



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

REGIONAL COUNCIL OFFICERS

President  
Jan C. Harnik, Riverside County  
Transportation Commission

First Vice President  
Art Brown, Buena Park

Second Vice President  
Curt Hagman, County of  
San Bernardino

Immediate Past President  
Clint Lorimore, Eastvale

COMMITTEE CHAIRS

Executive/Administration  
Jan C. Harnik, Riverside County  
Transportation Commission

Community, Economic &  
Human Development  
Frank Yokoyama, Cerritos

Energy & Environment  
Deborah Robertson, Rialto

Transportation  
Ray Marquez, Chino Hills

MEETING NO. 654

REGIONAL COUNCIL

**Members of the Public are Welcome to Attend  
In-Person & Remotely**  
**Thursday, April 6, 2023**  
**12:00 p.m. – 2:00 p.m.**

**To Attend In-Person:**  
**SCAG Main Office - Regional Council Room**  
**900 Wilshire Blvd., Ste. 1700**  
**Los Angeles, CA 90017**

**SCAG Riverside Office – Suite 805**  
**3403 10th Street**  
**Riverside, CA 92501**

**To Watch or View Only:**  
**<http://scag.ca.gov/RCLiveStream>**

**To Attend and Participate on Your Computer:**  
**<https://scag.zoom.us/j/249187052>**

**To Attend and Participate by Phone:**  
**Call-in Number: 1-669-900-6833**  
**Meeting ID: 249 187 052**

**PUBLIC ADVISORY**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov). Agendas & Minutes are also available at: <https://scag.ca.gov/meetings-leadership>.

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) 630-1420. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



---

## Instructions for Attending the Meeting

SCAG is providing multiple options to attend the meeting:

**To Attend In-Person and Provide Verbal Comments:** Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017. The meeting will take place in the Regional Council Room on the 17<sup>th</sup> floor starting at 12:00 p.m.

**To Watch a “View-Only” Live Stream (for those who do not desire to offer public comments):** Click the following link: <http://scag.ca.gov/RCLiveStream>

### To Attend on Your Computer

1. Click the following link: <https://scag.zoom.us/j/249187052>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

### To Attend by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 249 187 052**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

---

#### OUR MISSION

*To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

#### OUR VISION

*Southern California's Catalyst for a Brighter Future*

#### OUR CORE VALUES

*Be Open | Lead by Example | Make an Impact | Be Courageous*



## Instructions for Participating and Public Comments

*You may participate and submit public comments in three (3) ways:*

1. **In Writing**: Submit written comments via email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) by **5pm on Wednesday, April 5, 2023**. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. All written comments received after 5pm on Wednesday, April 5, 2023 will be announced and included as part of the official record of the meeting.
2. **Remotely**: If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.
3. **In-Person**: If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

***In accordance with SCAG’s Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is “willfully interrupted” and the “orderly conduct of the meeting” becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.***

---

### OUR MISSION

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

### OUR VISION

Southern California’s Catalyst for a Brighter Future

### OUR CORE VALUES

Be Open | Lead by Example | Make an Impact | Be Courageous



## REGIONAL COUNCIL AGENDA

### VIDEOCONFERENCE AVAILABLE AT THE FOLLOWING LOCATION

**SCAG Riverside Office**  
 3403 10<sup>th</sup> Street, Suite 805  
 Riverside, CA 92501

### TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

<p><b>Elizabeth Becerra</b>          Victorville - City Hall          14343 Civic Drive          Conference Room A          Victorville, CA 92392</p>	<p><b>Wendy Bucknum</b>          Mission Viejo – City Hall          200 Civic Center          Mission Viejo, CA 92691</p>	<p><b>Letitia Clark</b>          28000 Marguerite Parkway          HS Building, Suite 333          Mission Viejo CA, 92662</p>
<p><b>Steve De Ruse</b>          15508 Jacana Drive          La Mirada CA, 90638</p>	<p><b>Lucy Dunn</b>          2 Park Plaza, Suite 100          Irvine, CA 92614</p>	<p><b>James Gazeley</b>          Lomita - City Hall          24300 Narboone Avenue          City Council Office          Lomita, CA 90717</p>
<p><b>Brian Goodell</b>          Mission Viejo – City Hall          200 Civic Center          Mission Viejo, CA 92691</p>	<p><b>Mark E. Henderson</b>          South Bay Cities          Council of Governments          2355 Crenshaw Blvd, Suite 125          Torrance, CA 90501</p>	<p><b>Laura Hernandez</b>          Ramada by Wyndam          Jacksonville Hotel          3130 Hartley Road          Jacksonville, Florida 32257</p>
<p><b>Trish Kelley</b>          Mission Viejo – City Hall          200 Civic Center          Mission Viejo, CA 92691</p>	<p><b>Kathleen Kelly</b>          Palm Desert - City Hall          73-510 Fred Waring Drive          Council Chamber Conference Room          Palm Desert, CA 92260</p>	<p><b>Tammy Kim</b>          Irvine - City Hall          1 Civic Center Plaza          Irvine CA, 92614</p>
<p><b>Lauren Kleiman</b>          Newport Beach - City Hall          100 Civic Center Drive, Bay 2E          Newport Beach CA, 92660</p>	<p><b>Linda Krupa</b>          Hemet - City Hall          445 E Florida Avenue          Sister City Conference Room          Hemet, CA 92543</p>	<p><b>Ken Mann</b>          Lancaster - City Hall          44933 Fern Avenue          Conference Room A          Lancaster, CA 93534</p>
<p><b>Steve Manos</b>          Lake Elsinore - City Hall          130 South Main Street          Conference Room B          Lake Elsinore, CA 92530</p>	<p><b>Casey McKeon</b>          23421 South Pointe Drive, Suite 270          Laguna Hills, CA 92653</p>	<p><b>Marsha McLean</b>          Santa Clarita - City Hall          23920 Valencia Boulevard          First Floor, Orchard Room          Santa Clarita, CA 91355</p>



## REGIONAL COUNCIL AGENDA

<p><b>L. Dennis Michael</b> Rancho Cucamonga - City Hall 10500 Civic Center Drive Mayor's Office/Tapia Room Rancho Cucamonga, CA 91730</p>	<p><b>Marisela Nava</b> Perris - City Hall 101 North D Street Mayor and City Council Conference Room Perris, CA 92571</p>	<p><b>Frank J. Navarro</b> Colton - City Hall Council Conference Room 650 N. La Cadena Drive Colton, Ca 92324</p>
<p><b>Zak Schwank</b> Temecula - City Hall 41000 Main Street Mayor's Office – Third Floor Temecula CA, 92590</p>	<p><b>David Shapiro</b> Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302</p>	<p><b>Marty Simonoff</b> 950 E 27th Street Signal Hill, CA 90755</p>
<p><b>Hilda Solis</b> Kenneth Hahn Hall of Administration 500 West Temple Street Room 856 Los Angeles, CA 90012</p>	<p><b>Donald Wagner</b> County Conference Room 425 West Santa Ana Boulevard Rooms 104/106 Santa Ana, CA 92701</p>	<p><b>Alan Wapner</b> Park MGM – Lobby 3770 S. Las Vegas Blvd Las Vegas, NV 89109</p>



### **RC - Regional Council Members – April 2023**

- 1. Hon. Jan C. Harnik**  
President, RCTC Representative
- 2. Hon. Art Brown**  
1st Vice President, Buena Park, RC District 21
- 3. Sup. Curt Hagman**  
2nd Vice President, San Bernardino County
- 4. Hon. Clint Lorimore**  
Imm. Past President, Eastvale, RC District 4
- 5. Hon. Ashleigh Aitken**  
Anaheim, RC District 19
- 6. Hon. Cindy Allen**  
Long Beach, RC District 30
- 7. Hon. Adele Andrade-Stadler**  
Alhambra, RC District 34
- 8. Hon. Konstantine Anthony**  
Burbank, RC District 42
- 9. Hon. Kathryn Barger**  
Los Angeles County
- 10. Hon. Karen Bass**  
Member-At-Large
- 11. Hon. Elizabeth Becerra**  
Victorville, RC District 65
- 12. Hon. Bob Blumenfield**  
Los Angeles, RC District 50
- 13. Hon. Gary Boyer**  
Glendora, RC District 33
- 14. Hon. Drew Boyles**  
El Segundo, RC District 40
- 15. Hon. Wendy Bucknum**  
Mission Viejo, RC District 13

---

#### **OUR MISSION**

*To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

#### **OUR VISION**

*Southern California's Catalyst for a Brighter Future*

#### **OUR CORE VALUES**

*Be Open | Lead by Example | Make an Impact | Be Courageous*



- 16. Hon. Letitia Clark**  
Tustin, RC District 17
- 17. Hon. Margaret Clark**  
Rosemead, RC District 32
- 18. Hon. Jenny Crosswhite**  
Santa Paula, RC District 47
- 19. Hon. Kevin de León**  
Los Angeles, District 61
- 20. Hon. Steve DeRuse**  
La Mirada, RC District 31
- 21. Ms. Lucy Dunn**  
Business Representative, Non-Voting Member
- 22. Hon. Keith Eich**  
La Cañada Flintridge, RC District 36
- 23. Hon. Margaret Finlay**  
Duarte, RC District 35
- 24. Hon. Claudia Frometa**  
Downey, RC District 25
- 25. Hon. James Gazeley**  
Lomita, RC District 39
- 26. Hon. Brian Goodell**  
OCTA Representative
- 27. Hon. Marshall Goodman**  
La Palma, RC District 18
- 28. Hon. Ray Hamada**  
Bellflower, RC District 24
- 29. Hon. Marqueece Harris-Dawson**  
Los Angeles, RC District 55
- 30. Hon. Mark Henderson**  
Gardena, RC District 28
- 31. Hon. Eunisses Hernandez**  
Los Angeles, RC District 48

---

### OUR MISSION

*To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

### OUR VISION

*Southern California's Catalyst for a Brighter Future*

### OUR CORE VALUES

*Be Open | Lead by Example | Make an Impact | Be Courageous*



- 32. Hon. Laura Hernandez**  
Port Hueneme, RC District 45
- 33. Hon. Heather Hutt**  
Los Angeles, RC District 57
- 34. Hon. Mike Judge**  
VCTC Representative
- 35. Hon. Joe Kalmick**  
Seal Beach, RC District 20
- 36. Hon. Trish Kelley**  
TCA Representative
- 37. Hon. Kathleen Kelly**  
Palm Desert, RC District 2
- 38. Hon. Tammy Kim**  
Irvine, RC District 14
- 39. Hon. Lauren Kleiman**  
Newport Beach, RC District 15
- 40. Hon. Paul Krekorian**  
Los Angeles, RC District 49/Public Transit Rep.
- 41. Hon. Linda Krupa**  
Hemet, RC District 3
- 42. Hon. John Lee**  
Los Angeles, RC District 59
- 43. Hon. Patricia Lock Dawson**  
Riverside, RC District 68
- 44. Hon. Vianey Lopez**  
Ventura County
- 45. Hon. Ken Mann**  
Lancaster, RC District 43
- 46. Hon. Steve Manos**  
Lake Elsinore, RC District 63
- 47. Hon. Ray Marquez**  
Chino Hills, RC District 10

---

### OUR MISSION

*To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

### OUR VISION

*Southern California's Catalyst for a Brighter Future*

### OUR CORE VALUES

*Be Open | Lead by Example | Make an Impact | Be Courageous*





- 48. Hon. Andrew Masiel**  
Tribal Govt Regl Planning Board Representative
  
- 49. Hon. Larry McCallon**  
Highland, RC District 7/Air District Rep.
  
- 50. Hon. Casey McKeon**  
Huntington Beach, RC District 64
  
- 51. Hon. Marsha McLean**  
Santa Clarita, RC District 67
  
- 52. Hon. Tim McOsker**  
Los Angeles, RC District 62
  
- 53. Hon. Lauren Meister**  
West Hollywood, RC District 41
  
- 54. Hon. L.Dennis Michael**  
Rancho Cucamonga, RC District 9
  
- 55. Hon. Marisela Nava**  
Perris, RC District 69
  
- 56. Hon. Maria Nava-Froelich**  
ICTC Representative
  
- 57. Hon. Frank Navarro**  
Colton, RC District 6
  
- 58. Hon. Oscar Ortiz**  
Indio, RC District 66
  
- 59. Hon. Traci Park**  
Los Angeles, RC District 58
  
- 60. Sup. Luis Plancarte**  
Imperial County
  
- 61. Hon. Curren Price**  
Los Angeles, RC District 56
  
- 62. Hon. Randall Putz**  
Big Bear Lake, RC District 11
  
- 63. Hon. Sandy Rains**  
Laguna Niguel, RC District 12

---

### OUR MISSION

*To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

### OUR VISION

*Southern California's Catalyst for a Brighter Future*

### OUR CORE VALUES

*Be Open | Lead by Example | Make an Impact | Be Courageous*



- 64. Hon. Nithya Raman**  
Los Angeles, RC District 51
- 65. Hon. Gil Rebolgar**  
Brawley, RC District 1
- 66. Hon. Rocky Rhodes**  
Simi Valley, RC District 46
- 67. Hon. Rex Richardson**  
Long Beach, RC District 29
- 68. Hon. Deborah Robertson**  
Rialto, RC District 8
- 69. Hon. Monica Rodriguez**  
Los Angeles, RC District 54
- 70. Hon. Ali Saleh**  
Bell, RC District 27
- 71. Hon. Tim Sandoval**  
Pomona, RC District 38
- 72. Hon. Zak Schwank**  
Temecula, RC District 5
- 73. Hon. David J. Shapiro**  
Calabasas, RC District 44
- 74. Hon. Marty Simonoff**  
Brea, RC District 22
- 75. Hon. Jose Luis Solache**  
Lynwood, RC District 26
- 76. Sup. Hilda Solis**  
Los Angeles County
- 77. Hon. Hugo Soto-Martinez**  
Los Angeles, RC District 60
- 78. Sup. Karen Spiegel**  
Riverside County
- 79. Hon. Steve Tye**  
Diamond Bar, RC District 37

---

### OUR MISSION

*To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

### OUR VISION

*Southern California's Catalyst for a Brighter Future*

### OUR CORE VALUES

*Be Open | Lead by Example | Make an Impact | Be Courageous*



**80. Sup. Donald Wagner**  
Orange County

**81. Hon. Alan Wapner**  
SBCTA Representative

**82. Hon. Katy Yaroslavsky**  
Los Angeles, RC District 52

**83. Hon. Frank A. Yokoyama**  
Cerritos, RC District 23

---

### **OUR MISSION**

*To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

### **OUR VISION**

*Southern California's Catalyst for a Brighter Future*

### **OUR CORE VALUES**

*Be Open | Lead by Example | Make an Impact | Be Courageous*



## REGIONAL COUNCIL AGENDA

---

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
**Thursday, April 6, 2023**  
**12:00 PM**

The Regional Council may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

### **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

*(The Honorable Jan Harnik, President)*

### **GENERAL INFORMATION FOR PUBLIC COMMENTS**

Members of the public can participate in the meeting via written or verbal comments. Written comments can be emailed to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov). Written comments received by 5pm on Wednesday, April 5, 2023 will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov).

Verbal comments can be presented in real time during the meeting. Members of the public are allowed a total of 3 minutes for verbal comments. The presiding officer retains discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting, including equally reducing the time of all comments.

For members of the public participating in-person, Public Comment Cards are available. For members of the public attending remotely, please wait for the presiding officer to call the item and then indicate your interest in offering public comment by using the "raise hand" function on your computer or pressing \*9 on your telephone.

For items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called. Items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the committee so requests, in which event, the item will be considered separately.

### **PUBLIC COMMENT PERIOD (Matters Not on the Agenda)**

This is the time for public comments on any matter of interest within SCAG's jurisdiction that is *not* listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.



**REVIEW AND PRIORITIZE AGENDA ITEMS**

**ACTION ITEM**

1. Nomination and Election of 2023-24 SCAG Officer Positions and Recommendation for Honorific Title of President In Memoriam for Former First Vice President Carmen Ramirez PPG. 11  
*(Ruben Duran, Board Counsel)*

**RECOMMENDED ACTION:**

That the Regional Council: (1) Elect the nominees recommended by the Nominating Committee as SCAG’s 2023-24 officers; and (2) Confer on former SCAG First Vice President Carmen Ramirez, posthumously, the honorary title of Regional Council President, *In Memoriam*, for the 2023-2024 term, subject to ratification by the General Assembly.

2. 2023 SCAG Regional Active Transportation Program PPG. 35  
*(Sarah Jepson, Chief Planning Officer, SCAG)*

**RECOMMENDED ACTION:**

Adopt Resolution No. 23-654-3 approving the 2023 Active Transportation Program Regional Program and Contingency List.

3. Approval of Expedited Programming for FY22 Carbon Reduction Program (CRP) PPG. 50  
*(Kome Ajise, Executive Director, SCAG)*

**RECOMMENDED ACTION:**

Approve expedited programming of FY22 Carbon Reduction Program (CRP) funds for selected projects. Authorize Executive Director to make necessary adjustments to selected projects to meet eligibility criteria and other applicable requirements.

