 is \$27,927 which is \$2,073 less than the revised target.



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

FY13 INDIRECT COST & RECOVERY

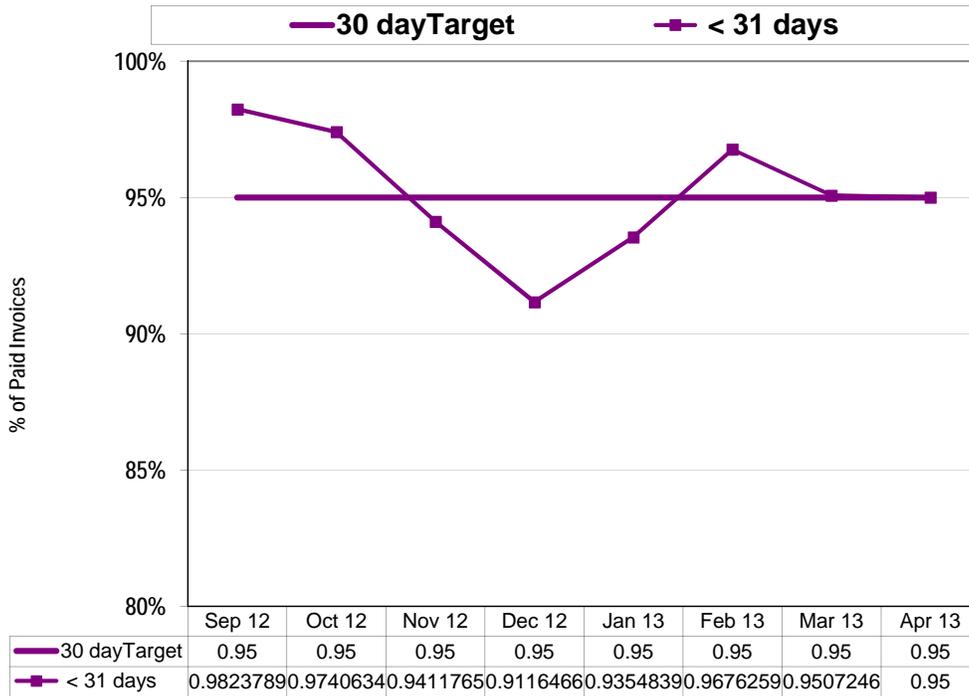


Office of the CFO
Invoice Aging



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

95.00% of April 2013's payments were made within 30 days of invoice receipt.

At month-end, 42 invoices remained unpaid less than 30 days.

Actual

OVERVIEW

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

SUMMARY

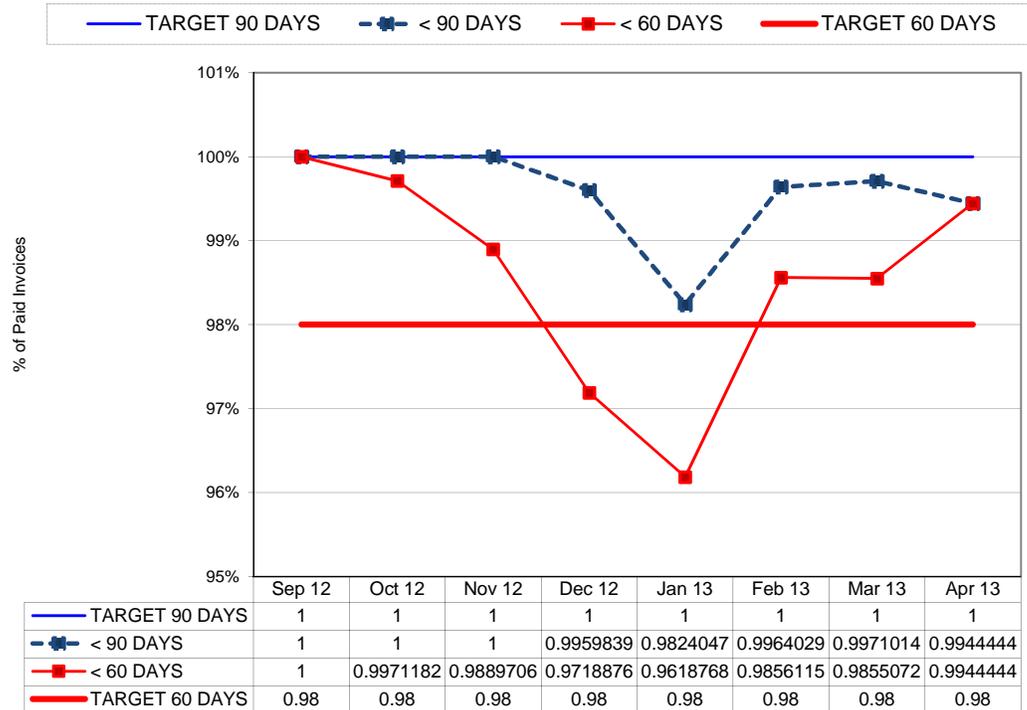
These goals were partially met during this period.