**CONSENT CALENDAR**

Approval Items

4. Minutes of the Regular Meeting – March 2, 2023 PPG. 53
5. Regional Council Stipend Payments Update PPG. 66
6. Approval for Additional Stipend Payment PPG. 78
7. Contract Amendment Greater Than 30% of the Contract’s Original Value: Contract No. 21-053-C01, Gartner for Human Resources (HR) Leaders PPG. 80
8. Resolution No. 23-654-1 Authorizing Acceptance of Grant Funds from the Federal Communications Commission (FCC) to Support the Affordable Connectivity Program (ACP) PPG. 88
9. Resolution No. 23-654-2 Approving Amendment 3 to the FY 2022-23 Comprehensive Budget, including a Third Amendment to the Overall Work Program (OWP) Budget, Second Amendments to the Indirect Cost Budget and FTA Discretionary and Formula Grant Budget, and an Amendment to the TDA Budget PPG. 100



- |                                                                                                                                                                                                      |          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| 10. SCAG's Digital Action Plan                                                                                                                                                                       | PPG. 112 |
| 11. Clean Transportation Technology Policy                                                                                                                                                           | PPG. 134 |
| 12. Early Legislative Bills – Support                                                                                                                                                                | PPG. 150 |
| 13. Housing and Transportation Bills of Interest                                                                                                                                                     | PPG. 156 |
| <u>Receive and File</u>                                                                                                                                                                              |          |
| 14. April 2023 State and Federal Legislative Update                                                                                                                                                  | PPG.164  |
| 15. Connect SoCal 2024 Program Environmental Impact Report (State Clearinghouse No.: 2022100337): Status Update on Stakeholder Outreach and Highlights of Preliminary Approaches to Major Components | PPG. 169 |
| 16. Connect SoCal 2024: Locally-Reviewed Growth Forecast Demographic and Economic Evaluation                                                                                                         | PPG. 188 |
| 17. Connect SoCal 2024: Equity Analysis Update - Priority Equity Communities                                                                                                                         | PPG. 198 |
| 18. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold                                                                                                               | PPG. 212 |
| 19. CFO Monthly Report                                                                                                                                                                               | PPG. 222 |

### **BUSINESS REPORT**

*(Lucy Dunn, Ex-Officio Member; Business Representative)*

### **PRESIDENT’S REPORT**

*(The Honorable Jan Harnik, President)*

### **EXECUTIVE DIRECTOR’S REPORT**

*(Kome Ajise, Executive Director)*

### **CLOSED SESSION**

#### **Conference with Legal Counsel - Existing Litigation**

Pursuant to Government Code Section 54956.9(d)(1)

*City of Huntington Beach, et al. v. State of California, et al.*; US District Court for the Southern District of California Case No. 8:23-CV-00421 [Note: SCAG is named as a defendant]

### **REPORT OF CLOSED SESSION ACTIONS**

### **FUTURE AGENDA ITEMS**

### **ANNOUNCEMENTS**

### **ADJOURNMENT**



To: Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Michael Houston, Chief Counsel/Director of Legal Services  
(213) 630-1467, houston@scag.ca.gov

Subject: Nomination and Election of 2023-24 SCAG Officer Positions and  
Recommendation for Honoric Title of President In Memoriam for  
Former First Vice President Carmen Ramirez

**RECOMMENDED ACTION:**

That the Regional Council: (1) Elect the nominees recommended by the Nominating Committee as SCAG's 2023-24 officers; and (2) Confer on former SCAG First Vice President Carmen Ramirez, posthumously, the honorary title of Regional Council President, *In Memoriam*, for the 2023-2024 term, subject to ratification by the General Assembly.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

**EXECUTIVE SUMMARY:**

*On March 15, 2023, the Nominating Committee met to review applications for the 2023-24 Board officer positions for President, First Vice President and Second Vice President. There was one (1) applicant for the position of President, one (1) applicant for the position of First Vice President and two (2) applicants for the position of Second Vice President.*

*The Nominating Committee unanimously nominated the Honorable Art Brown for the position of President, the Honorable Curt Hagman for the position of First Vice President and the Honorable Cindy Allen for the position of Second Vice President.*

*All nominated candidates meet the eligibility requirements and are presented to the Regional Council for election. The elected slate of officers will thereafter be presented to the General Assembly as part of its Annual Meeting for ratification.*

*The Nominating Committee also unanimously recommends that former SCAG First Vice President Carmen Ramirez, posthumously be conferred the honorary title of Regional Council President, In Memoriam, for the 2023-2024 term, subject to ratification by the General Assembly*

**SUMMARY AND BACKGROUND FOR 2023-24 OFFICERS:**

On March 15, 2023, the Nominating Committee met to review the applications for the 2023-24 Board officer positions for President, First Vice President and Second Vice President. Four members of the Regional Council submitted timely applications for the three SCAG Officer positions by the deadline of February 16, 2023: For the position of President, Art Brown; for the position of First Vice President, Curt Hagman, and for the position of Second Vice President, Cindy Allen and Jose Luis Solache. Regional Councilmember Solache withdrew his application prior to the meeting of the committee, but subsequent to the posting of the meeting agenda.

After providing opportunity for the applicants in attendance to address the committee, and after discussing the respective qualifications of the applicants, the Nominating Committee unanimously nominated the following slate of candidates for the positions as listed below:

- |                                            |                                                  |
|--------------------------------------------|--------------------------------------------------|
| For the Position of President:             | The Honorable Art Brown, Buena Park              |
| For the Position of First Vice President:  | The Honorable Curt Hagman, San Bernardino County |
| For the Position of Second Vice President: | The Honorable Cindy Allen, Long Beach            |

Attached to this report are the applications of the nominated candidates. Based upon the review of the Nominating Committee and confirmation by staff, all nominated candidates listed above satisfy and meet the minimum eligibility requirements set forth under Article VI, Section C of SCAG’s Bylaws. Therefore, the Nominating Committee recommends that the Regional Council elect the slate of officers listed above, subject to ratification by the General Assembly. The slate of officers elected by the Regional Council will then be presented to the General Assembly for ratification as part of its Annual Business Meeting to be held on May 4, 2023. If ratified by the General Assembly, the new Officers will commence their one-year terms of office upon the adjournment of the General Assembly meeting.

**POSTHUMOUS HONORARY TITLE “REGIONAL COUNCIL PRESIDENT, *IN MEMORIAM*,” FOR FORMER FIRST VICE PRESIDENT CARMEN RAMIREZ**

On August 12, 2022, the region, Ventura County and SCAG lost a valued friend and leader, Carmen Ramirez. At the time, Ms. Ramirez served as SCAG’s First Vice President. Ms. Ramirez spent her life in dedicated service to her community, championing sustainability, mobility and equity, and tirelessly supporting numerous local civic organizations. As part of SCAG’s leadership, Ms. Ramirez contributed insight for SCAG as an officer, a member of the Regional Council and a member of the Energy and Environment Committee. Traditionally, the First Vice President is elected SCAG President following the end of the then-current President’s term of office. On September 1, 2022, President Harnik issued a Memorial Proclamation of Appreciation Honoring Carmen Ramirez (which



is attached to this report). This proclamation expressed the intention “that the Regional Council hereby confer on Ms. Ramirez posthumously, in memory of her dedication and service to SCAG, the honorary title of Regional Council President, *In Memoriam*, in 2023-2024.”

To implement this proclamation, the Nominating Committee discussed and unanimously voted to recommend that the Regional Council confer on former SCAG First Vice President Carmen Ramirez, posthumously, the honorary title of Regional Council President, *In Memoriam*, for the term of 2023-2024. If approved by the Regional Council, this item will thereafter be presented to the General Assembly for ratification.

**ATTACHMENT(S):**

1. The Honorable Art Brown - Application for 2023-2024 SCAG Officer Position (2 submittals)
2. The Honorable Curt Hagman - Application for 2023-2024 SCAG Officer Position
3. The Honorable Cindy Allen - Application for 2023-2024 SCAG Officer Position
4. Memorial Proclamation - Carmen Ramirez

**From:** SCAG <no-reply@wufoo.com>  
**Sent:** Monday, January 30, 2023 12:56 PM  
**To:** Maggie Aguilar  
**Subject:** Application for 2023-2024 SCAG Officer Position [#2]

**This Message Is From an External Sender**

EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

Report Suspicious

I acknowledge that \*  
• I have read the SCAG Bylaws, Article VI, Section C, subsection 1–5 as described above; and meet the minimum eligibility requirements.

Name \* Arthur Brown

Name of SCAG Buena Park

Member

County, City,

Transportation

Corridor

Agencies, Air

District,

County

Transportation

Committee,

agency of

Public

Transportation

Representative,

or federally

recognized

Indian Nation

Tribal Council

of which you

are a locally

elected official

\*

Phone Number



Email \*



Application for  
Officer

- President

Position \*

Number of 312

months served

continuously

on the SCAG

Regional

Council and/or

Policy

Committee(s).

(Note: The

Bylaws require,

among other

requirements,

at least 24

continuous

months service

on the

Regional

Council and/or

a Policy

Committee,

with at least

12 months of

the service as

a Regional

Council

member.) \*

Total length of SCAG service (indicate number of years of service) \*

26

When does the term of your local elected position expire? \*

12/14/2024

Would term limits prevent you from maintaining your local elected position? \*

No

Positions held at SCAG \*

Chair Energy and Environment Committee, Vice Chair Transportation Committee, Chair NAFTA Sub Committee. Chair of a number of transportation and goods movement committees.. Served as both 2nd and 1st Vice Chair of SCAG. during the past year.

1. Why do you wish to serve as a SCAG Officer? \*

By serving as an officer, I feel I can help shape the SCAG Region a better place to live and work. To provide equity fairness for all. To use my experience in government to make good decisions that will help us move forward in the areas of housing, energy and the environment..

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

Over 35 years of experience in local government (city and School) Regional Transportation Agencies have given me the experience and knowledge to be a good leader and able to work with all levels of government.

(A) In addition to attending regular and

Yes

special meetings of SCAG's Regional Council, will you be able to attend other meetings and functions of SCAG, if requested? \*

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

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

I We must provide a venue that provides fairness and equity for all who will be affected by our decisions.

I have set on both sides of the negotiations table and understand the roles of each side. In my role of a city council members I pay more attention to what is being said and not what I am going to say in this way I can understand what my fellow members are looking for when there is a difference in what each member wants and try to come up with a decision that will help both sides come to a decision that benefits both sides.

5. What is your vision for the future of SCAG and what do you believe needs to be done to We are already recognized as one of the best regional governments in the country. What we must do is strive to make our regional council and governments that when they say SCAG did this and we don't like it that it's the regional council that is SCAG and that any action that SCAG takes is determined by the Regional Council and not staff.

accomplish  
this vision? \*

6. What would you consider the strengths of SCAG? \* The ability to provide funding and training and guidance to local government for the benefit of the community

7. What could SCAG improve on? \* The education of the regional council so that they better understand their role in making decision that benefit the whole region and that by working together we can improve not only the region but their individual sub region.

Print Your Name Arthur C Brown

Date Monday, January 30, 2023

I acknowledge that \* 

- by checking this box, my printed name above is my signature for submitting this application.

**From:** SCAG <no-reply@wufoo.com>  
**Sent:** Friday, February 17, 2023 1:04 PM  
**To:** Maggie Aguilar  
**Subject:** Application for 2023-2024 SCAG Officer Position [#4]

**This Message Is From an External Sender**

EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

Report Suspicious

**I acknowledge that \***

- I have read the SCAG Bylaws, Article VI, Section C, subsection 1-5 as described above; and meet the minimum eligibility requirements.

**Name \*** Arthur Brown

**Name of SCAG Member County, City, Transportation Corridor Agencies, Air District, County Transportation Committee, agency of Public Transportation Representative, or federally recognized Indian Nation Tribal Council of which you are a locally elected official \*** City of Buena Park

**Phone Number** [REDACTED]

**Email \*** [abrown@buenapark.com](mailto:abrown@buenapark.com)

**Application for Officer Position \*** • President

**Number of months served continuously on the SCAG Regional Council and/or Policy Committee(s). (Note: The Bylaws require, among other requirements, at least 24 continuous months service on the Regional Council and/or a Policy Committee, with at** CA

least 12 months of the service as a Regional Council member.) \*

Total length of SCAG service (indicate number of years of service) \* 26

When does the term of your local elected position expire? \* 12/2024

Would term limits prevent you from maintaining your local elected position? \* No

Positions held at SCAG \*  
1st and 2nd. Vice President, Vice Chair of Transportation Committee, Chair and Vice Chair of EAC.  
Chair of NAFTA Committee, Chair of a number of Goods Movement Committee's.

1. Why do you wish to serve as a SCAG Officer? \*  
I feel that my experience with SCAG, and prior experience as a Mayor and Council Member for the past 230 years and 5 as a school board member and President of the board have given me to use my knowledge to to further advance the programs that SCAG now has and those in the future.

2. As an Officer, what would you contribute to SCAG? \*  
My prior and current experience as an elected official and as a Union officer have given me the experience to make de that will benefit all that will be affected by the Regional Council. I feel that as president I can help cure some of the problems that Orange County feels they have with SCAG.  
I have negotiated many contracts and disputes that 90% have ended in a decision that both sides accepted.

(A) In addition to attending regular and special meetings of SCAG's Regional Council, will you be able to attend other meetings and functions of SCAG, if requested? \*  
to Yes. I have done so in the past and will continue to do so.

(B) What professional or personal constraints on your time or service that you anticipate? \*  
None.



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

The ability to listen to both sides of a discussion and only make a decision after hearing and understanding both sides. I spent 3 years represent a labor union in Sacramento as their advocate for matters important to the union. I have represented both the Orange County Transportation Authority, SCAG, North Orange County I-5 Consortium and the City of Buena Park.

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

I believe the SCAG is the only organization that working with other involved agencies that can solve the future problems with transportation, air quality, and housing that we have in the region. We must act as a region and not separate areas.

6. What would you consider the strengths of SCAG? \*

SCAG is the best planning agencies and provides its member cities, counties, and other agencies the tools they need to carry out the plans that will make the better region to live and work in.

7. What could SCAG improve on? \*

Better education of who and what SCAG is. I also remind my fellow council members and others that we are SCAG and plans and that SCAG is a planning organization and It is our choice to use the plans or not. We must educate the new City Council and Board of Supervisors on SCAG's mission and the value of what we do. some city councils there is a new majority that need-to-know what SCAG does and the value of supporting what we do.

Print Your Name

Arthur C Brown

Date

Friday, February 17, 2023

I acknowledge that \*

- by checking this box, my printed name above is my signature for submitting this application.

**From:** SCAG <no-reply@wufoo.com>  
**Sent:** Friday, February 10, 2023 10:15 AM  
**To:** Maggie Aguilar  
**Subject:** Application for 2023-2024 SCAG Officer Position [#3]

**This Message Is From an External Sender**

EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

Report Suspicious

I acknowledge that \*  
• I have read the SCAG Bylaws, Article VI, Section C, subsection 1–5 as described above; and meet the minimum eligibility requirements.

Name \* Curt Hagman

Name of SCAG Member San Bernardino County

County, City,

Transportation

Corridor

Agencies, Air

District,

County

Transportation

Committee,

agency of

Public

Transportation

Representative,

or federally

recognized

Indian Nation

Tribal Council

of which you

are a locally

elected official

\*

Phone Number (909) 387-4866

Email \* [Curt.Hagman@BOS.SBCounty.gov](mailto:Curt.Hagman@BOS.SBCounty.gov)

Application for Officer Position \*  
• 1st Vice President

Number of months served continuously on the SCAG Regional Council and/or Policy Committee(s). (Note: The Bylaws require, among other requirements, at least 24 continuous months service on the Regional Council and/or a Policy Committee, with at least 12 months of the service as a Regional Council member.) \*

**Total length of** 8 years

**SCAG service**  
(indicate  
number of  
years of  
service) \*

**When does the** January 2026  
**term of your**  
**local elected**  
**position**  
**expire? \***

**Would term** No  
**limits prevent**  
**you from**  
**maintaining**  
**your local**  
**elected**  
**position? \***

**Positions held** Currently Second Vice President  
**at SCAG \*** Member of the RAMP ATG  
Chairman of the Transportation Committee  
Member of the Legislative / Communications & Membership Committee  
Member of the Regional Council  
Member of the Executive Administration Committee  
Chairman of the Emerging Technologies Committee  
Member of the Open Data / Big Data Committee

**1. Why do you wish to serve as a SCAG Officer? \***

I wish to serve as a SCAG Officer because I believe that SCAG has an important mission in connecting the lives of residents in Southern California. This includes transportation, technology, housing, and many other issues where a regional approach is valuable. SCAG's slogan of "Innovating for a Better Tomorrow" holds a key goal that I also have in ensuring that our residents are well served both now and into the future. As County Supervisor, a former legislator and mayor, I am keenly aware of the needs and challenges of our region and am up to the large task of doing what I can to lead others in finding innovative solutions. I have served at all levels of government, and I have served members of San

Bernardino, Los Angeles, and Orange Counties, so I have developed a regional perspective. As First Vice President, I would continue to have the opportunity to continue to work with staff and other elected officials in moving our region forward.

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

My strengths as an officer would come from thinking out of the box. It takes a lot of hard work and dedication to bring projects to completion. In my many years of service, I have developed a reputation of someone who works well with others, thinks out of the box and gets things done. This collaborative approach to solving our region's challenges is an asset, and one that I will continue to leverage as a First Vice President. My broad base of experience in the public and private sector allow me to approach challenges in a unique way, and reach innovative solutions.

**(A) In addition to attending regular and special meetings of SCAG's Regional Council, will you be able to attend other meetings and functions of SCAG, if requested? \*** Being engaged is an important part of being a leader, I look forward to continuing to play an active role in moving forward SCAG goals and initiatives.

**(B) What professional or personal constraints on your time or service that you anticipate? \*** I understand that being First VP comes with additional responsibilities and am ready and able to play an active role upon assuming that position as I have demonstrated in my present position. The only challenges that I foresee would be possible scheduling conflicts; though, I would prioritize this role in the event of competing priorities. I served four years as Chairman of the Board of Supervisors in San Bernardino County, and I look forward to bringing that experience to SCAG.

**4. What are your values and skills that** My reputation as someone who works well with others and gets the job done will be valuable assets in supporting the President and ensuring that SCAG as an organization achieves and exceeds its goals for

**you could bring to SCAG as an Officer? \*** our region. Regarding values and skill set, I look forward to continuing to bring creative problem solving, leading by example and innovative ideas to the table.

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

There are a number of issues that need to be approached from a regional perspective rather than being in silos in a particular city or county because the issues cross political boundaries. Homelessness, transportation, and the use of technology are three issues that don't recognize city or county lines, and many others exist. Technology has been a personal interest area, one that I have continued to bring to the forefront of our organization's list of priorities and considerations. As a result of creating this dialogue, I asked for a subcommittee to be formed that explored some of the facets of implementing technology to meet our residents' needs. We have scratched the surface of what technology can do to help us solve problems, I believe that this needs to be an ongoing conversation, and will be actively engaged in further exploring as I continue to be an Officer.

**6. What would you consider the strengths of SCAG? \***

SCAG is the largest MPO in our nation, with six counties, 191 cities and more than 19 million residents. We serve almost 50% of the total population of California. If our region was a state, we would be 5th largest on the list from the top with almost as many residents as the entire State of New York. The diverse size and scope of the region makes SCAG well-respected in all areas of planning in which it is engaged. SCAG does a phenomenal job of anticipating the infrastructure our region will need to keep up with the demands by residents to stay mobile.

SCAG also does a great job pursuing grant opportunities to improve the lives of residents, and works with our local partners in ensuring that we are heard.

**7. What could SCAG improve on? \*** Because we serve so many communities, communication with the public is not always a simple task especially when it comes to reaching all of our stakeholders. SCAG is doing well in this area, and this is an area that I think that we can continue to improve as our technological capabilities increase. We should focus on non-traditional solutions to some of our regional challenges such as looking to improve goods movement and upgrades to government technological improvements.

**Print Your Name** Curt Hagman

**Date** Friday, February 10, 2023

**I acknowledge that \*** • by checking this box, my printed name above is my signature for submitting this application.

**From:** SCAG <no-reply@wufoo.com>  
**Sent:** Friday, February 17, 2023 3:05 PM  
**To:** Maggie Aguilar  
**Subject:** Application for 2023-2024 SCAG Officer Position [#5]

**This Message Is From an External Sender**

EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

Report Suspicious

I acknowledge that \*  
• I have read the SCAG Bylaws, Article VI, Section C, subsection 1–5 as described above; and meet the minimum eligibility requirements.

Name \* Cindy Allen

Name of SCAG Member Long Beach

County, City,

Transportation

Corridor

Agencies, Air

District,

County

Transportation

Committee,

agency of

Public

Transportation

Representative,

or federally

recognized

Indian Nation

Tribal Council

of which you

are a locally

elected official

\*

Phone Number



Email \*

[cindy.allen@longbeach.gov](mailto:cindy.allen@longbeach.gov)

Application for Officer

- 2nd Vice President

Position \*

Number of months served continuously on the SCAG Regional Council and/or Policy Committee(s). (Note: The Bylaws require, among other requirements, at least 24 continuous months service on the Regional Council and/or a Policy Committee, with at least 12 months of the service as a Regional Council member.) \*

24.5



Total length of SCAG service (indicate number of years of service) \*

2

When does the term of your local elected position expire? \*

2024

Would term limits prevent you from maintaining your local elected position? \*

No

Positions held at SCAG \*

Regional Council Member 2021–2023

Energy and Environment Committee Member 2021–2023

Legislative/Communications & Memberships Committee (LCMC) Member 2022–2023

Resilience and Conservation Subcommittee Member 2022–2023

1. Why do you wish to serve as a SCAG Officer? \*

I would like to serve as a SCAG Officer to elevate the interests of our sustainability and economic development platforms in harmony. Green jobs and local development and business that employs local people is what will build a more sustainable future.