99.44% of April 2013's payments were within 60 days of invoice receipt and 99.44% within 90 days. Invoices unpaid 30-60 days totaled 12; 60-90 days: 10; >90 days: 15.



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

INVOICE AGING



Office of the CFO
Consolidated Balance Sheet

	3/31/2013	4/30/2013	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 2,543,395	\$ 290,395		
LA County Investment Pool	\$ 3,113,319	\$ 3,200,095		
Cash & Investments	\$ 5,656,714	\$ 3,490,490	\$ (2,166,224)	AR went up
Accounts Receivable	\$ 5,168,553	\$ 7,198,973	\$ 2,030,420	Additional FHWA billings
Fixed Assets - Net Book Value	\$ 471,229	\$ 469,045	\$ (2,184)	Immaterial difference
Total Assets	\$ 11,296,496	\$ 11,158,507	\$ (137,989)	
Accounts Payable	\$ (180,119)	\$ (52,460)	\$ 127,659	Invoice backlog further reduced
Employee-related Liabilities	\$ (245,822)	\$ (350,762)	\$ (104,940)	April has more accrued payroll than March.
Other Current Assets	\$ (49,692)	\$ (206,346)	\$ (156,653)	IC over-recovery increased \$72K, suspense \$88K
Deferred Revenue	\$ (336,570)	\$ (336,570)	\$ -	No change
Total Liabilities and Deferred Revenue	\$ (812,203)	\$ (946,138)	\$ (133,935)	
Fund Balance	\$ 10,484,293	\$ 10,212,370	\$ (271,923)	
WORKING CAPITAL				
	3/31/2013	4/30/2013	Incr (decr) to working capital	
Cash	\$ 5,656,714	\$ 3,490,490	\$ (2,166,224)	
Accounts Receivable	\$ 5,168,553	\$ 7,198,973	\$ 2,030,420	
Accounts Payable	\$ (180,119)	\$ (52,460)	\$ 127,659	
Employee-related Liabilities	\$ (245,822)	\$ (350,762)	\$ (104,940)	
Working Capital	\$ 10,399,326	\$ 10,286,241	\$ (113,086)	

Office of the CFO
Fiscal Year-To-Date Expenditure Report Through April 30, 2013



COMPREHENSIVE BUDGET

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	Staff & Allocated Fringe Benefits	412,794	449,379	232,231		217,148	51.7%
2	51001 Allocated Indirect Costs	405,201	438,256	226,750		211,506	51.7%
3	54300 SCAG Consultants	336,000	293,268	58,543	167,453	67,272	20.0%
4	54340 Legal costs	100,000	220,000	65,587	143,022	11,391	29.8%
5	54350 Professional Services	15,000	9,691	2,974		6,717	30.7%
6	55441 Payroll, bank fees	7,500	17,500	16,778		722	95.9%
7	55460 Materials & Equipment < \$5K	-	1,188	613		575	51.6%
8	55600 SCAG Memberships	93,000	126,682	126,682		0	100.0%
9	55620 Res/Materials Subscriptions	3,330	2,643	150	445	2,048	5.7%
10	55730 Capital Outlay	665,382	688,965	-		688,965	0.0%
11	55830 Conference - Registration	-	920	920		0	100.0%
12	55910 RC/Committee Meetings	8,237	13,647	13,647	0	0	100.0%
13	55914 RC General Assembly	330,000	300,000	168,477		131,523	56.2%
14	55916 Economic Summit		30,000	29,960		40	99.9%
15	55920 Other Meeting Expense	51,400	58,844	58,844	0	0	100.0%
16	55930 Miscellaneous other	206,140	35,255	32,652	129	2,474	92.6%
17	55940 Stipend - RC Meetings	175,000	175,000	152,330	0	22,670	87.0%
18	55972 Rapid Pay Fees	975	975	-		975	0.0%
19	56100 Printing	6,000	8,181	8,181	0	0	100.0%
20	58100 Travel - outside SCAG region	25,000	19,657	19,657	0	0	100.0%
21	58101 Travel - local	17,100	20,345	20,345	0	0	100.0%
22	58110 Mileage - local	15,000	6,439	4,842	0	1,597	75.2%
23	58150 Staff Lodging Expense	3,400	7,258	7,258		0	100.0%
24	58800 RC Sponsorships	69,650	71,350	71,350		0	100.0%
25	Total General Fund	2,946,109	2,995,443	1,318,771	311,048	1,365,624	44.0%
26				-			
27	Staff & Fringe Benefits	12,566,821	12,589,261	9,149,919		3,439,342	72.7%
28	51001 Allocated Indirect Costs	12,335,615	12,357,642	8,918,883		3,438,759	72.2%
29	54300 SCAG Consultants	14,634,378	17,631,421	5,984,432	7,289,326	4,357,663	33.9%
30	54350 Professional Services	550,000	648,185	144,646	39,074	464,465	22.3%
31	55210 Software Support	90,000	114,716	114,716	0	0	100.0%
32	55220 Hardware Support	100,000	50,000	25,328	4,255	20,417	50.7%
33	55280 Third Party Contribution	2,834,820	3,102,915	-		3,102,915	0.0%
34	55620 Resource Materials - subscrib	450,000	504,704	107,553	156	396,995	21.3%
35	55810 Public Notices	8,000	8,000	-		8,000	0.0%
36	55830 Conference - Registration	13,000	13,000	2,460		10,540	18.9%
37	55920 Other Meeting Expense	20,000	4,403	4,403		0	100.0%
38	55930 Miscellaneous - other	-	125,415	47,447	35,822	42,145	37.8%
39	56100 Printing	18,500	17,500	8,888		8,612	50.8%
40	58100 Travel	110,350	124,305	51,971		72,334	41.8%
41	Total OWP	43,731,484	47,291,467	24,560,645	7,368,633	15,362,188	51.9%
42				-			
43	Comprehensive Budget	46,677,593	50,286,910	25,879,416	7,679,681	16,727,812	51.5%