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

I would contribute my time and talent as a convener and networker. I would also bring with me the connections I have to local elected officials in south Los Angeles County and Orange County, as well as at the State and Federal level, where I have the privilege to call Congressman Garcia, State Senator Lena Gonzalez, and Assemblymember Josh Lowenthal my longtime personal friends.

(A) In addition to attending

Yes

regular and special meetings of SCAG's Regional Council, will you be able to attend other meetings and functions of SCAG, if requested? \*

**(B) What professional or personal constraints on your time or service that you anticipate?** Long Beach City Council membership and duties, where I will soon chair the Economic Development and Opportunity Committee, serve as Vice Chair for the Intergovernmental Affairs Committee, serve as a Member of the Arts, Culture, and Tourism Committee, serve as a Member of the City's Educational Partnerships Committee, serve as the City's National League of Cities Board Member, and serve on the SERRF JPA Board of Directors.

\*

**4. What are your values and skills that you could bring to SCAG as an Officer? \*** I place extremely high value on inclusivity, trust, honest discourse, good listening, and candor. I have great relationships with elected officials, environmentalists, labor representatives, and local neighborhood organizations and maintain those relationships even when we disagree. It is key to maintain strong, cordial working relationships for good local government and planning the future of our communities.

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

My vision for SCAG is to expand on the already ongoing local government technical assistance and pilot program funding opportunities, like Go Human, and have the organization create toolkits for cities and communities for sustainable economic development, climate action, and housing development. SCAG has the technical expertise and grant programs for pilot projects and can demonstrate what works in one jurisdiction and may work in others. And SCAG can help understaffed City departments learn and implement important future-oriented projects even more than we already do.

**6. What would you consider the strengths of SCAG? \***

SCAG is a great convener and enabler of local learning and connections between elected officials across our five counties. SCAG also provides funding, technical assistance, and direct planning support across our counties, which can be pivotal in piloting new ideas and being flexible in municipal operations. I have learned a lot from SCAG that I have been able to apply to my City of Long Beach work and representation. And many of the things I have learned have been implementations in other communities that were supported and then uplifted by SCAG for the benefit of other communities.

**7. What could SCAG improve on? \*** SCAG can do better to convene events and activations in more parts of the 5 county region. Onsite demonstrations, tours, or pilot program implementations that Regional Council members can see and learn from.

**Attach a File**  [vice\\_mayor\\_cindy\\_allen\\_resume\\_for\\_scag.pdf](#) 514.21 KB · PDF

**Print Your Name** Cindy Allen

**Date** Friday, February 17, 2023

**I acknowledge that \***

- by checking this box, my printed name above is my signature for submitting this application.

# Cindy Allen

## Vice Mayor, District 2 City of Long Beach



### BIO

Cindy Allen grew up on the Westside of Long Beach, attended Stephens Jr. High, Long Beach Poly, and went on to get a Master's Degree from Long Beach State in Public Administration.

Cindy's life has always centered around the goal of making a difference in the lives of others. In 1988, she joined the Long Beach Police Department, at a time when very few women were doing that job. She worked for nearly a decade and was seriously injured in the line of duty. She was recognized with more than 20 commendations for bravery and exceptional service.

Following this, Cindy founded several successful businesses in downtown Long Beach. She also bought the Long Beach Post and served as Publisher for many years until it was sold several years ago. Cindy was appointed by Los Angeles County Supervisor Janice Hahn to serve as a commissioner for the L.A. County Small Business Administration.

Cindy is a double mastectomy breast cancer survivor, has been married to her husband for 30 years, and has two adult children. She is the proud mom of a lesbian daughter and works diligently with the LGBTQ community to ensure that lesbian, gay, bisexual, and transgender people can live openly without discrimination.

As she continued to lead her community through her private life, Vice Mayor Allen served extensively on the boards of numerous community organizations, including:

UNCF, Long Beach Chamber of Commerce, Downtown Business Association, Long Beach Economic Partnership, Musica Angelica, Special Olympics Southern California, LB Rotary Vice President, Women's Business Council, Women Presidents' Organization, Trustee Long Beach Memorial Hospital, Long Beach Community Hospital, and the Long Beach Police Foundation.

### ACHIEVEMENTS

Vice Mayor, 2nd Council District, City of Long Beach  
Commissioner, Los Angeles County Small Business Administration  
Business Women of the Year, Press Telegram  
"Class" A Meritorious Award-winning Police Officer  
40 Long Beach Commendations for Service to Community

### SERVICE

Vice Mayor, City of Long Beach  
Regional Director, Southern California Association of Governments  
Member, SCAG Energy and Environment Committee  
Member, SCAG Legislative/Communications & Memberships Committee (LCMC)  
Member, SCAG Resilience and Conservation Subcommittee 2022-2023  
Chair, Climate Action Committee, City of Long Beach  
Vice-Chair, Government, Personnel, and Elections Oversight Committee, City of Long Beach  
Member, Economic and Finance Committee, City of Long Beach  
Member, LBUSD Joint-Use Committee  
Board Member, National League of Cities  
Board Member, Southeast Area Resource Recovery Facility (SERRF)

### EDUCATION

Master's of Public Administration  
*California State University, Long Beach*  
Bachelor of Science,  
*Business Management, UOP*  
Dartmouth, Tuck Business School,  
*Executive Program, "Building High Performing Minority Businesses"*

# Cindy Allen

## EXPERIENCE

### **City of Long Beach, 2020 - present**

Vice Mayor, 2nd District

Vice Mayor Allen was elected in 2020 to represent Long Beach's Second Council District, and selected by her colleagues as Vice Mayor in December 2022. She serves as Chair of the Climate Action and Environmental Committee, and serves on the Economic Development and Finance Committee. The Second Council District includes part of the City's Downtown, half of the City's beachfront, and many historic and notable districts including Alamitos Beach, Bluff Heights, Bluff Park, Carroll Park, Rose Park, Zaferia, and Retro Row, among others.

### **ETA Agency, 2006 - 2019**

Founder

A hyper-focused, award winning full-service advertising agency with a history of producing measurable results for a diverse mix of respected clients. Cindy led a team of professionals that received numerous awards for their work in water conservation, transportation and city government.

### **Long Beach Post, 2013-2018**

Publisher

The Long Beach Post is a daily, digital-first publication. The Long Beach Post aims to create an informed and engaged community by providing a platform for the city's diverse voices, reporting the truth with authority, integrity and heart.

### **Money Mailer, 2005 - 2006**

Owner

Her move to becoming a business owner came in 2005 when she bought a failed Long Beach franchise of Money Mailer and quickly established Money Mailer of Long Beach as one of the most successful company franchises in the country. Money Mailer specializes in direct mail, solo mail, online advertising and creative.

### **Cox Target Media, 2004 - 2005**

National Sales Representative

While at Cox Target Media, Cindy helped develop and implement national campaigns for AOL, Jenny Craig, Kraft and Musicland. She partnered with both national advertising agencies and promotional companies to maximize results and develop the best approach for a new product or service.

### **Long Beach Police Department, 1988 - 1998**

Detective

Served as a Long Beach Police Officer during a time when few women were doing this job. Cindy was promoted to Detective where she served on the gang detail and the (C-CAT) Career Criminal Apprehension Team. Cindy received many accommodations for her service the Long Beach Community, including a Class B Award for Bravery Beyond the Call of Duty.

Memorial Proclamation  
OF APPRECIATION  
Honoring

CARMEN RAMIREZ

*Whereas.* the City of Oxnard, the County of Ventura and the region of Southern California lost a valued leader and friend on August 12, 2022, with the death of the Honorable Carmen Ramirez; and

*Whereas.* Ms. Ramirez had an exemplary record of leadership, integrity and service to the Southern California region and its residents as a Councilmember for the City of Oxnard, as a Ventura County Supervisor and as First Vice President of the Southern California Association of Governments; and

*Whereas.* Ms. Ramirez spent her life in dedicated service to her community, championing sustainability, mobility and equity, and tirelessly supporting numerous local civic organizations including the Ventura County Air Pollution Control District, Ventura County Community Foundation, Ventura County Transportation Commission, Camarillo and Oxnard Airport Authorities, and the Center for Civic Education; and

*Whereas.* Ms. Ramirez contributed great leadership and insight for the Southern California Association of Governments as a member of the Regional Council and the Energy and Environment Committee, where she made significant contributions to the coordination of regional planning issues to improve quality of life for the region's residents; and

*Whereas.* Ms. Ramirez was a trailblazing leader and beloved friend whose kindness, intelligence and tenacity enriched all those fortunate enough to know and work with her.

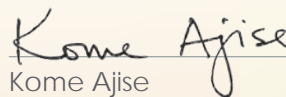
*Therefore. Be It Proclaimed.* that the Regional Council and staff of the Southern California Association of Governments hereby recognize the many contributions of Ms. Ramirez over the course of her distinguished career and her legacy of dedicated service to the region, and therefore hereby rename, in her honor, the annual SCAG Scholarship awarded in Ventura County as the "Carmen Ramirez Memorial Scholarship."

*And. Be It Further Proclaimed.* that the Regional Council and the staff of the Southern California Association of Governments do hereby extend deepest condolences to her family and the many people she touched, and express the intention that the Regional Council hereby confer on Ms. Ramirez posthumously, in memory of her dedication and service to SCAG, the honorary title of Regional Council President, *In Memoriam*, in 2023-2024.

September 1, 2022



Jan C. Harnik  
President



Kome Ajise  
Executive Director





**To:** Transportation Committee (TC)  
Regional Council (RC)  
**From:** Cory Wilkerson, Principal Planner  
(213) 236-1992, wilkerson@scag.ca.gov  
**Subject:** 2023 SCAG Regional Active Transportation Program

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR TC:**

Recommend that the Regional Council adopt Resolution No. 23-654-3 approving the 2023 Active Transportation Program Regional Program and Contingency List.

**RECOMMENDED ACTION FOR RC:**

Adopt Resolution No. 23-654-3 approving the 2023 Active Transportation Program Regional Program and Contingency List.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**EXECUTIVE SUMMARY:**

*Staff is seeking approval of the 2023 SCAG Regional Active Transportation Program (Regional Program) project list. The Regional Program consists of 73 projects totaling \$361.2 million that support walking and bicycling. Due to the constraints of the schedule established by the California Transportation Commission (CTC), staff is bringing this approval request to both the Transportation Committee (TC) and Regional Council (RC) simultaneously. Upon RC approval, staff will submit the Regional Program to the CTC for adoption at their June 28, 2023, meeting.*

**BACKGROUND:**

On March 16, 2022, the CTC adopted the 2023 Active Transportation Program (ATP) Statewide Guidelines and announced the 2023 ATP call for projects. Project applications were received for the statewide call for projects on June 15, 2022. The SCAG region submitted 164 applications, totaling more than \$1.2 billion in funding requests. The 2023 ATP budget is approximately \$1.7 billion and covers fiscal years 2023/2024 through 2026/27. The CTC made their initial announcement of statewide recommendations on October 20, 2022.

Approximately sixty percent (60%) of the total funding awards have been recommended by the CTC through the Statewide Program and Small Urban/Rural Program components and were adopted on December 8, 2022. The Statewide Program included funding for 22 projects from the SCAG region, totaling nearly \$345 million. The remaining forty percent (40%) of the total funding awards are recommended by Metropolitan Planning Organizations (MPOs). SCAG's share of the MPO component, referred to as the Regional Program, is approximately \$361.2 million, roughly fifty-three percent (53%) of the MPO component.

**PROJECT SELECTION PROCESS:**

On April 7, 2022, the Regional Council approved the Regional ATP Guidelines which established a selection process for two categories of projects: (1) Implementation Projects and (2) Planning & Capacity Building Projects.

- Implementation Projects: No less than 95% of the funding (\$343.1 million) was recommended to proposals in this category. The selection process for Implementation Projects was the same as in previous cycles and was predominately managed by the county transportation commissions. Eligible applicants applied for these funds by submitting an application through the statewide ATP call for projects. Base scores were established through the statewide ATP review process. The Regional Guidelines allowed county transportation commissions to prioritize projects by adding up to twenty (20) points, on a 120-point scale, to supplement the state-provided base scores. As in previous cycles, the Board of each county transportation commission approved the methodology for assigning the additional points, as well as approved the final project scores. Total funding available in each county was based on population-based funding targets.
- Planning & Capacity Building Projects: No more than five percent (5%) of the funding (\$18.1 million) was recommended to proposals in this category. Unlike previous cycles where SCAG hosted a supplemental call for projects through its Sustainable Communities Program (SCP), the project selection process relied entirely on the statewide ATP application and scoring process. As with the Implementation Project category, each county transportation commission prioritized projects by adding up to twenty (20) points, to supplement the state-provided base scores. Once all Planning & Capacity Building Projects were funded, remaining funds (\$9.4 million) from this category were applied to the Implementation Project category.

The recommended Regional Program of 73 projects has been assembled by combining recommendations from the Implementation and the Planning & Capacity Building categories. The 2023 SCAG Regional Active Transportation Program and Contingency List is included in Attachment 2.



ATP Funding by County (\$1,000s)			
	Implementation	Planning & Capacity Building	Total Regional ATP
Imperial	\$3,270	\$0	\$3,270
Los Angeles	\$185,891	\$6,230	\$192,121
Orange	\$60,293	\$850	\$61,143
Riverside	\$45,952	\$441	\$46,394
San Bernardino	\$41,234	\$800	\$42,034
Ventura	\$15,869	\$320	\$16,189
Total	\$352,509	\$8,641	\$361,151

**NEXT STEPS:**

Following Regional Council approval, the Regional Program will be submitted to the CTC for adoption no later than the June 28, 2023, meeting. The project sponsors identified in the SCAG 2023 ATP Regional Programming Recommendations will be required to secure allocation from the CTC.

**FISCAL IMPACT:**

Funding for development of the Regional Program is included in SCAG’s FY 2022-23 Overall Work Program (OWP) Budget. Staff’s work budget is included in Task 050-0169.06: Active Transportation.

**ATTACHMENT(S):**

1. Resolution No. 23-654-3 - Approving the 2023 Active Transportation Program Regional Program and Contingency List
2. PowerPoint Presentation - 2023 Regional Active Transportation Program
3. 2023 SCAG Regional Active Transportation Program



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

**RESOLUTION NO. 23-654-3**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING  
THE RECOMMENDED PROJECT LISTS FOR THE 2023 SCAG REGIONAL ACTIVE  
TRANSPORTATION PROGRAM**

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

**WHEREAS**, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

**WHEREAS**, Streets and Highways Code Section 2382(k) allows the California Transportation Commission to adopt separate guidelines for the metropolitan planning organizations charged with awarding funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection;

**WHEREAS**, SCAG adopted the Regional Program Guidelines with input from the six Southern California county transportation commissions on April 7, 2022 to govern award of projects funded through the SCAG Regional Program;

**WHEREAS**, the Active Transportation Program Guidelines (Resolution G-22-30) require metropolitan planning organizations to submit their Regional Program of projects and contingency list to the Commission by April 21, 2023;

**WHEREAS**, SCAG in collaboration with the six Southern California county transportation commissions has implemented a project selection process that meets the requirements of the Active Transportation Program Guidelines (Resolution G-22-30) and Regional Program Guidelines, and has reached consensus on the 2023 SCAG Regional Active Transportation Program and Contingency List.

**NOW, THEREFORE, BE IT RESOLVED** that the Regional Council of the Southern California Association of Governments does hereby adopt the 2023 SCAG Regional Active Transportation Program.

**BE IT FURTHER RESOLVED THAT:**

1. The Regional Council directs staff to submit the Regional Program Project and Contingency List for the 2023 SCAG Regional Active Transportation Program to the California Transportation Commission.

**REGIONAL COUNCIL OFFICERS**

President  
Jan C. Harnik, Riverside County  
Transportation Commission

First Vice President  
Art Brown, Buena Park

Second Vice President  
Curt Hagman, County of  
San Bernardino

Immediate Past President  
Clint Lorimore, Eastvale

**COMMITTEE CHAIRS**

Executive/Administration  
Jan C. Harnik, Riverside County  
Transportation Commission

Community, Economic &  
Human Development  
Frank Yokoyama, Cerritos

Energy & Environment  
Deborah Robertson, Rialto

Transportation  
Ray Marquez, Chino Hills

2. The Regional Council defers approval of any further minor revision and administrative amendments to the 2023 SCAG Regional Active Transportation Program to SCAG's Executive Director.

**PASSED, APPROVED, AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 6<sup>th</sup> day of April, 2023.

---

Jan C. Harnik  
President, SCAG  
Riverside County Transportation Commission

Attested by:

---

Kome Ajise  
Executive Director

Approved as to Form:

---

Michael R.W. Houston  
Chief Counsel



# 2023 Regional Active Transportation Program

April 6, 2023

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

## Cycle 6 Active Transportation Program

- Programs Four Years of Funds
  - Fiscal years 2023/24, 2024/25, 2025/26, and 2026/27
- Cycle 6 – Funding Estimate
  - \$1.7 billion over four years
- Funding Distribution
  - 50% for Statewide Component
  - 10% for Small Urban and Rural Component
  - 40% for Metropolitan Planning Organization (MPO) Component
- SCAG MPO Component Draft Funding Estimate
  - \$361 million over four years



## Cycle 6 Active Transportation Program

- Statewide Component: 22 Projects from the region
  - \$345 million over four years
- MPO Component: 73 Projects from the region
  - \$361 million over four years
- Population-based funding target for each county
  - Imperial County – \$3.27 million
  - Los Angeles County – \$192.121 million
  - Orange County – \$61.143 million
  - Riverside County – \$46.394 million
  - San Bernardino County – \$42.034 million
  - Ventura County – \$16.189 million



3

## Cycle 6 ATP Schedule

- ~~March 16-17, 2022 – CTC adopts ATP Guidelines and Call for Projects~~
- ~~April 7, 2022 – SCAG adopts Regional ATP Guidelines~~
- ~~June 15, 2022 – Project Applications Deadline (postmark date)~~
- ~~October 21, 2022 – CTC Statewide Recommendations~~
- ~~December 7-8, 2022 – CTC adopts Statewide Projects List~~
- April 6, 2023 – SCAG adopts MPO Recommendations
- April 21, 2023 – Deadline to submit MPO Recommendations to CTC
- June 2023 – CTC adopts MPO Projects List

4



# THANK YOU!

For more information, please visit:

[scag.ca.gov/active-transportation](https://scag.ca.gov/active-transportation)

**2023 SCAG Regional Active Transportation Program**  
(\$ in thousands)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	
	MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	
1	SCAG	11-Calipatria, City of-1	IMP	City of Calipatria - Bonita Place Pedestrian Safety Project	\$ 997	\$ 997	\$ 88	\$ 909										Small Infrastructure
2																		
3																		
4																		
5																		
6	SCAG	11-El Centro, City of-1	IMP	City of El Centro Pedestrian Improvement Project	\$ 1,300	\$ 1,200			\$ 1,200									Small Infrastructure
7																		
8																		
9																		
10	SCAG	11-Imperial County Transportation Commission-1	IMP	Pedestrian Improvements for the Calexico Intermodal Transportation Center	\$ 1,173	\$ 1,073		\$ 1,073										Small Infrastructure
11																		
12																		
13																		
14	SCAG	7-Los Angeles, City of-8	LA	Boyle Heights Community Connectivity Project	\$ 37,725	\$ 32,019	\$ 3,395		\$ 2,886	\$ 25,738								Large Infrastructure
15																		
16																		
17																		
18	SCAG	7-Pasadena, City of-1	LA	North Lake Avenue Pedestrian and Safety Enhancement Project	\$ 10,116	\$ 9,938	\$ 120	\$ 702		\$ 9,116								Large Infrastructure
19																		
20																		
21																		
22	SCAG	7-Huntington Park, City of-1	LA	Huntington Park's Safe Routes for Students and Seniors	\$ 4,761	\$ 4,261	\$ 55	\$ 320	\$ 3,886									Medium Infrastructure
23																		
24																		
25																		
26	SCAG	7-San Gabriel Valley Council of Governments-1	LA	Pomona Safe and Active: Bike/Ped Safety Improvements & Gap Closure	\$ 9,998	\$ 5,976	\$ 418	\$ 5,558										Medium Infrastructure
27																		
28																		
29																		
30	SCAG	7-Los Angeles County-4	LA	Rosewood/West Rancho Dominguez Vision Zero Traffic Safety Enhancement Project	\$ 25,163	\$ 10,730	\$ 1,916		\$ 8,814									Large Infrastructure
31																		
32																		
33																		
34	SCAG	7-Artesia, City of-1	LA	Pioneer Boulevard Improvements Project, City of Artesia	\$ 4,058	\$ 3,853	\$ 130	\$ 389	\$ 3,334									Medium Infrastructure
35																		
36																		
37																		
38	SCAG	7-Paramount, City of-1	LA	West Paramount Utility Easement Multi-Use Path - Phase 1	\$ 9,661	\$ 9,661	\$ 760	\$ 15	\$ 8,886									Medium Infrastructure
39																		
40																		
41																		
42	SCAG	7-Los Angeles County-5	LA	Walnut Park Pedestrian Plan Implementation	\$ 8,395	\$ 2,446	\$ 437		\$ 2,009									Medium Infrastructure
43																		
44																		
45																		
46	SCAG	7-Los Angeles, City of-10	LA	SRTS Center City Schools Neighborhood Safety & Climate Resilience Project	\$ 36,238	\$ 30,766	\$ 3,296		\$ 2,198	\$ 25,272								Large Infrastructure
47																		
48																		
49																		
50	SCAG	7-Glendale, City of-2	LA	Phase 1 of Citywide Pedestrian Master Plan	\$ 10,000	\$ 9,000	\$ 9,000											Medium Infrastructure
51																		
52																		
53																		
54	SCAG	7-West Covina, City of-1	LA	West Covina Safe Routes to School & Pedestrian Safety Project	\$ 2,561	\$ 2,561	\$ 10	\$ 180	\$ 2,371									Small Infrastructure
55																		
56																		
57																		
58	SCAG	7-Lancaster, City of-1	LA	City of Lancaster 5th Street Corridor School Connections Project	\$ 9,720	\$ 7,764	\$ 613	\$ 711		\$ 6,440								Medium Infrastructure
59																		
60																		
61																		
62	SCAG	7-South Gate, City of-2	LA	WSAB LRT Stations First-Last Mile Bikeway Safety and Access Project	\$ 3,375	\$ 3,375	\$ 646	\$ 2,729										Small Infrastructure
63																		
64																		
65																		
66	SCAG	7-Santa Monica, City of-1	LA	Wilshire Active Transportation Safety Project	\$ 5,957	\$ 4,765		\$ 4,765										Medium Infrastructure
67																		
68																		
69																		

**2023 SCAG Regional Active Transportation Program**  
(\$ in thousands)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	
1	MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	
70	SCAG	7-South El Monte, City of-1	LA	Merced Avenue Greenway	\$ 3,488	\$ 2,561		\$ 2,561								\$ 2,561	\$ 2,561	Small Infrastructure
71																		
72																		
73																		
74	SCAG	7-Avalon, City of-1	LA	Tremont Five Corners School Safety Roundabouts	\$ 4,092	\$ 3,238	\$ 3,238											Medium Combo
75																		
76																		
77																		
78	SCAG	7-Diamond Bar, City of-1	LA	Diamond Bar Boulevard Complete Streets Project	\$ 7,047	\$ 3,936		\$ 3,936										Medium Infrastructure
79																		
80																		
81																		
82	SCAG	7-South Gate, City of-1	LA	Tweedy Boulevard Complete Streets, Phase II	\$ 6,685	\$ 5,348	\$ 646		\$ 4,702									Medium Infrastructure
83																		
84																		
85																		
86	SCAG	7-Downey, City of-1	LA	South Downey Safe Routes to School Phase II Project	\$ 1,145	\$ 1,145	\$ 285		\$ 860									Small Combo
87																		
88																		
89																		
90	SCAG	7-Pomona, City of-1	LA	San Jose Creek Multi-Use Bikeway in the City of Pomona	\$ 13,123	\$ 11,623		\$ 11,623										Large Combo
91																		
92																		
93																		
94	SCAG	7-La Puente, City of-1	LA	City of La Puente's Safe Routes for Students Improvement Project	\$ 4,659	\$ 4,659		\$ 300	\$ 4,359									Medium Infrastructure
95																		
96																		
97																		
98	SCAG	7-Signal Hill, City of-1	LA	E. Burnett Street Historical District Pedestrian and Bike Enhancement Project	\$ 2,894	\$ 2,785	\$ 192	\$ 306	\$ 2,287									Small Infrastructure
99																		
100																		
101																		
102	SCAG	7-Los Angeles County-1	LA	Los Nietos Pedestrian Access Improvements	\$ 6,542	\$ 5,233	\$ 561		\$ 374	\$ 4,298								Medium Combo
103																		
104																		
105																		
106	SCAG	7-Cudahy, City of-1	LA	Salt Lake Avenue Pedestrian Accessibility Project	\$ 7,125	\$ 7,125	\$ 275	\$ 632	\$ 675	\$ 5,543								Medium Infrastructure
107																		
108																		
109																		
110	SCAG	7-Carson, City of-2	LA	City of Carson City-wide Community Safety Improvements	\$ 3,497	\$ 1,123	\$ 20	\$ 55	\$ 1,048									Small Infrastructure
111																		
112																		
113																		
114	SCAG	7-California State Polytechnic University, Pomona-1	LA	Cal Poly Pomona Campuswide Active Transportation Plan	\$ 299	\$ 299		\$ 299										Plan
115																		
116																		
117																		
118	SCAG	7-Pico Rivera, City of-1	LA	Pico Rivera Active Transportation Master Plan	\$ 411	\$ 411	\$ 411											Plan
119																		
120																		
121																		
122	SCAG	7-Los Angeles County-6	LA	Unincorporated Los Angeles County Safe Routes to School Plan	\$ 750	\$ 750	\$ 750											NI Only
123																		
124																		
125																		
126	SCAG	7-Los Angeles County-10	LA	Pedestrian Plans for Five High-Collision Disadvantaged Communities in LA County	\$ 1,968	\$ 1,968		\$ 1,968										Plan
127																		
128																		
129																		
130	SCAG	7-Carson, City of-1	LA	City of Carson Master Bicycle Plan	\$ 897	\$ 897	\$ 897											Plan
131																		
132																		
133																		
134	SCAG	n/a	LA	Lennox Vision Zero Traffic Safety Enhancements	\$ 1,141	\$ 1,141	\$ 1,141											
135																		
136																		
137																		
138	SCAG	n/a	LA	Orchard Village Road Protected Pedestrian and Bicycle Facility	\$ 764	\$ 764	\$ 764											
139																		



**2023 SCAG Regional Active Transportation Program**  
(\$ in thousands)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type
140																	
141											Federal (FTF) funds						
142	SCAG	12-Orange County Transportation Authority	ORA	Next STEP (Safe Travels Education Program)	\$ 850	\$ 850	\$ 850	\$ -	\$ -	\$ -							NI Only
143											State (SHA & RMRA) funds	\$ -	\$ -	\$ -	\$ -	\$ 850	\$ 850
144											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
145																	
146	SCAG	12-Anaheim, City of - 1	ORA	Rio Vista Safe Routes to School	\$ 1,312	\$ 1,312	\$ 40	\$ 293	\$ 979	\$ -							Small Infrastructure
147											State (SHA & RMRA) funds	\$ 40	\$ 173	\$ 120	\$ 979	\$ -	\$ 1,312
148											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
149																	
150	SCAG	12- Santa Ana, City of - 16	ORA	Mendez Intermediate, ALA, Santiago Elementary, Sierra Intermediate SRTS	\$ 9,987	\$ 9,987	\$ 50	\$ 900		\$ 9,037							Medium Infrastructure
151											State (SHA & RMRA) funds	\$ 50	\$ 900	\$ -	\$ 9,037	\$ -	\$ 9,987
152											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
153																	
154	SCAG	12-Santa Ana, City of - 20	ORA	Memory Lane and Flower Street Bikeway	\$ 6,264	\$ 5,000	\$ -	\$ 450	\$ -	\$ 4,550							Medium Infrastructure
155											State (SHA & RMRA) funds	\$ -	\$ 450	\$ -	\$ 4,550	\$ -	\$ 5,000
156											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
157																	
158	SCAG	12-Santa Ana, City of -15	ORA	MacArthur Intermediate and Taft Elementary SRTS	\$ 4,900	\$ 4,900	\$ 50	\$ 650	\$ -	\$ 4,200							Medium Infrastructure
159											State (SHA & RMRA) funds	\$ 50	\$ 650	\$ -	\$ 4,200	\$ -	\$ 4,900
160											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
161																	
162	SCAG	12-Buena Park, City of - 1	ORA	Dale Street and Whitaker Street Complete Streets	\$ 4,595	\$ 4,368	\$ 765	\$ 3,603	\$ -	\$ -							Medium Infrastructure
163											State (SHA & RMRA) funds	\$ 100	\$ 665	\$ 130	\$ 3,473	\$ -	\$ 4,368
164											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
165																	
166	SCAG	12-Santa Ana, City of - 1	ORA	Santa Ana High School and Heninger Elementary SRTS	\$ 8,222	\$ 8,222	\$ 120	\$ 1,200	\$ -	\$ 6,902							Medium Infrastructure
167											State (SHA & RMRA) funds	\$ 120	\$ 1,200	\$ -	\$ 6,902	\$ -	\$ 8,222
168											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
169																	
170	SCAG	12-Santa Ana, City of - 5	ORA	Jackson Elementary and Diamond Elementary SRTS	\$ 8,262	\$ 8,262	\$ 100	\$ 850	\$ -	\$ 7,312							Medium Infrastructure
171											State (SHA & RMRA) funds	\$ 100	\$ 850	\$ -	\$ 7,312	\$ -	\$ 8,262
172											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
173																	
174	SCAG	12-Santa Ana, City of - 12	ORA	Madison Elementary, Roosevelt, Walker Academy and Century High School SRTS	\$ 9,990	\$ 9,990	\$ 50	\$ 1,100	\$ -	\$ 8,840							Medium Infrastructure
175											State (SHA & RMRA) funds	\$ 50	\$ 1,100	\$ -	\$ 8,840	\$ -	\$ 9,990
176											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
177																	
178	SCAG	12-Fullerton, City of - 1	ORA	Bridging the Gap: Nutwood Avenue Bicycle and Pedestrian Mobility Enhancements	\$ 7,140	\$ 7,140	\$ 50	\$ 1,385	\$ 5,705	\$ -							Medium Combo
179											State (SHA & RMRA) funds	\$ 50	\$ 1,300	\$ 85	\$ 5,705	\$ -	\$ 7,140
180											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
181																	
182	SCAG	12- Anaheim, City of - 2	ORA	Anaheim Pedestrian Crosswalk Safety Improvements Project	\$ 1,112	\$ 1,112	\$ 42	\$ 128	\$ -	\$ 942							Small Infrastructure
183											State (SHA & RMRA) funds	\$ 42	\$ 128		\$ 942		\$ 1,112
184											Federal (FTF) funds					\$ -	\$ -
185																	
186	SCAG	8-Desert Hot Springs, City of-1	RIV	Hacienda Avenue East SRTS Phase II Improvement Project	\$ 9,922	\$ 8,422				\$ 8,422							Medium Infrastructure
187											State funds						
188											Federal (FTF) funds			\$ 8,422		\$ 8,422	
189																	
190	SCAG	8-Eastvale, City of-1	RIV	Bike Network Gap Closure & Class I Connectivity in Eastvale	\$ 16,891	\$ 13,513	\$ 13,513										Large Infrastructure
191											State funds			\$ 13,513		\$ 13,513	
192											Federal (FTF) funds					\$ -	\$ -
193																	
194	SCAG	8-Menifee, City of-1	RIV	Harvest Valley Elementary Safe Routes to School	\$ 5,230	\$ 4,354	\$ 124	\$ 1,483	\$ 2,747								Medium Infrastructure
195											State funds	\$ 124	\$ 417	\$ 1,066	\$ 2,747		\$ 4,354
196											Federal (FTF) funds					\$ -	\$ -
197																	
198	SCAG	8-Riverside, City of-1	RIV	Five Points Neighborhood Pedestrian Safety Improvements	\$ 7,416	\$ 6,525			\$ 1,134	\$ 5,391							Medium Infrastructure
199											State funds		\$ 1,134	\$ 5,391		\$ 6,525	
200											Federal (FTF) funds					\$ -	\$ -
201																	
202	SCAG	8-Moreno Valley, City of-1	RIV	ADA Curb Ramps Remediation Project	\$ 1,523	\$ 1,523	\$ 270		\$ 1,253								Small Infrastructure
203											State funds	\$ 100	\$ 170		\$ 1,253		\$ 1,523
204											Federal (FTF) funds					\$ -	\$ -
205																	
206	SCAG	8-Desert Hot Springs, City of-2	RIV	Palm Drive Improvements - I-10 to Camino Aventura	\$ 9,973	\$ 8,975	\$ 8,975										Medium Infrastructure
207											State funds			\$ 8,975		\$ 8,975	
208											Federal (FTF) funds					\$ -	\$ -

**2023 SCAG Regional Active Transportation Program**  
(\$ in thousands)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type
209																	
210	SCAG	8-Riverside, City of-4	RIV	Riverside Civil Rights Walk	\$ 3,216	\$ 2,640	\$ 200	\$ 75	\$ 2,365								Small Infrastructure
211																	
212																	
213																	
214	SCAG	8-Riverside County-7	RIV	Riverside County Safe Routes for All - City of Moreno Valley	\$ 442	\$ 442		\$ 442									NI Only
215																	
216																	
217																	
218	SCAG	8-Upland, City of-1	SB	City of Upland Mobility Master Plan	\$ 300	\$ 300	\$ 300										Plan
219																	
220																	
221																	
222	SCAG	8-San Bernardino County-1	SB	San Bernardino Valley Safe Routes to School Plan (21 schools)	\$ 500	\$ 500	\$ 500										Plan
223																	
224																	
225																	
226	SCAG	8-Montclair, City of-1	SB	Montclair Safe Routes to School Implementation Project	\$ 6,335	\$ 5,701	\$ 521	\$ 5,180									Medium Combo
227																	
228																	
229																	
230	SCAG	8-San Bernardino County-2	SB	Bloomington Area Schools Pedestrian Safety Improvements	\$ 3,383	\$ 3,383	\$ 302	\$ 581		\$ 2,500							Small Infrastructure
231																	
232																	
233																	
234	SCAG	8-Apple Valley, Town of-1	SB	Powhatan Road Complete Streets, Apple Valley	\$ 1,735	\$ 1,562	\$ 202	\$ 1,360									Small Infrastructure
235																	
236																	
237																	
238	SCAG	8-Twenty-nine Palms, City of-1	SB	Sullivan Road/Hatch Road Side Path/Bicycle Lanes	\$ 3,480	\$ 3,480	\$ 280	\$ 200	\$ 3,000								Small Infrastructure
239																	
240																	
241																	
242	SCAG	8-Rialto-1	SB	Rialto Pacific Electric Trail Extension	\$ 7,822	\$ 7,822	\$ 185	\$ 726	\$ 6,912								Medium Combo
243																	
244																	
245																	
246	SCAG	8-Yucaipa, City of-1	SB	15th Street (Avenue D to Yucaipa Blvd)	\$ 320	\$ 320	\$ 320										Small Infrastructure
247																	
248																	
249																	
250	SCAG	8-Adelanto, City of-1	SB	Adelanto Safe Routes to School	\$ 9,121	\$ 9,121	\$ 375	\$ 875	\$ 7,871								Medium Combo
251																	
252																	
253																	
254	SCAG	8-Needles, City of-1	SB	City of Needles Schools and Seniors Sidewalk Project	\$ 1,658	\$ 1,565	\$ 216	\$ 113		\$ 1,236							Small Infrastructure
255																	
256																	
257																	
258	SCAG	8-Barstow, City of-1	SB	Pedestrian, Bicyclist, and Safety Improvements (Partial)	\$ 9,939	\$ 4,140				\$ 4,140							Medium Infrastructure
259																	
260																	
261																	
262	SCAG	8-Fontana, City of-1	SB	Foothill Boulevard Active Transportation Improvement (Partial)	\$ 9,971	\$ 4,140		\$ 4,140									Medium Infrastructure
263																	
264																	
265																	
266	SCAG	7-Thousand Oaks, City of-1	VEN	Lynn Road Bike Lanes and Pedestrian Improvements	\$ 3,352	\$ 2,602			\$ 2,602								Small Infrastructure
267																	
268																	
269																	
270	SCAG	7-Thousand Oaks, City of-2	VEN	Hilcrest Drive Class IV Bike lanes and Pedestrian Improvements	\$ 2,840	\$ 2,350		\$ 2,350									Small Infrastructure
271																	
272																	
273																	
274	SCAG	7-Ventura, City of-1	VEN	Santa Paula Trail, East Ventura Station to e/o Wells Road	\$ 27,133	\$ 6,716	\$ 6,716										Large Infrastructure
275																	
276																	