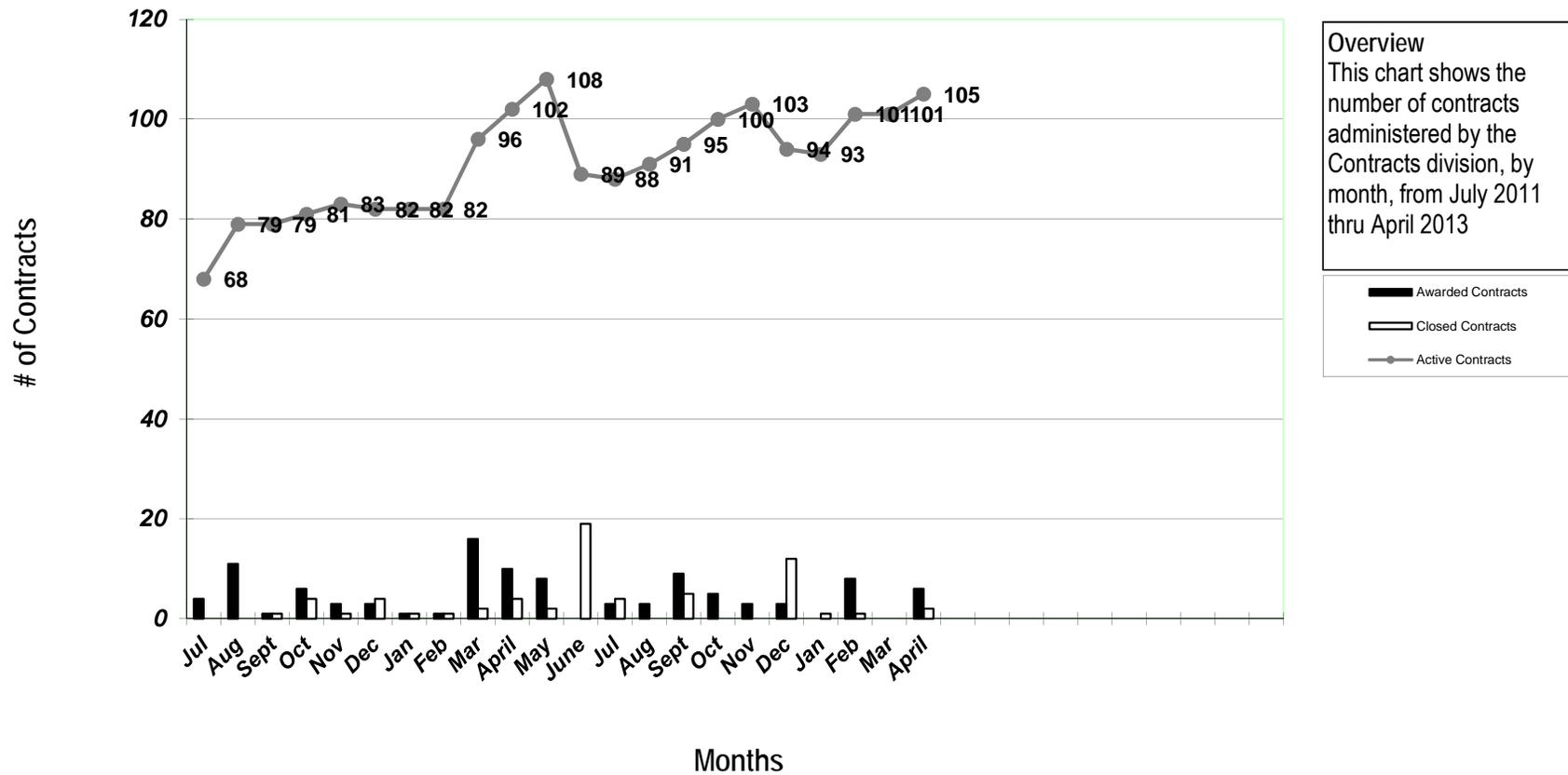
Office of the CFO
Fiscal Year-To-Date Expenditure Report Through April 30, 2013