**2023 SCAG Regional Active Transportation Program**  
(\$ in thousands)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
1	MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type
277																	
278	SCAG	7-Ventura County-1	VEN	Piru Pedestrian Improvement Project	\$ 3,450	\$ 3,450	\$ 200		\$ 390	\$ 2,860							Small Infrastructure
279										State funds	\$ 200	\$ 390		\$ 2,860		\$ 3,450	
280										Federal (FTF) funds						\$ -	
281																	
282	SCAG	7-Fillmore, City of-1	VEN	City of Fillmore Active Transportation Program Needs Assessment	\$ 70	\$ 70	\$ 70										Plan
283										State funds				\$ 70		\$ 70	
284										Federal (FTF) funds						\$ -	
285																	
286	SCAG	7-Simi Valley, City of-1	VEN	Simi Valley Bicycle Master Plan	\$ 250	\$ 250	\$ 250										Plan
287										State funds				\$ 250		\$ 250	
288										Federal (FTF) funds						\$ -	
289																	
290	SCAG	7-Simi Valley, City of-2	VEN	Arroyo Simi Greenway Phase 5 AP#2	\$ 1,310	\$ 751	\$ 92	\$ 659									Small Infrastructure
291										State funds	\$ 14	\$ 72	\$ 6	\$ 659		\$ 751	
292										Federal (FTF) funds						\$ -	
293																	
294				<b>Total</b>	<b>\$ 213,018</b>	<b>\$ 168,562</b>	<b>\$ 38,530</b>	<b>\$ 28,743</b>	<b>\$ 43,380</b>	<b>\$ 57,910</b>							
295																	
296																	
297																	
298																	
299																	

	FTF	STATE	Total
SCAG Fund estimate totals	\$62,742	\$298,409	\$361,151
Program funding totals	\$ 64,926	\$ 296,225	\$ 361,151
Over or Under Estimate amount	<b>(\$2,184)</b>	<b>\$2,184</b>	<b>\$0</b>

**2023 SCAG Active Transportation Regional Program Contingency List**

	<b>Project Title</b>	<b>County</b>	<b>ATP Request</b>	<b>Final State Score</b>	<b>Final MPO Score</b>
1	SR86 Multimodal Gap Closure: Aten to Wall Rd	Imperial	\$9,900	65.0	85.0
2	Alamo River Trail Paving Project	Imperial	\$1,057	44.0	64.0
3	City of Carson City-wide Community Safety Improvements	Los Angeles	\$2,328	75.0	78.0
4	Hollywood Walk of Fame Safety and Connectivity Project: Phase 1	Los Angeles	\$24,605	64.0	73.0
5	East-West Bikeway Project	Los Angeles	\$7,893	69.0	71.0
6	East San Gabriel Valley Sustainable Multimodal Improvement Project	Los Angeles	\$45,229	58.0	66.0
7	Verdugo Wash: Active Transportation Master Plan	Los Angeles	\$5,000	55.5	64.5
8	Randolph Street Bike and Facilities Improvement Project	Los Angeles	\$1,375	58.0	63.0
9	Mulholland Highway School Safety Improvements	Los Angeles	\$693	60.0	61.0
10	Cornell Road Bike Turnout Project	Los Angeles	\$1,200	56.0	57.0
11	North Fair Oaks Avenue Enhancement Project	Los Angeles	\$4,182	50.0	55.0
12	El Segundo Safe Routes to School Infrastructure	Los Angeles	\$275	52.5	54.0
13	East 1st Street and Baseline Road Street Improvements Project	Los Angeles	\$7,766	48.0	52.0
14	City of Vernon - Open Streets	Los Angeles	\$176	40.0	47.0
15	San Fernando Safe and Active Streets Network	Los Angeles	\$5,801	34.5	44.0
16	Greenway Traffic Circle Improvement Project on Rives Avenue	Los Angeles	\$900	37.5	40.0
17	ATP Cycle 6 Green Bike Lanes and Video Detection Improvements	Los Angeles	\$996	28.0	29.0
18	Tracks at Brea - Western Extension	Orange	\$1,500	75.0	95.0
19	Adams Avenue Active Transportation Improvements, Costa Mesa	Orange	\$4,223	72.0	89.0
20	La Habra Rails to Trail OC Loop Gap Closure	Orange	\$13,400	76.0	96.0
21	Laguna Canyon Road Improvements	Orange	\$9,100	44.5	64.5
22	Santiago Creek Bike Trail Gap Closure	Orange	\$9,462	61.0	81.0
23	Monroe Elementary and Edison Elementary SRTS	Orange	\$8,533	68.0	85.0
24	Safe Mobility Santa Ana	Orange	\$7,963	48.0	68.0
25	Heroes Elementary, Carver Elementary, Willard Elementary, and Wilson Intermediate SRTS	Orange	\$9,999	84.0	96.0
26	Ross Street Complete Streets	Orange	\$5,938	79.0	99.0
27	King Elementary, Lincoln Elementary, Monte Vista Elementary, and Griset Academy SRTS	Orange	\$4,490	75.0	87.0
28	Adams Elementary, Carr Intermediate, Godinez Fund High, Harvey Elementary, and Valley High SRTS	Orange	\$9,346	81.0	93.0
29	Fairhaven Elementary and Muir Fundamental Elementary SRTS	Orange	\$8,566	69.0	81.0
30	Jefferson Elementary, Thrope Fundamental, McFadden Institute of Technology, and Greenville Fund Elementary SRTS	Orange	\$9,936	63.0	70.0
31	Lathrop Intermediate, Lowell Elementary, Martin Elementary, Pio Pico Elementary, and Franklin Elementary SRTS	Orange	\$9,934	84.5	96.5
32	Esqueda Elementary, Chavez High, Washington Elementary, and Saddleback High	Orange	\$7,350	76.0	93.0
33	Bishop Street Bicycle Boulevard Project	Orange	\$6,285	78.0	98.0
34	Rosita Elementary and Hazard Elementary	Orange	\$6,284	72.0	84.0
35	Fitz Intermediate, Heritage Elementary, Russell Elementary, and Newhope Elementary	Orange	\$8,921	80.0	97.0
36	Orangewood Avenue Bicycle and Traffic Calming Project	Orange	\$8,369	64.0	84.0
37	Riverside County Safe Routes for All - Palm Springs	Riverside	\$630	78.0	78.0
38	Riverside County Safe Routes for All - Cathedral City	Riverside	\$820	78.0	78.0
39	Lakeview/Nuevo Mobility Plan	Riverside	\$300	75.0	75.0

**2023 SCAG Active Transportation Regional Program Contingency List**

	<b>Project Title</b>	<b>County</b>	<b>ATP Request</b>	<b>Final State Score</b>	<b>Final MPO Score</b>
40	Riverside's Fifty Individualized SRTS Studies and Safety Circulation Plans	Riverside	\$1,708	71.0	71.0
41	Update to Corona's Bicycle Master Plan	Riverside	\$500	69.0	69.0
42	Mitchell Avenue Sidepath Gap Closure	Riverside	\$6,756	83.0	86.0
43	Palm Desert Bicycle/Low Speed Electric Vehicle Route	Riverside	\$3,218	65.0	85.0
44	Romoland Elementary Safe Routes to School	Riverside	\$4,880	77.0	84.0
45	Desert Hot Springs CV Link Extension Project	Riverside	\$31,676	66.0	86.0
46	Mission Trail & Bundy Canyon Community Connections	Riverside	\$20,666	76.0	79.0
47	Mission Trail Sedco neighborhood Active Transportation Project	Riverside	\$3,499	72.0	79.0
48	Meca-North Shore Community Connector Bike Lanes	Riverside	\$11,785	77.0	77.0
49	Temecula Creek Southside Trail Gap Closure	Riverside	\$5,810	61.0	77.0
50	Roadway Widening and Bicycle Lane Improvements	Riverside	\$1,794	62.0	66.0
51	Connecting Coachella	Riverside	\$15,114	55.5	65.5
52	Pedestrian and Bicycle Bridge Connectivity Project	Riverside	\$983	52.0	56.0
53	Hemet Area Safe Routes to School Sidewalk Project	Riverside	\$2,069	46.0	46.0
54	Jewel Community Complete Streets Improvements	Riverside	\$5,896	32.0	39.0
55	Corona Citywide Sidewalk Gap Closure	Riverside	\$2,311	21.0	28.0
56	Citywide Video Detection System and Audible Pedestrian Signal Upgrades	Riverside	\$1,366	20.0	24.0
57	Enhancement of Juan Bautista Trail	Riverside	\$1,973		7.0
58	San Sevaine Class I Multi-Use Trail: Valley to Foothill	San Bernardino	\$16,992	70.0	90.0
59	Marygold Avenue Sidewalk Improvements	San Bernardino	\$1,920	64.0	84.0
60	Orange Blossom Trail Phase IV	San Bernardino	\$1,162	62.0	82.0
61	Marshall Elementary Safe Route to School Improvements	San Bernardino	\$3,889	56.0	76.0
62	Mission Boulevard Bike Lane and Pedestrian Improvements, Ontario	San Bernardino	\$8,363	55.0	75.0
63	San Sevaine Class I Multi-Use Trail: Philadelphia to Slover	San Bernardino	\$11,866	54.0	74.0
64	William McKinley Elementary ES Safe Route to School Project	San Bernardino	\$712	36.0	56.0
65	Bear Valley Road Class 1 Bike Path, Apple Valley	San Bernardino	\$1,829	33.0	53.0
66	Santa Paula Branch Line Multi-use Path	Ventura	\$20,417	78.0	96.0
		<b>Total</b>	<b>\$459,879</b>		



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

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Warren Whiteaker, Department Manager  
(213) 236-1810, whiteakerw@scag.ca.gov

Subject: Approval of Expedited Programming for FY22 Carbon Reduction Program  
(CRP)

**RECOMMENDED ACTION FOR TC:**

Recommend that the Regional Council: 1) approve expedited programming of Fiscal Year 2021-22 (FY2022) Carbon Reduction Program (CRP) funds for selected projects; and 2) authorize Executive Director to make necessary adjustments to selected projects to meet eligibility criteria and other applicable requirements.

**RECOMMENDED ACTION FOR RC:**

Approve expedited programming of FY22 Carbon Reduction Program (CRP) funds for selected projects. Authorize Executive Director to make necessary adjustments to selected projects to meet eligibility criteria and other applicable requirements.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**EXECUTIVE SUMMARY:**

*The Carbon Reduction Program (CRP) is a new program established by the Infrastructure Investment and Jobs Act (IIJA) and provides funding for transportation projects that reduce carbon dioxide emissions from on-road transportation sources. The Southern California Association of Governments (SCAG) is responsible for the selection of CRP-funded projects in the SCAG region. SCAG staff is seeking RC approval for expedited project selection of Fiscal Year 2021-22 (FY2022) CRP funds. SCAG staff will subsequently develop program guidelines for the selection of CRP-funded projects for FY2023 through FY2026.*

**BACKGROUND:**

CRP is a new program established by IIJA that provides over \$6.4 billion nationally over a five-year period (FY2022 through FY2026) for projects designed to reduce carbon dioxide emissions from on-



road transportation sources. Under the program, each state is required to develop a Carbon Reduction Strategy by November 15, 2023, which identifies projects and strategies to reduce transportation emissions. The Carbon Reduction Strategy for California will be developed by the California Department of Transportation (Caltrans) in consultation with SCAG and other designated Metropolitan Planning Organizations (MPOs) within the State. Caltrans has indicated that the California Carbon Reduction Strategy will incorporate the following three pillars: 1) Rail and Transit, 2) Bike and Pedestrian, and 3) Zero-Emission Vehicles.

For each fiscal year, 65 percent of CRP funding apportioned to each state is required to be obligated in proportion to the relative share of population in urban areas within the state. The remaining 35 percent of funds apportioned to each state for each fiscal year may be obligated in any area of the state. For FY2022, the SCAG region’s share of CRP funds is approximately \$33.6 million, which needs to be obligated by September 30, 2025, and expended by September 30, 2030.

Expedited Selection of Projects to be Funded with FY2022 CRP Funds

Due to the limited time to obligate FY2022 CRP funds, SCAG staff is recommending expedited project selection based on actions taken by the County Transportation Commissions (CTCs) within the SCAG region to advance eligible projects for FY2022 only. Specifically, the region’s CTCs have solicited projects for consideration of CRP funding and submitted to SCAG for approval. Based on available FY2022 CRP funding, and SCAG staff finding that the projects listed below further the State’s pillars for the California Reduction Strategy and align with regional transportation goals and objectives, SCAG staff recommend that the following projects be approved for FY2022 CRP funding:

Project	Recommended FY2022 CRP (\$ millions)
<b>Imperial County</b>	
Installation of EV Charging Stations at Various Locations in Imperial County	0.4
<b>Imperial County Total</b>	<b>0.4</b>
<b>Los Angeles County</b>	
Procurement of Battery Electric Buses, Charging Equipment, and Supporting Infrastructure	17.9
<b>Los Angeles County Total</b>	<b>17.9</b>
<b>Orange County</b>	
Purchase of 40 Fuel Cell Electric Buses	5.7
<b>Orange County Total</b>	<b>5.7</b>
<b>Riverside County</b>	
Interstate 15 Express Lanes Project Southern Extension (Preliminary Engineering Phase)	4.0
<b>Riverside County Total</b>	<b>4.0</b>
<b>San Bernardino County</b>	
City of Redlands: Redlands Regional Connector Project	0.7
City of Highland: Highland Regional Connector Project	0.7
City of Fontana: San Sevaine Trail	2.7
<b>San Bernardino County Total</b>	<b>4.1</b>



Project	Recommended FY2022 CRP (\$ millions)
<b>Ventura County</b>	
Microgrid for City of Thousand Oaks EV Bus Charging	1.0
Port of Hueneme North Terminal Shore Power System	0.4
<i>Ventura County Total</i>	<b>1.4</b>
<b>SCAG Regional Total</b>	<b>33.6</b>

Upon SCAG Regional Council approval, SCAG staff will work with the applicable CTCs to incorporate these projects into the 2023 Federal Transportation Improvement Program. During this process, the programmed CRP dollars above may be adjusted as necessary.

Selection of Projects to be Funded with FY2023 through FY2026 CRP Funds

SCAG staff will return with program guidelines for the selection of projects for FY2023 through FY2026 CRP funding. SCAG has received preliminary concurrence from the Federal Highway Administration (FHWA) on a framework for the selection of the CRP projects within the SCAG region, which is modeled after the federal apportionment approach. Specifically, SCAG will use 65 percent of CRP funds (approximately \$92 million for FY2023 through FY2026) for a CTC Partnership Program. County nomination targets<sup>1</sup> will guide the CTCs in the amount of funding requests that they submit to SCAG for project selection, including any CRP funds programmed for FY2022. SCAG will select projects based on the initial screening and prioritization by the CTCs and additional regional project evaluations. SCAG will select projects that advance regional and federal performance measures. CTCs will be encouraged to develop planning studies that support the implementation of Connect SoCal and serve as a roadmap for CRP projects. SCAG will use 35 percent of CRP funds (approximately \$49 million for FY2023 through FY2026) to support a Regional Partnership Program, which is intended to identify, evaluate, and award CRP funding for regional or local pilots and partnership projects that achieve regional transportation goals and objectives.

**FISCAL IMPACT:**

Work associated with this item is included in the FY2023 Overall Work Program (WBS No. 23-010.0170.01: RTP Amendments, Management, and Coordination and WBS No. 23-030.0146.02: Federal Transportation Improvement Program).

---

<sup>1</sup> The CRP nomination targets will mirror the nomination targets established for the Surface Transportation Block Grant (STBG) Program approved by the RC on February 2, 2023, as part of the STBG/CMAQ Compliance Action Plan.

---





**NO. 653  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL  
MINUTES OF THE REGULAR MEETING  
THURSDAY, MARCH 2, 2023**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: <http://scag.iqm2.com/Citizens/>

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

**Members Present**

**Hon. Jan Harnik, President**

**Hon. Art Brown, 1st Vice President**

**Hon. Clint Lorimore, Imm. Past President**

Supervisor Don Wagner

Supervisor Karen Spiegel

Supervisor Vianey Lopez

Hon. Maria Nava-Froelich

Hon. Alan Wapner

Hon. Trish Kelley

Hon. Mike T. Judge

Hon. Kathleen Kelly

Hon. Linda Krupa

Hon. Zak Schwank

Hon. Frank Navarro

Hon. Larry McCallon

Hon. Deborah Robertson

Hon. Ray Marquez

Hon. Wendy Bucknum

Hon. Tammy Kim

Hon. Lauren Kleiman

*Buena Park*

*Eastvale*

*Palm Desert*

*Hemet*

*Temecula*

*Colton*

*Highland*

*Rialto*

*Chino Hills*

*Mission Viejo*

*Irvine*

*Newport Beach*

**RCTC**

**District 21**

**District 4**

Orange County

Riverside County

Ventura County

ICTC

SBCTA

TCA

VCTC

District 2

District 3

District 5

District 6

District 7

District 8

District 10

District 13

District 14

District 15



Hon. Benjamin Vazquez	<i>Santa Ana</i>	District 16
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Cindy Allen	<i>Long Beach</i>	District 30
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Gary Boyer	<i>Glendora</i>	District 33
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Lauren Meister	<i>West Hollywood</i>	District 41
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Rocky Rhodes	<i>Simi Valley</i>	District 46
Hon. Jenny Crosswhite	<i>Santa Paula</i>	District 47
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Casey McKeon	<i>Huntington Beach</i>	District 64
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Oscar Ortiz	<i>Indio</i>	District 66
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Marisela Nava	<i>Perris</i>	District 69
Ms. Lucy Dunn		Business Representative

**Members Not Present**

**Supervisor Curt Hagman, 2<sup>nd</sup> Vice President**

- Supervisor Luis Plancarte
- Supervisor Kathryn Barger
- Supervisor Hilda Solis
- Hon. Gil Rebolgar
- Hon. Brian Goodell
- Hon. L. Dennis Michael
- Hon. Randall Putz

**Members Not Present**

- Brawley
- Rancho Cucamonga*
- Big Bear Lake*

**Members Not Present**

**San Bernardino County**

- Imperial County
- Los Angeles County
- Los Angeles County
- District 1
- OCTA
- District 9
- District 11



---

Hon. Sandy Rains	<i>Laguna Niguel</i>	District 12
Hon. Leticia Clark	<i>Tustin</i>	District 17
Hon. Ashleigh Aitken	<i>Anaheim</i>	District 19
Hon. Ray Hamada	<i>Bellflower</i>	District 24
Hon. Rex Richardson	<i>Long Beach</i>	District 29
Hon. Steve De Ruse	<i>La Mirada</i>	District 31
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Konstantine Anthony	<i>Burbank</i>	District 42
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Eunisses Hernandez	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49/Public Transit Rep.
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Katy Young Yaroslavsky	<i>Los Angeles</i>	District 52
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Traci Park	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Hugo Soto-Martinez	<i>Los Angeles</i>	District 60
Hon. Kevin de León	<i>Los Angeles</i>	District 61
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.

**Staff Present**

Darin Chidsey, Chief Operating Officer  
Debbie Dillon, Chief Strategy Officer  
Cindy Giraldo, Chief Financial Officer  
Sarah Jepson, Chief Planning Officer  
Javiera Cartagena, Chief Government and Public Affairs Officer  
Carmen Flores, Chief Human Resources Officer  
Julie Shroyer, Chief Information Officer  
Michael Houston, Chief Counsel, Director of Legal Services  
Ruben Duran, Board Counsel  
Maggie Aguilar, Clerk of the Board  
Cecilia Pulido, Deputy Clerk of the Board

---

---

### **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

President Harnik called the meeting to order at 12:04 p.m. and asked Regional Councilmember Ali Saleh, Bell, District 27, to lead the Pledge of Allegiance.

### **PUBLIC COMMENT PERIOD**

President Harnik opened the Public Comment Period and outlined instructions for public comments. She noted this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda. She reminded the public to submit comments via email to [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov).

Ruben Duran, Board Counsel, acknowledged there no written public comments received before or after the deadline.

Seeing no public comment speakers, President Harnik closed the Public Comment Period.

### **REVIEW AND PRIORITIZE AGENDA ITEMS**

There were no requests to prioritize agenda items.

### **ACTION ITEM**

***In the interest of time, action on Items 1, 2 and the Consent Calendar, were acted upon together. The roll call vote is reflected below.***

#### **1. Goods Movement Supply Chain Resolution**

There were no public comments speakers for Item No. 1.

Kome Ajise, Executive Director, reported that SCAG is home to the largest port complex in the country with an extensive multimodal freight network, which includes railroads and roads. He stated they were keenly aware of the importance of trade activity to our regional economy, which creates jobs in logistics and also feeds the jobs in manufacturing and other economic activities in our region. He noted that they had seen considerable disruption and volatility in freight activities, long before the pandemic, but it had come to the forefront in recent years. He indicated that these disruptions have reverberated across industries, affecting large and small businesses throughout the SCAG region. Therefore, he emphasized that ensuring our transportation system can continue to meet the needs of our regional businesses is a critical element of the work they do at SCAG. He

---

explained that SCAG simultaneously faces enormous responsibility in identifying and promoting effective policies and strategies to mitigate the community impacts of goods movement industry. As such, he noted that the Transportation Committee recommended that the Regional Council adopt this Goods Movement Resolution. He mentioned that the proposed Resolution acknowledges the need to update our comprehensive goods movement plan that: engages with traditionally underrepresented communities, integrates both road and rail infrastructure, considers inland port strategies, advances the transition to zero emissions technologies, and prioritizes community and environmental justice concerns together with economic needs and workforce development opportunities. Lastly, to provide additional context on freight challenges and opportunities, he introduced the following two speakers: Chris Shimoda, Senior Vice President of Government Affairs at the California Trucking Association and Thomas Jelenic, Vice President at the Pacific Merchant Shipping Association.

Mr. Shimoda provided background information on the California Trucking Association which is the nation's largest statewide association representing the trucking industry. He indicated that they represent about 1,000 members ranging from some of the largest trucking fleets in the country to a multi generation California based family run company of about 20 trucks. He mentioned that the resolution noted that one in three jobs in the region was being tied in some way to the goods movement industry, including manufacturing, retail, agriculture, and other industries that rely upon trucks to function, and because of the importance to jobs and the economy in the SCAG region, he encouraged SCAG to continue to plan for and invest in their goods movement infrastructure, including targeted capacity projects. On the environmental front, he noted that since 2008 the industry has spent about a billion dollars a year on average to upgrade to cleaner equipment, and as of January 1 2023, every single truck in the state must be an EPA 2010 model truck, which in the words of the Air Resources Board reduces smog forming emissions by over 90%. He also explained that extensive planning and coordination was going to be needed to make sure that they have the infrastructure in place to make this transition to zero emissions a success but that there was a challenge ahead of them. He indicated that 10 months from now the nation's first zero emission fleet regulation was set to go into effect at the San Pedro ports and this was going to require that any new truck entering the port needed to be zero emissions beginning January 1, 2024. He indicated that they estimated that by 2025 as many as a little over 2,000 trucks will need to be replaced and the old trucks which are no longer going to be eligible to operate in the ports, will need to be replaced by zero emission trucks. He indicated that he did not expect the charging infrastructure for those trucks to be in place by 2025. He pointed out that electric trucks and truck charging were fundamentally different than passenger cars and charging stations. He explained that class eight semis have very demanding use cases and duty cycles, and in many cases, need to be continuously operated throughout the day and will have very tight time windows to be charged. He indicated that the mix between the size of the battery and the charging speeds that are going to be needed for these trucks means that the challenges with respect to infrastructure and the electrical grid side of things are going to be massive from an operational standpoint. He indicated that from

an industry perspective, there was no opposition to zero emission technology and that they had members who had been in this space for over two decades trying to get technology that will work. He indicated that they were trying to figure out some immense challenges and were going to have to figure out the pinch points and constraints that they had on the way. He explained that there was a presentation by the Energy Commission that showed that in the Edison territory, around three quarters of the circuits on the Edison grid have zero additional capacity to integrate more electrical demand, and that was going to necessitate a huge build out on the utility to support the new demand of truck charging projects because the speed of the chargers are going to be in the multiple megawatts. He indicated that the projects could take upwards of 7-10 years to complete because of needing to upgrade substations transmission lines and distribution. He explained that the needed charging by 2025 was going to be on the order of 200 megawatts which in concrete terms means about enough power infrastructure to charge nearly 200,000 households. He emphasized that it was a huge build out that was needed and very quickly because they were running out of time and 2025 was right around the corner. He also noted that a study done by the Port of Long Beach to look at what they could do with available land within their control said that they could do a total potential charging infrastructure of 22 megawatts not 200, if they use every available plot of land, and that would take roughly two years if they started immediately to accomplish. He expressed that without solving these challenges they were simply not going to be able to meet the goals on the timelines that were being set out. Lastly, he indicated they were looking forward to partnering on a call to action to encourage continued investment in the region and that there needed to be a lot of collaboration in the years to come to make this happen.

Thomas Jelenic provided background information on the Pacific Merchant Shipping Association (PMSA) which is an independent trade association representing marine terminal operators and U.S. and foreign vessels operating in west coast ports. He addressed some of the issues facing the industry. He indicated that the challenges that he thought they were all painfully aware of over the course of the pandemic had significant consequences for their industry and for their competitiveness and raised issues in terms of what sort of investments they were going to be making in the ports which were a vital economic engine for this region. He highlighted the issues facing the industry were supply chain disruptions, market share loss, and uncertainty in the future. He slightly touched upon the progress of the Air Quality goals and noted that diesel particulate matter was down 86%, nitrogen oxides was down 46% and sulfur oxides was down 95%, which was a tremendous improvement. He also noted like the previous speaker that they were not oppose to zero emissions, it was just a question of how they get there, the technology that's going to be deployed, and how they finance it. With respect to supply chain disruptions, he briefly touched upon the number vessels that were offshore and posed several issues that started in 2020 and hit a high back up in 2022. He indicated that from a local community perspective it raised issues in terms of air quality, all those vessels sitting out there, but also posed safety issues. He indicated they were concerned about having that many ships in proximity to each other, and so the industry worked with PMSA and the marine exchanges in Southern California to develop a virtual queuing system

that was quickly implemented. What they saw by doing this was that the number of vessels offshore basically returned to baseline levels. He explained that container ships operate in what is known as a liner service. Basically, they operate in just in time mode and that has benefits both locally in terms of moving the ships away from the shore, but also allows the vessels to slow down as they are approaching and that saves fuel and reduces things like climate changing emissions. He also explained that during the pandemic there was a shift in consumer spending, and that rush of cargo came in and overwhelmed the system, which had consequences for the way the system operates. He further explained that Dwell Time is how long a container sits at the port and that was normally less than three days. During the pandemic, he noted that they saw those numbers climb and by 2021 it was six days and by 2022 over eight days. He indicated that over 50% of the cargo was sitting on the dock more than five days and that meant a number of things from not being able to unload the ships as quickly because they had nowhere to put that cargo, to the terminals being full and they had to wait, to turning vessels away because the terminal was absolutely full. He also provided brief explanation of supply chain beyond the waterfront and noted the port's warehouses were full and they had record low vacancy in terms of warehouse space in Southern California. In addition, they had to deal with a congested railroad network, and trucking capacity issues. He expressed concern over the next regulatory transition and stated that they would need a recession or else they would face chaos, and this was something that they needed to collectively think about in terms of the infrastructure they need to support zero emissions transition and the deployment of these trucks to provide the capacity. He also briefly addressed port cargo growth from 2006 to 2022 and touched upon market share loss temporarily being reversed by the pandemic. He also noted that 2022 was a difficult end and that San Pedro Bay ports were down 5.1% compared to 2021, which was a record year. He noted that the Port of Long Beach at the end of 2022 was the third in the nation while New York/New Jersey, for the first time in 30 years, was second in the country. He also noted that 2023 was off to a rough start and the San Pedro Bay ports were down by 22%. He expressed there was a need for investment and the issue was that they were not getting it from a lot of sources at the federal level. He indicated that East Coast and Gulf Coast ports were getting the federal dollars. He noted that \$11 billion had been provided to Eastern Gulf Coast ports compared to \$1.1 billion to West Coast ports like San Pedro Bay ports. He noted that the West Coast had been ignored by the feds and the state and that other states actively promote their ports and supply chain. He explained that they really don't have programs here in this state that really center their ports in terms of investment. He indicated that he thought it was important that they think about what they are doing as a region and as a state because they have great leaders in Los Angeles and at the Port of Long Beach. He indicated that they needed the help of agencies like this [SCAG] and the State of California to ensure that they remain competitive through infinite infrastructure investment and other tools.

The Regional Council Members engaged in robust discussions with the speakers that covered topics regarding what local and regional elected officials can do to provide support; what role automation has played in either improving or hindering the competitiveness in our ports; working together in

advocating for these issues that will affect southern California; the loss of jobs in the region and being able to share this information with Sacramento; what is keeping the hydrogen trucks behind in relation to this topic; why the speakers are ok with zero emissions if they are not going to be able to meet the timelines imposed on them; how much money has been spent in the region to meet these regulatory requirements to only have lost business; advocacy efforts needing to be with regulatory agencies like CARB and the South Coast Air Quality Management District rather than with the legislature; the lack of infrastructure to meet the goals; support from the business community with the good movement; the cost impact on small businesses having to transition to electric vehicles; the investments in freight capacity and efficiency Los Angeles County and California have made; the need to plan for freight rail system investments that protect human and environmental health; why is the federal government is giving more money to the east coast ports compared to the west coast ports, what would they do with billions of dollars of federal funding to increase competitiveness if they had it; and how much comes in from private investments and is it an attractive option for companies that want to use these ports.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

#### 1. Approval of the Fiscal Year 2023-24 Draft Comprehensive Budget

Kome Ajise, Executive Director, provided brief comments on the Fiscal Year Draft Comprehensive Budget and noted it was the largest budget SCAG had ever seen as a result of the one-time state investment. He noted there was about \$238 million in REAP 2.0 funds that come through the budget and \$231 million of that was going directly to our member agencies. He indicated that the budget also covers a really broad variety of programs, about 33, which is also the largest that they have had to deal with. While the funds are concentrated in four programs, this is really by far the largest scope in terms of work that they were seeing at SCAG.

Cindy Giraldo, Chief Financial Officer, noted that the fiscal year 2024 budget was presented to the Executive/Administration committee and received unanimous support. She explained that the proposed budget provides funding to address regional challenges including transportation, the goods movement, housing equity, the digital divide, air quality, among others. She explained that Table 1 of the staff report provides the budget total, which was under \$349 million, nearly 133% up from the current fiscal year. She indicated that this increase was attributable to the full funding of REAP 2.0 programs totaling just over \$238 million. She noted that on the expenditure side, the largest component of the budget was the overall work program, which totals just under \$341 million. She further explained that the funding of the overall work program was spread across 33 different agency programs and that within the staff report of the agenda packet there was a chart that detailed the total budget for each of these programs within the overall work program. She noted that within the comprehensive budget documents in the agenda packet there were narratives of each program that described the objectives and how each one aligns with the strategic



plan. She also reported that the most major cost components of the budget include the salaries and benefits for employees, which totals \$45.2 million; \$231 million of direct technical assistance and pass through payments for agencies throughout our region to support the important work done by these agencies; and \$38.6 million of the consultant budget which will be predominantly used to support the development, outreach, and implementation of Connect SoCal. She also noted that the total salaries and benefit cost of \$45.2 million, which was an \$8.3 million increase over the current year, was predominantly attributed to the full-year funding of the limited-term positions brought on in support of REAP 2.0, the addition of seven new permanent positions offset by the net decrease of two limited-term positions, projected staff merit increases, and the cost of implementing phase 2 of the class and compensation study which includes changes in employee benefits. She also explained that Attachment 2 of the staff report provides details of the position changes incorporated in the proposed budget. She pointed out a correction on Attachment 2 which incorrectly labels a Human Resources (HR) position as an HR Analyst and should have been noted as a Senior HR Analyst, with a cost impact of an additional \$15,000 per year. She also highlighted that the proposed budget also includes \$1.1 million in Employee Benefit enhancements. She noted that this cost is offset by a reduction in the budget for vacation cash-out requests and the Transit reimbursement program for a net increase in the benefits budget of \$655K. She also explained that Attachment 3 of the staff report outlines in detail the proposed benefit changes, which include an increase in the employer contribution for employee health benefits, the introduction of an employee 457 match for non-management employees of 50% up to \$1,500 annually, an increase in the employee monthly technology allowance from \$110 to \$140, new fertility care coverage, pet insurance at no cost to SCAG, and the permanent implementation of the current vacation cash-out pilot program. Lastly, she noted that the general fund revenues include membership dues of approximately \$2.5 million and that the detailed breakdown of the main membership dues by agency was included in the comprehensive budget document, which was compiled and calculated in accordance with SCAG's Bylaws.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

### **CONSENT CALENDAR**

There were no public comments on the Consent Calendar.

### **Approval Items**

2. Minutes of the Regular Meeting – February 2, 2023

- 
3. Contract Amendment Greater Than 30% of the Contract's Original Value and \$150,000 or Greater: Contract No. 21-012- C01, Amendment No. 2, Microsoft Enterprise Software License Agreement
  4. Connect SoCal 2024: Draft Active Transportation Approach and Regional Complete Streets Policy
  5. REAP 2021: Programs to Accelerate Transformative Housing (PATH) Program Funding Application
  6. Approval of Guidelines and Authorization to Release the Call for Fellowship Providers
  7. SCAG Memberships and Sponsorships

Receive and File

8. March 2023 State and Federal Legislative Update
9. Fiscal Year 2021-22 External Financial Audit
10. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold
11. CFO Monthly Report

A MOTION was made (Becerra) to approve **Item No. 1**: adopt the Resolution No. 23-653-1 of the Southern California Association of Governments pertaining to Goods Movement Supply Chain, which the resolution affirms a call-to-action due to increasing supply chain volatility and complexity in the SCAG region and committing to ongoing collaboration with local, state, and federal partners to plan, fund, and implement projects and strategies that ensure a safe, resilient, and efficient supply chain and goods movement system; **Item No. 2**: that the Regional Council (RC): 1) Approve the Fiscal Year 2023-24 (FY 2023-24) Draft Comprehensive Budget in the amount of \$348,972,434; 2) Authorize the release of the FY 2023-24 Draft Overall Work Program (OWP) to initiate the 30-day public comment period; and 3) Approve the FY 2023-24 General Fund Budget and Membership Assessment and transmit to the General Assembly; 4) the correction on Attachment 2, which incorrectly labels the Human Resources (HR) position as an HR Analyst and should have been noted as a Senior HR Analyst, with a cost impact of an additional \$15,000 per year; the **Consent Calendar** Items 3 through 8 and Receive and File Items 9 through 12; and the corrected minutes reflecting attendance by Regional Council Member Steve Tye at the February 2<sup>nd</sup> Regional Council meeting. Motion was SECONDED (Bucknum). The motion passed by the following roll call votes:

**AYES:** Allen, Becerra, Boyer, Brown, Bucknum, M. Clark, Crosswhite, Eich, Finlay, Gazeley, Harnik, Henderson, Judge, J. Kalmick, Kelly, Kim, Kleiman, Krupa, Lock Dawson, Lopez, Lorimore, Mann, Manos, Marquez, McCallon, McKeon, Meister, Nava-Froelich, Navarro, Ortiz, Rhodes, Robertson, Saleh, Sandoval, Schwank, Shapiro, Solache, Spiegel, Tye, Wapner and Yokoyama (41)

**NOES:** None (0)

**ABSTAIN:** None (0)

President Harnik asked if there was any Public Comment on the remaining administrative items.

Seeing no public comment speakers, President Harnik closed the Public Comment Period.

### **BUSINESS REPORT**

Regional Council Member Lucy Dunn provided an update on the press release issued by Governor Gavin Newsom related to changing a law blocking new housing at the University of California, Berkeley. She indicated that they talked to Chair Liane Randolph from the California Air Resources Board about this and had a good conversation about California Environmental Quality Act (CEQA) modernization. She urged SCAG to propose reforms during their legislative trip in April. She indicated there was three things that the business community really knows would make a difference even though it won't fix the problem. She indicated: 1) no more anonymous lawsuits; 2) one and done, no more serial lawsuits; and 3) for the impacts that have been determined under CEQA, mitigation is the only remedy. She also noted that they addressed the housing goals with Chair Randolph and emphasized that they cannot be successful on the climate change goals if they are not aligned with the housing goals. She also shared that on the for-sale housing side, new homes looked strong in Southern California, especially in the Inland Empire. She indicated that because of the economy and the recession, the cost of living was likely going up and home prices were coming down. She also noted that they continue to see an exit of people from California to markets where the cost of housing is lower. Particularly with folks retiring upper-level employees with strong incomes and pretty good wealth. She stated that dollars were leaving the state to go find places that are less expensive to live in. She also reported that the business community was in strong support of the Taxpayer Protection and Government Accountability Act measure that was headed for the November 2024 ballot. She explained that the measure requires the state legislation imposing any new or higher taxes to be approved by a majority of voters and reinstates the two-thirds approval for any new or higher special taxes proposed by initiative in a local election, while maintaining current majority vote for general tax increases. She suggested keeping an eye on this item as there may be some opposing views. Lastly, she reported that on April 3<sup>rd</sup>, the GLUE Council would receive an update on the Connect SoCal forecast data and would discuss small business,

specifically alfresco dining rules, and the impact post pandemic rules about keeping those on their streets and the builder's remedy coming from the building industry.

### **PRESIDENT'S REPORT**

President Harnik welcomed the following new Regional Council Members: Lauren Meister, West Hollywood, District 41 and Trish Kelley, TCA Representative. She also reported that the Legislative, Communications and Membership Committee met, under the strategic leadership of Jose Luis Solache, and discussed legislative priorities they will focus on: 1) protecting transportation budget priorities that the Governor proposed cutting in his January budget; 2) communicating our region's Housing Progress, especially with all the good work they are doing with our REAP funds; 3) recognizing the important role that regions play in helping the State achieve our shared climate goals; and 4) asking the Legislature to establish a statewide Task Force to evaluate comprehensive modernization of CEQA. She extended an invitation to the Regional Conference and General Assembly, which was scheduled for May 4 and 5 at the JW Marriot Desert Springs Resort and Spa. She also invited members to the March 10 Mobile Workshop in Palm Desert, which would feature a tour of the Sunline Transit Agency and their Hydrogen Fuel Cell facility, as well as the Go Human-supported San Pablo Avenue and CV Link/PD-Link Bicycle and Pedestrian Project. Lastly, she reported that the next Regional Council meeting was scheduled on April 6, 2023 at 12:00 p.m.