INDIRECT COST EXPENDITURES

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	Regular Staff	4,277,611	4,380,426	2,941,341		1,439,085	67.1%
2	50013	Regular OT	-	3,139	3,139		0	100.0%
3	50014	Interns, Temps, Annuit	-	8,470	8,470		0	100.0%
4	51000	Allocated Fringe Benefits	2,924,747	2,998,949	2,166,796		832,153	72.3%
5	54300	SCAG Consultants	351,671	274,879	53,748	135,328	85,802	19.6%
6	54340	Legal	275,000	275,000	11,008	71,606	192,387	4.0%
7	54350	Prof Svcs	766,338	988,905	832,181	156,725	0	84.2%
8	55210	Software Support	419,603	510,603	404,839	80,629	25,135	79.3%
9	55220	Hardware Supp	129,030	140,758	117,887	22,871	0	83.8%
10	55230	Computer Maintenance		500	500		0	100.1%
11	55240	Repair & Maint Non-IT	19,684	26,960	13,278	13,683	0	49.2%
12	55400	Office Rent 818 Offices	1,536,000	1,528,000	1,229,648	298,352	0	80.5%
13	55410	Office Rent Satellite	222,000	221,121	141,994	37,141	41,987	64.2%
14	55420	Equip Leases	115,000	163,735	94,609	69,126	0	57.8%
15	55430	Equip Repairs & Maint	45,244	42,840	7,920	5,453	29,467	18.5%
16	55440	Insurance	175,299	175,299	146,402		28,897	83.5%
17	55441	Payroll / Bank Fees	15,000	15,000	4,470		10,530	29.8%
18	55460	Mater & Equip < \$5,000	180,000	136,751	24,651	12,066	100,034	18.0%
19	55510	Office Supplies	141,200	142,250	71,460	69,794	996	50.2%
20	55520	Graphic Supplies	50,000	48,466	3,047	723	44,697	6.3%
21	55530	Telephone	165,500	165,500	143,511	21,989	0	86.7%
22	55540	Postage	20,000	20,000	13		19,987	0.1%
23	55550	Delivery Services	8,900	10,500	6,352	4,148	0	60.5%
24	55600	SCAG Memberships	60,000	96	96		0	100.0%
25	55610	Prof Memberships	7,610	7,514	740	75	6,699	9.8%
26	55620	Res Mats/Subscrip	57,855	57,855	25,788	6,049	26,018	44.6%
27	55700	Deprec - Furn & Fixt	45,137	45,137	-		45,137	0.0%
28	55710	Deprec - Computer Equipment	77,723	77,723	-		77,723	0.0%
29	55720	Amortiz - Leasehold Improvement	7,402	7,402	-		7,402	0.0%
30	55800	Recruitment Notices	7,000	7,000	4,362		2,638	62.3%
31	55801	Recruitment - other	30,000	30,000	17,611	1,871	10,518	58.7%
32	55810	Public Notices	5,000	5,000	-		5,000	0.0%
33	55820	Training	160,000	152,803	114,724	38,078	0	75.1%
34	55830	Conference/workshops	29,850	29,283	654		28,629	2.2%
35	55920	Other Mtg Exp	51,200	60,290	11,454		48,836	19.0%
36	55930	Miscellaneous - other	13,526	36,237	25,868	10,369	0	71.4%
37	55950	Temp Help	58,500	53,416	25,756	27,660	0	48.2%
38	56100	Printing	91,500	90,000	35,924	7,947	46,129	39.9%
39	58100	Travel - Outside	102,614	97,227	31,569		65,658	32.5%
40	58101	Travel - Local	9,186	12,606	5,644		6,962	44.8%
41	58110	Mileage - Local	38,404	36,551	30,950		5,601	84.7%
42	58150	Staff lodging Expense	5,334	3,017	127		2,890	4.2%
43	58200	Travel - registration	3,000	210	210		0	
44	58450	Fleet Vehicle	8,200	9,600	3,900	5,700	0	40.6%
45		Total Indirect Cost	12,706,868	13,097,018	8,762,641	1,097,381	3,236,996	66.9%

SCAG Contracts (Year to Date)



Summary

The chart shows that the Contract Division is managing 105 active consultant contracts. Twenty-six of these contracts are fixed price, 37 are Cost Plus Fixed Fee contracts, and the remaining 42 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Division anticipates issuing approximately five (5) contracts during the rest of FY 2012/13. 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 May 1, 2013

GROUPS	Authorized Positions	Filled Positions	Vacant Positions
Executive	7	4	3
Legal	3	2	1
Strategy, Policy & Public Affairs	22	19	3
Administration	48	42	6
Planning & Programs	67	63	4
Total	147	130	17

OTHER POSITIONS

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