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

Executive Director Ajise provided an update on the Regional Advanced Mitigation Planning Policy Framework that was adopted by the Regional Council and noted that the next steps were to establish the Technical Advisory Committee (TAC) of the Greenprint tool that would convene in the spring. He indicated that they were currently recruiting TAC members from local jurisdictions, county transportation commissions, Caltrans, and the environmental and business communities and were sending letters to agencies and organizations asking for nominations. He also noted that SCAG staff would be initiating a competitive procurement process for a consultant to help develop the Greenprint tool with the TAC. He also mentioned that the tool once developed would be presented to the Energy and Environment Committee and the Regional Council for final review and approval. He highlighted the approval of the REAP 2.0 Path Program which was one of the three major funding areas in SCAG's REAP 2.0 Program Development Framework. He noted that the PATH program supports actions that accelerate infill development to facilitate housing supply, choice and affordability; affirmatively furthers fair housing; and reduces vehicle miles traveled. He also mentioned that there were three funding opportunities included in this program. The first two - the Notice of Funding Availability and Housing Infill on Public and Private Lands program – which were expected to open in April, following State approval of SCAG's REAP 2.0 application, and the third opportunity – the Regional Utilities Supporting Housing program – which was anticipated to open



---

this Summer. Lastly, he highlighted that they had \$88 million in programming that was available to all their jurisdictions to support housing production.

**FUTURE AGENDA ITEMS**

Regional Council Member Oscar Ortiz, Indio, District 66, requested an update on negotiations that are happening with the Colorado River Water. Executive Director Ajise acknowledged the request.

**ANNOUNCEMENTS**

Regional Council Member Jose Luis Solache, Lynwood, District 26, highlighted the legislative tour they would be doing in April to Sacramento to advocate SCAG's legislative priorities.

Regional Council Member Liz Becerra, Victorville, District 65, asked about the status of Joshua Tree. Executive Director Ajise acknowledged the request.

**ADJOURNMENT**

There being no further business, President Harnik adjourned the Regional Council meeting at 1:58 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

//



Southern California Association of Governments  
April 6, 2023

**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Erika Bustamante, Deputy Director  
(213) 236-1892, Bustamante@scag.ca.gov  
**Subject:** Regional Council Stipend Payments Update

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve and ratify the payment of five additional stipends for a total amount of \$600, which were paid to Regional Council members in fiscal year 2022 as reported in the Internal Audit Report on Stipends.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**EXECUTIVE SUMMARY:**

*SCAG Regional Council (RC) members and officers receive a stipend of \$120 to compensate them for their time and expenses incurred while attending SCAG-sponsored meetings or events or other SCAG business activities, in accordance with the stipend policy included in the Regional Council Policy Manual, Article VIII, entitled "Stipends and Expense Reimbursements" (see Attachment 1). The policy also includes provisions for travel expenses and other related costs.*

*SCAG's Internal Auditor, Mr. David James, completed an audit report on the stipend payments for fiscal year 2022 and presented the results to the Audit Committee on February 22, 2023. SCAG management reviewed the report and responded in writing to its recommendations (Attachment 2). The audit report found that SCAG is generally following its policies and procedures regarding stipend payments. However, the audit found five instances where stipends were paid over the monthly limit and greater than the additional stipends approved by the President or Regional Council. Approval by the Regional Council is required for payment of any stipends in excess of the limits identified in the policy. Staff recommends that the Regional Council approve and ratify the payment of five additional stipends that collectively total the amount of \$600, in accordance with the Regional Council Policy Manual, Article VIII, Section B(4).*



**Additionally, several recommendations were made to improve the stipend payment process. This report provides an overview of the measures that have been implemented to improve the stipend payment process for RC members, including a monthly schedule to ensure timely payments.**

**BACKGROUND:**

The audit report on stipends by SCAG’s Internal Auditor, Mr. David James, found that SCAG is generally following its policies and procedures regarding stipend payments. However, the audit found five instances where stipends were paid over the limits identified in the policy. In accordance with the Regional Council Policy Manual, Article VIII, Section B(4), *“Representatives of Regional Council Members may receive up to six Stipends per month and the SCAG President may authorize two additional Stipends in a single month on a case-by-case basis. SCAG’s First Vice President, Second Vice President and Immediate Past President may receive up to nine Stipends per month. SCAG’s President may receive up to twelve Stipends per month. Approval by the Regional Council is required for payment of any Stipends in excess of the limits identified herein.”*

Staff recommends that the Regional Council approve the five additional stipends that collectively total the amount of \$600 as shown below.

Regional Council Member	Meeting Date	Meetings	Amount Paid
Peggy Huang	1/11/2022	LCMC briefing with Kevin Gilhooley and Chair Alan Wapner	\$ 120
Peggy Huang	1/24/2022	Greenprint Briefing with Kome Ajise and Sara Jepson	\$ 120
David Pollock	4/26/2022	RAMP-ATG Mtg.	\$ 120
Alan D. Wapner	10/4/2021	GLUE Council Mtg.	\$ 120
Art Brown	4/11/2022	GAHC Mtg.	\$ 120
			<b>\$ 600</b>

*\*To clarify, the Internal Audit Report on Stipends reported six stipends were paid over the monthly limit and greater than the additional stipends approved by the President or Regional Council. However, Mr. David James, SCAG Internal Auditor, has confirmed that the approval for the sixth stipend had been received and the correct number of stipends that require Regional Council approval is five.*

Improvements

The following measures have been implemented to improve SCAG’s stipend payment process for RC members:

1. Stipend tracking spreadsheet: Attendance at SCAG-sponsored meetings such as the EAC, RC, Policy Committees, and other Subcommittees will be tracked by the Office of Regional Council Support (ORCS) and entered in a spreadsheet that is submitted to the Accounting Department to process payments. The stipend tracking spreadsheet has been improved to

---

accurately track attendance, prevent duplicate entries, and ensure that total payments do not go over the monthly limit. **A stipend request must be completed by RC members in writing and submitted to ORCS for SCAG business activities other than the EAC, RC, Policy Committee, and other Subcommittee meetings.**

2. Stipend payment schedule: Stipends will be paid on a monthly schedule as shown in **Attachment 3**. This will allow adequate time for RC members to submit stipend requests, ensure timely payments, and RC members will know when to expect payments. **For example, stipend requests for the month of April are due to ORCS by May 8<sup>th</sup>, ORCS will submit the monthly stipend tracking spreadsheet to Accounting by May 15<sup>th</sup>, and Accounting will pay stipends by May 26<sup>th</sup>.**

#### Next Steps

There are no changes to the stipend policy, included in the Regional Council Policy Manual, being recommended at this time. However, the Stipends and Expense Reimbursements Policy will be discussed at this year's EAC Retreat which may result in proposed changes to the stipend provisions in the Regional Council Policy Manual.

#### **FISCAL IMPACT:**

The total cost of the five additional stipends that were paid to Regional Council members in fiscal year 2022 is \$600.

#### **ATTACHMENT(S):**

1. Stipends and Expense Reimbursements Policy
2. Internal Audit Stipends - Management Response 2-14-23
3. 2023 Stipend Payment Schedule



**ARTICLE VIII**

**STIPENDS AND EXPENSE REIMBURSEMENTS**

**A. General Stipend Payment Policy**

(1) The payment for a stipend of one hundred twenty dollars (hereinafter “Stipend”) will be calculated and authorized by the Office of Regional Council Support based on attendance records, attendance sheets or submitted expense reimbursement forms.

(2) Requests for Stipend payments must be received by the Office of Regional Council Support no later than 30 days after the close of the fiscal year for which the Stipend payments are requested.

**B. Stipends for Representatives of Regional Council Members and SCAG Officers**

(1) Representatives of Regional Council Members and SCAG Officers shall receive a Stipend for attendance at SCAG-sponsored meetings or events (such as, the General Assembly, Regional Council meetings, Economic Summit, Demographic Workshop, etc.) or other SCAG business activities. A Stipend will be authorized for each day of actual attendance at such SCAG-sponsored meetings or activities. Stipends for business travel on behalf of SCAG meetings or activities will be authorized for days on which actual business is conducted and not for days that are devoted solely to travel. With regard to multiple meetings on a single calendar day, a Stipend will be authorized for attendance at every meeting that is at a different address. A request for a Stipend payment must be made in writing and contain information on the date, time, location and purpose of any such meeting and be submitted to the Office of Regional Council Support. Such requests must be approved by the SCAG President or SCAG’s Executive Director or his/her designee. Attendance at SCAG-sponsored meetings or activities shall be demonstrated by a signature on an attendance form, attendance records of SCAG staff at such meetings, or a the submittal of an expense reimbursement form to the Office of Regional Council Support.

(2) Representatives of Regional Council Members and SCAG Officers shall receive only one Stipend for attendance at one or both of the monthly Regional Council meeting and the same day meeting of the individual’s assigned SCAG Policy Committee (or a joint meeting of all of the Policy

Committees). Attendance will be demonstrated by the individual's signature on the attendance forms for the Regional Council and the Policy Committee.

(3) Representatives of Regional Council Members and SCAG Officers shall receive a Stipend for meetings (including those over the telephone and those involving video- or teleconferencing) that are scheduled by SCAG's President or by SCAG's Executive Director or his/her designee.

(4) Representatives of Regional Council Members may receive up to six Stipends per month and the SCAG President may authorize two additional Stipends in a single month on a case-by-case basis. SCAG's First Vice President, Second Vice President and Immediate Past President may receive up to nine Stipends per month. SCAG's President may receive up to twelve Stipends per month. Approval by the Regional Council is required for payment of any Stipends in excess of the limits identified herein.

**C. Stipends for Other Elected Officials and Individuals serving in an Ex Officio Capacity**

(1) Other elected officials (i.e. those not serving as a representative of a Regional Council Member) serving on a SCAG Policy Committee or another SCAG Committee, Subcommittee or Task Force shall receive a Stipend for attendance at a Policy Committee, Committee, Subcommittee or Task Force meeting.

(2) Other elected officials serving on a SCAG Policy Committee or another SCAG Committee, Subcommittee or Task Force shall receive a Stipend for attendance at a meeting (including those over the telephone or those involving video- or teleconferencing) when the attendance of the elected official is requested by the SCAG President or SCAG's Executive Director or his/her designee.

(3) Attendance at all such meetings shall be demonstrated by a signature on an attendance form, attendance records of SCAG staff at such meetings, or the submittal of an expense reimbursement form to the Office of Regional Council Support. Other elected officials may receive up to four Stipends per month.

(4) Individuals serving in an ex officio capacity in any SCAG body including the Regional Council shall not be eligible for stipends or for the reimbursement of travel expenses (except for certain General Assembly expenses discussed elsewhere in this Policy Manual).

(5) Notwithstanding subsection C(4) of this Article VIII, the representative from the

private/business sector appointed by the President to serve on both the Regional Council and Executive/Administration Committee as an ex officio member is eligible to receive a Stipend (pursuant to the process provided in Article VIII.B) and reimbursement of travel expenses (as provided in Article VIII.F) for attending up to four (4) meetings per month consisting of the Regional Council, the Executive/Administration Committee, the General Assembly, the Economic Summit, and other SCAG events as the President or Executive Director may specifically request.

**D. Special Conditions for Stipends for the General Assembly**

- (1) A representative of a Regional Council Member or a SCAG Officer or an elected official serving on a SCAG Policy Committee shall receive a Stipend for attendance at the General Assembly regardless of whether or not the individual serves as an Official Representative or Alternate at the General Assembly.
- (2) Stipends are not provided to Official Representatives or Alternates at the General Assembly unless those individuals are either a representative of a Regional Council Member or a SCAG Officer or a member of a SCAG Policy Committee.
- (3) Stipends for attendance at the General Assembly are not provided to individuals who serve in an ex officio capacity at the General Assembly; however, registration fees, hotel charges, parking costs and meal costs may be billed directly to SCAG or reimbursed if within the limits of this Article VIII.

**E. General Travel Policy**

- (1) SCAG endeavors to maintain an accountable and cost-effective travel policy. Such a travel policy must satisfy the following requirements: (a) be only business related; (b) use the most cost-effective travel options; (c) comply with all applicable SCAG requirements; (d) substantiate expenses as required; (e) return unspent advanced amounts or unused tickets or travel vouchers; and (f) mandate timeliness, accuracy and honesty in the reporting of all travel expenses.
- (2) Whenever reasonably possible, travel to SCAG meetings should be avoided if teleconferencing or videoconferencing is available for a meeting.
- (3) Requests for travel reimbursement must be received by the Office of Regional Council Support no later than 30 days after the close of the fiscal year in which the travel costs were

incurred.

(4) The Executive Director or his/her designee shall review all requests for travel reimbursements.

**F. Travel Policy for Representatives of Members of the Regional Council and SCAG Officers**

(1) Representatives of Regional Council Members and SCAG Officers who attend meetings on behalf of SCAG are eligible to receive travel reimbursement for: (a) actual costs of airplane, bus, train, rental car, shuttle, taxi or car service (e.g. Lyft); (b) miles travelled using a personal automobile; and (c) actual parking expenses. Mileage will be reimbursed at the prevailing federal reimbursement rate. Distances will be calculated based on the travel distance from the representative's seat of government and the meeting location. An airplane, taxi, car service or rental car should be used only if is the best alternative considering both cost and time. Taxi, shuttle and car service gratuities should not exceed 15%. Parking at SCAG's Los Angeles office will be validated.

(2) International travel always requires advance approval of the Regional Council.

(3) SCAG representatives of Regional Council Members and SCAG Officers should, whenever possible, use SCAG staff to arrange all air travel. Only economy air travel is allowed. Except for air travel, whenever possible representatives of Members of the Regional Council and SCAG Officers should make their own surface travel and lodging arrangements and obtain reimbursement from SCAG for all expenses incurred. If SCAG representatives make their own air travel arrangements and if the cost of airfare significantly exceeds costs regularly paid by SCAG for air travel, approval of SCAG's President will be required before reimbursement will be made.

(4) The cost of alcoholic beverages cannot be claimed for reimbursement. Meal allowances will not be paid if meal service is provided by SCAG (e.g. lunch at meetings of the Regional Council). The following allowances for meals and incidentals, or 150% (one-hundred fifty percent) of the reimbursement amounts approved by the State of California, whichever is higher and which include an allowance for gratuities, shall apply and be reimbursed without receipts. Higher amounts may be approved by the Regional Council in the case of international travel.

a. Breakfast costs of \$10.50 if away from home or if travel begins from home to a meeting that

starts at 10AM or earlier.

- b. Lunch costs of \$16.50.
  - c. Dinner costs of \$34.50 if away from home or if the travel begins from home to a meeting that starts at or before 4PM and ends at or after 7PM.
  - d. Incidental costs of \$5 for each day involving an overnight stay away from home.
- (5) Lodging is reimbursable at the applicable government rate plus taxes if: (a) required for trips outside of the SCAG Region; (b) an individual is required to travel 75 miles or more one way for a SCAG-related activity that begins at 10 AM or earlier; or (c) an individual is required to attend a SCAG-related activity that begins at 1 PM or later and is required to attend a SCAG-related activity the following day that begins at 10 AM or earlier. If government lodging rates do not appear to be available, assistance should be requested from SCAG staff, if possible, to avoid paying above government rates. Lodging charges that are more than double standard government rates for the locale of the lodging will require approval of the SCAG President before reimbursement can be made.
- (6) All travel costs must be fully documented, as required, with receipts identifying the date and time the expenses were incurred, the location and the purpose of the travel or expense. The SCAG President or SCAG's Executive Director or his/her designee must approve travel reimbursement requests without receipts in the case of lost or partial receipts.

**G. Travel Policy for Other Elected Officials and/or Appointed Members of SCAG Committees and Task Forces**

- (1) Other elected officials (those not serving as Representatives of Regional Council Members) and appointed members of SCAG committees and task forces will generally not be asked to travel on behalf of SCAG except for meetings within the SCAG Region. The provisions of Section F above shall apply to any travel outside of the SCAG Region that is requested by SCAG.
- (2) Other elected officials and appointed members of SCAG committees may be reimbursed for travel expenses to meetings held within the SCAG Region if they are not reimbursed or provided a stipend from a public agency other than SCAG. Reimbursement will be limited to: (a) parking validation or actual parking costs; and (b) costs of round-trip public transportation or round-trip

mileage at the prevailing federal mileage reimbursement rate. All such travel reimbursement requests will require complete documentation of all expenditures and will be approved by the SCAG President or SCAG's Executive Director or his/her designee. Travel reimbursement requests that do not have appropriate documentation must be approved by the SCAG President or SCAG's Executive Director or his/her designee.

**Management Response to Internal Audit Report on Stipends**

Item	Item Description	IA Recommendation	Management Response	Status
<b>Observation 1: Stipends Over Monthly Limit</b>	<p>There were six meetings where staff paid Regional Council members over their monthly limit of six stipends per month. These total payments were greater than the additional stipends approved by the President or Regional Council. The overpayments amount totaled \$720.</p> <ul style="list-style-type: none"> <li>• One member had ten stipend requests in a month, and the President approved two meetings, so there were two stipends over for the month.</li> <li>• One member had twelve stipend requests in a month, and the President approved one, and the Regional Council approved three, so the member was two meetings over the monthly limit.</li> <li>• One member had eight stipend requests in a month, and the President approved one meeting, leaving one stipend over the monthly limit.</li> <li>• One member had seven stipend requests in a month, so one meeting was over the monthly limit.</li> </ul> <p>Staff use emails to save records of meeting attendance and approvals for meetings attendance greater than monthly limits. Because of the volume of emails for approvals, staff could misfile an approval.</p>	<ol style="list-style-type: none"> <li>1. Staff should request that the Regional Council approve attendance for the additional stipends for the six meetings that were over the monthly limit and totaling \$720.</li> <li>2. Management should consider paying total stipends once per month, rather than biweekly, to help ensure that total payments do not go over the monthly limit.</li> <li>3. Staff should plan a regular schedule for stipend payments to members, so that members will know when to expect stipend payments. For example, Accounting could make a stipend payment to members two weeks after the end of each month.</li> <li>4. Executive management should remind members who receive stipends about the limits of stipends per month and the process for approval of additional meetings.</li> <li>5. Executive management and the Regional Council could consider raising the number of stipends permitted per month, if needed.</li> <li>6. SCAG IT staff should set up a system to track total monthly payments to members to ensure that SCAG does not pay members for meetings greater than the approved amount. Accounting staff should make a Service Now request to alter the stipend request spreadsheet to check for excess monthly stipend requests.</li> <li>7. Staff should add a field for maximum number of allowable monthly stipends for each member to the spreadsheet of stipend payment requests. When the count of stipends for a month is over the limit for a member, the spreadsheet should flag those payments for staff's attention and appropriate action, which could include a request for approval for additional stipends.</li> <li>8. SCAG needs a system for tracking approvals for meeting attendance rather than by using emails.</li> </ol>	<ol style="list-style-type: none"> <li>1. Approval by the Regional Council is required for payment of any stipends in excess of the limits identified in the Stipend Policy. Staff will request approval for the six additional stipends in April.</li> <li>2. and 3. Management will implement a monthly payment schedule for stipends so that RC members know when to expect payments. The monthly schedule for stipend payments will be shared with the Executive Team and RC members once approved.</li> <li>4 and 5. Changes to the Stipend Policy have been periodically reviewed as part of the staff review/proposed changes and, at this time, management does not recommend changes to stipend provisions in the RC Policy Manual.</li> <li>6. and 7. The stipends tracking spreadsheet has been improved to accurately track attendance and ensure that total payments don't exceed the monthly limit.</li> <li>8. ORCS tracks attendance at EAC/RC meetings, Policy Committees, and other committees; therefore, RC members are not required to submit a stipend request. For other SCAG meetings or activities, a stipend request must be completed by the RC member in writing to ORCS. As stated above, a monthly schedule for stipend payments will be shared with the Executive Team and RC members once approved.</li> </ol>	In progress
<b>Observation 2: Duplicate or Incorrect Payments Risk for Stipends</b>	<p>In fiscal year 2022, there were two meetings for which staff made duplicate payment requests:</p> <ul style="list-style-type: none"> <li>• The October 7, 2021 Regional Council meeting had two duplicate payment requests. In using the lookup function in Excel, staff unintentionally entered two members' names twice in a stipend payment request. The two members were not paid twice from the same request file because Accounting staff only entered their request once in the GP financial system.</li> <li>• The March 28, 2022 General Assembly Host Committee meeting had nine duplicate payment requests. Staff unintentionally submitted the requests for payments twice in different payment periods. However, when Accounting staff reviewed the stipend payment request for entry in the GP financial system, Accounting staff recognized that the requested stipends had already been processed, so staff did not reenter the payable for processing.</li> <li>• The stipend request spreadsheet has a function that adds a member's information to a record request for payment when staff enter the member's last name. In two cases where two members have the same last name, staff incorrectly enter the wrong member when the spreadsheet function incorrectly completed his name in the stipend request spreadsheet. Several members have the same last names, so this function is prone to error. Fortunately, when Accounting staff entered the member's stipend request in GP, Accounting staff corrected the error and paid the correct member. Accounting staff enter stipend payments in GP one record at a time.</li> </ul>	<ol style="list-style-type: none"> <li>1. Staff should set up a system to ensure that staff cannot submit a stipend payment request to the Accounts Payable system for the same member attending the same meeting on the same date more than once.</li> <li>2. Staff should make a Service Now request for IT staff to improve the stipend request spreadsheet so that it looks up member information based on the member's entire name. The goal should be to eliminate the possibility of staff unintentionally entering the incorrect member in a record. Before submitting the stipend requests, the spreadsheet should consolidate records to check prior records for duplicate records.</li> <li>3. Staff should make a Service Now request to investigate uploading payment requests from the existing stipend request spreadsheet for batch entry in the GP financial system.</li> </ol>	<ol style="list-style-type: none"> <li>1. The stipends tracking spreadsheet has been improved to prevent duplicate entries for the same RC members on the same date.</li> <li>2. The spreadsheet was modified to enter stipend requests for RC members by full name instead of last name to limit errors in cases where two members have the same last name. ORCS staff will carefully review the spreadsheet entries and Accounting staff will only enter stipend requests once in the GP financial system.</li> <li>3. Staff will submit a Service Now request to investigate automated solutions for stipend payments.</li> </ol>	In progress

**Management Response to Internal Audit Report on Stipends**

Item	Item Description	IA Recommendation	Management Response	Status
<p><b>Observation 3: Types of Meetings Eligible for Stipends</b></p>	<p>SCAG members received stipends for attendance at a variety of meetings. Most stipends were for attendance at Regional Council meetings, Policy Committee meetings, meetings with external elected officials, and meetings with SCAG executive management and staff. In several cases, stipends were paid for meetings by members with external agencies. See Appendix A on page 9 for a list of types of meetings for stipends paid in fiscal year 2022.</p>	<p>1. SCAG management should consider the meetings eligible for stipends. Staff should revise the SCAG Regional Council Policy Manual to list the meetings that are eligible for member stipends.</p> <p>For example, policy could limit the payment of stipends to the following meetings:</p> <ul style="list-style-type: none"> <li>• Regional Council</li> <li>• Policy Committees</li> <li>• General Assembly</li> <li>• SCAG-sponsored conferences</li> <li>• Meeting with external elected officials or their staff (Governor, members of Congress, Senators, State Assembly)</li> <li>• Government agency tours</li> <li>• Meeting with SCAG staff</li> </ul> <p>The policy revision could also consider additional requirements for stipend payment, such as the Regional Council member must also be a member of the policy committee he attended, or only SCAG-sponsored meetings are eligible for stipends.</p>	<p>1. Changes to the Stipend Policy have been periodically reviewed as part of the staff review/proposed changes and, at this time, management does not recommend changes to stipend provisions in the RC Policy Manual.</p>	<p>Complete</p>
<p><b>Observation 4: Regional Council Policy Manual Needs Updating</b></p>	<p>Regional Council Stipend Policy has several outdated parts.</p>	<p>1. SCAG should only have one policy regarding stipends on SCAGhub as stated in the Regional Council Policy Manual. The Regional Council Stipend Policy, an additional document on SCAGhub, is outdated and staff should delete it from SCAGhub.</p> <p>2. SCAG staff should update the SCAG stipend policy in the Regional Council Policy Manual. Staff should include a list of eligible meetings for stipend payment.</p>	<p>1. The outdated Regional Council Stipend Policy has been removed from SCAGhub. The current stipend policy is included in the Regional Council Policy Manual, Article VIII, Stipends and Expense Reimbursements.</p> <p>2. Changes to the Stipend Policy have been periodically reviewed as part of the staff review/proposed changes and, at this time, management does not recommend changes to stipend provisions in the RC Policy Manual.</p>	<p>Complete</p>



# 2023 MONTHLY STIPENDS SCHEDULE

## REGIONAL COUNCIL MEMBERS

Month	Monthly Stipend Requests are Due from RC Members to ORCS	Monthly Stipend Spreadsheet is Due from ORCS to Accounting	RC Members will Receive Stipend Payments by this Date
April	5/8/2023	5/15/2023	5/26/2023
May	6/9/2023	6/16/2023	6/30/2023
June	7/7/2023	7/17/2023	7/28/2023
July	8/7/2023	8/14/2023	8/25/2023
August	9/8/2023	9/18/2023	9/29/2023
September	10/9/2023	10/16/2023	10/27/2023
October	11/10/2023	11/20/2023	12/1/2023
November	12/8/2023	12/15/2023	12/29/2023
December	1/8/2024	1/15/2024	1/26/2024

Attachment: 2023 Stipend Payment Schedule (Regional Council Stipend Payments Update)



**To:** Regional Council (RC)  
**From:** Darin Chidsey, Chief Operating Officer  
(213) 236-1836, Chidsey@scag.ca.gov  
**Subject:** Approval for Additional Stipend Payments

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve additional stipend payments, pursuant to Regional Council Policy Manual, Article VIII, Section B(4) [RC Approved June 2019, amended November 3, 2022], as requested by former Regional Council Member Peggy Huang, TCA.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**EXECUTIVE SUMMARY:**

***Pursuant to the Regional Council Stipend Policy, staff is seeking approval for additional stipend payments for former Regional Council Member Peggy Huang, TCA.***

**BACKGROUND:**

In accordance with the Regional Council Policy Manual, Article VIII, Section B(4) [RC Approved June 2019, amended November 3, 2022], *“Representatives of Regional Council Members may receive up to six (6) Stipends per month and the SCAG President may authorize two (2) additional Stipends in a single month on a case-by-case basis. SCAG’s First Vice President, Second Vice President and Immediate Past President may receive up to nine (9) Stipends per month. SCAG’s President may receive up to twelve (12) Stipends per month. Approval by the Regional Council is required for payment of any Stipends in excess of the limits identified herein.”*

For the month of November 2022, former Regional Council Member Peggy Huang, TCA, attended the following events for SCAG, which will count towards her 9<sup>th</sup>, 10<sup>th</sup>, and 11<sup>th</sup> stipend request:

No.	Meeting Date	Meeting Name
9 <sup>th</sup>	November 2	Scheduled Phone Call with Kome Ajise, Executive Director, regarding RAMP-ATG
10 <sup>th</sup>	November 2	Executive/Administration Committee Meeting



11 <sup>th</sup>	November 8	LCMC Agenda review with Kevin Gilhooley, Legislation Manager
------------------	------------	--------------------------------------------------------------

**FISCAL IMPACT:**

Funds for stipends are included in the General Fund Budget (800-0160.01: Regional Council).



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

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Cindy Giraldo, Chief Financial Officer  
(213) 630-1413, giraldo@scag.ca.gov

Subject: Contract Amendment Greater Than 30% of the Contract's Original Value:  
Contract No. 21-053-C01, Gartner for Human Resources (HR) Leaders

**RECOMMENDED ACTION:**

Approve Amendment No. 1 to Contract No. 21-053-C01, Gartner for HR Leaders, in an amount not to exceed \$106,470, increasing the contract value from \$166,668 to \$273,138 to provide additional HR consulting services. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 5: Recruit, support, and develop a world-class workforce and be the workplace of choice.

**EXECUTIVE SUMMARY:**

*On March 31, 2021, SCAG awarded Contract 21-053-C01 to Gartner, Inc. to provide SCAG with professional HR advisory services to assist SCAG in assessing and evaluating current and future organizational needs related to agency priorities such as learning and development, diversity, equity, and inclusion, classification and compensation, total rewards, talent management, and the future of work at SCAG. In order to continue to successfully develop, implement, and maintain these efforts, SCAG HR requires access to key HR insights and trusted research, strategic advice on critical priorities, and benchmark data to confidently drive recommendations and decision-making. HR Leaders support from Gartner will provide additional capacity to identify next steps on a variety of initiatives, best practice knowledge, and expertise and depth to guide our processes and support our evolving workforce needs.*

This amendment exceeds the 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it requires the Regional Council's approval.

**BACKGROUND:**

Staff recommends executing the following amendment greater than 30% of its original value:



---

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Amendment Amount</u>
Gartner, Inc. (21-053-C01)	The consultant will provide an additional year of professional HR consultation services.	<b>\$106,470</b>

**FISCAL IMPACT:**

*Funding of \$106,470 is available in the Fiscal Year (FY) 2022-23 Indirect Cost Program Budget in Project Number 810-0120.04, and the remaining balance will be requested in future fiscal year budgets, subject to budget availability.*

**ATTACHMENT(S):**

1. Contract Summary 21-053-C01 Amendment No. 1
2. Contract Summary 21-053-C01 Amendment No. 1 COI

## CONSULTANT CONTRACT NO. 21-053-C01 AMENDMENT NO. 1

**Consultant:** Gartner, Inc.

**Background & Scope of Work:** On March 31, 2021, SCAG awarded Contract 21-053-C01 to Gartner, Inc. to provide SCAG with professional Human Resources (HR) advisory services to assist SCAG in assessing and evaluating current and future organizational needs related to agency priorities such as learning and development, diversity, equity, and inclusion, classification and compensation, total rewards, talent management, and the future of work at SCAG. In order to continue to successfully develop, implement, and maintain these efforts, SCAG HR requires access to key HR insights and trusted research, strategic advice on critical priorities, and benchmark data to confidently drive recommendations and decision-making. HR Leaders support from Gartner has provided staff additional capacity to identify next steps on a variety of initiatives, best practice knowledge, and expertise and depth to guide SCAG's processes and support SCAG's evolving workforce needs.

The original agreement is a two-year agreement. SCAG now seeks to extend the contract for an additional year to ensure the successful implementation of the initiatives described above.

This amendment also increases the contract value from \$166,668 to \$273,138 (\$106,470) and extends the contract end date from 4/7/23 to 3/31/2024.

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

- Gartner Enterprise for HR Leaders Research and Advisory Services

**Strategic Plan:** This item supports SCAG's Strategic Plan Goal #5: Recruit, support, and develop a world-class workforce and be the workplace of choice.

<b>Amendment Amount:</b>	Amendment 1	\$106,470
	Original contract value	<u>\$166,668</u>
	<b>Total contract value is not to exceed</b>	<b>\$273,138</b>

This amendment exceeds 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it requires the Regional Council's approval.

**Contract Period:** April 1, 2021 through March 31, 2024

**Project Number:** 810-0120.04 \$106,470

Funding source(s): Indirect Cost Program Budget

Funding of \$106,470 is available in the Fiscal Year (FY) 2022-23 Indirect Cost Program Budget in Project Number 810-0120.04, and the remaining balance will be requested in future fiscal year budgets, subject to budget availability.

**Basis for the Amendment:** In accordance with SCAG's Procurement Manual (January 2021) Section 9.3, to foster greater economy and efficiency, SCAG's federal procurement guidance (2

CFR 200.318 [e]) authorizes SCAG to procure goods and services by using an Intergovernmental Agreement (Master Service Agreement – MSA, also known as a Leveraged Purchase Agreement – LPA). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially “piggy-backing” on the agreement.) SCAG utilized an MSA with the County of Ventura and Gartner, Inc. (Contract #7914) that was competitively procured.

SCAG has vetted County of Ventura Contract 7914 (MSA) with Gartner, Inc. for Gartner Enterprise for HR Leaders. Gartner has provided us with the pre-negotiated pricing outlined in the original County of Ventura Contract #7914. This is a two-year service agreement.

**Conflict Of Interest (COI) Form - Attachment  
For April 7, 2023 Regional Council Approval**

Approve Amendment No. 1 to Contract No. 21-053-C01, Gartner for HR Leaders, in an amount not to exceed \$106,470, increasing the contract value from \$166,668 to \$273,138 to provide additional HR consulting services. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Gartner, Inc.	No - form attached

Attachment: Contract Summary 21-053-C01 Amendment No. 1 (Contract Amendment Greater Than 30% of the Contract's Original Value:



# SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 21-053-C01

## SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under “GET INVOLVED”, then “Contract & Vendor Opportunities” and scroll down under the “Vendor Contracts Documents” tab; whereas the SCAG staff may be found under “ABOUT US” then “OUR TEAM” then “Employee Directory”; and Regional Council members can be found under “MEETINGS”, then scroll down to “LEADERSHIP” then select “REGIONAL COUNCIL” on the left side of the page and click on “Regional Council Officers and Member List.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Legal Division, especially if you answer “yes” to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

**Name of Firm:** Gartner, Inc.  
**Name of Preparer:** Melissa McKay  
**Project Title:** Gartner HR Renewal Paperwork  
**Date Submitted:** March 21, 2023

## SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES       NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES       NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES       NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES       NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES       NO

If “yes,” please list name, date gift or contribution was given/offered, and dollar value:


Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

**SECTION III: VALIDATION STATEMENT**

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

**DECLARATION**

**I, (printed full name) Melissa McKay, hereby declare that I am the (position or title) Manager of (firm name) Gartner, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated March 21, 2023 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.**

DocuSigned by:  
  
38838E34258B4E6...

---

Signature of Person Certifying for Proposer  
(original signature required)
March 21, 2023  
Date

**NOTICE**

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.



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

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Roland Ok, Planning Supervisor  
(213) 236-1819, ok@scag.ca.gov

**Subject:** Resolution No. 23-654-1 Authorizing Acceptance of Grant Funds from the  
Federal Communications Commission (FCC) to Support the Affordable  
Connectivity Program (ACP)

**RECOMMENDED ACTION FOR EAC:**

That the Executive/Administration Committee (EAC) recommend that Regional Council (RC):

1. Approve Resolution No. 23-654-1 to accept grant funding for a minimum of \$500,000 from the Federal Communications Commission (FCC) to support SCAG's Affordable Connectivity Program (ACP) Campaign; and
2. Authorize SCAG to use available general fund balance to begin project work for the FCC ACP. Upon execution of the grant agreement, the grant funding will be included and reconciled in a future budget amendment during FY 2023-24 and the general fund will be reimbursed for grant expenditures incurred.

**RECOMMENDED ACTION FOR RC:**

That the Regional Council (RC):

1. Approve Resolution No. 23-654-1 to accept grant funding for a minimum of \$500,000 from the Federal Communications Commission (FCC) to support SCAG's Affordable Connectivity Program (ACP) Campaign; and
2. Authorize SCAG to use available general fund balance to begin project work for the FCC ACP. Upon execution of the grant agreement, the grant funding will be included and reconciled in a future budget amendment during FY 2023-24 and the general fund will be reimbursed for grant expenditures incurred.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration. 6: Deploy strategic communications to further agency priorities and foster public

understanding of long-range regional planning. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

#### EXECUTIVE SUMMARY:

***On February 2, 2021, SCAG's Regional Council (RC) passed Resolution No. 21-629-2, directing its staff to aid in closing the digital divide in underprivileged communities. On September 1, 2022, the Regional Council adopted Resolution No. 22-646-6, which tasked the staff with promoting the Affordable Connectivity Program (ACP), overseen by the Federal Communications Commission (FCC) as part of SCAG's Go-Human initiative. To facilitate the objectives set out in both resolutions, SCAG has secured at least \$500,000 in funding to conduct a regionwide ACP campaign.***

#### BACKGROUND:

On November 15, 2021, Congress approved \$14.2 Billion for the ACP as part of the Infrastructure Investment and Jobs Act (IIJA).<sup>1</sup> ACP is the FCC's successor program to the Emergency Broadband Benefit Program (EBB) which began on May 12, 2021, and ended on December 30, 2021. The ACP is a longer-term solution to the EBB and the benefit is expected to last for 4 to 5 years.

ACP helps ensure that households can afford the broadband they need for work, school, healthcare and more. ACP provides a discount of up to \$30 per month toward internet service for eligible households and up to \$75 per month per households on qualifying Tribal lands. Eligible households can also receive a one-time discount of up to \$100 to purchase a laptop, desktop, computer, or tablet from participating providers if they contribute more than \$10 and less than \$50 towards the purchase price. The ACP is limited to one monthly service discount and on device discount per household.

A household is eligible for the ACP if the household income is at or below 200% of the Federal Poverty Guidelines, or if a member of the household meets at least one of the criteria below:

- Received a Federal Pell Grant during the current award year.
- Meets the eligibility criteria for a participating provider's existing low-income internet program.
- Participates in one of these assistance programs:
  - The National School Lunch Program or the School Breakfast Program, including through the USDA Community Eligibility Provision
  - SNAP
  - Medicaid
  - Federal Public Housing Assistance
  - Supplemental Security Income (SSI)

---

<sup>1</sup> Affordable Connectivity Program available at: <https://www.affordableconnectivity.gov>

- WIC
- Veterans Pension or Survivor Benefits or Lifeline
- Participates in one of these assistance programs and lives on Qualifying Tribal Lands:
  - Bureau of Indian Affairs General Assistance
  - Tribal TANF
  - Food Distribution Program on Indian Reservations
  - Tribal Head Start (Income based)

The ACP program allows for Internet Service Providers (ISPs) to provide both wireline (Fiber/Cable) and wireless (5G) services.<sup>2</sup>

**FCC’s NOTICE OF FUNDING OPPORTUNITY FOR THE ACP OUTREACH GRANT PROGRAM**

Currently, about 40 million households nationwide meet the eligibility criteria for the ACP Program, but only 4,000,000 million of them (11%) have enrolled in the program.<sup>3</sup> In the state of California, roughly 5.8 million households (45% of the total number of households) qualify for the program, but only 1.9 million of them (34%) have enrolled. Similarly, within the SCAG region, which has around 2.8 million eligible households, only 1 million (36%) have enrolled in the program. For a countywide breakdown, see table below.

**Enrollment Rates for the SCAG Region<sup>4</sup>**

	Enrolled Households	Qualified Households	Percent of Enrolled Households
Imperial	19,231	30,339	63%
Los Angeles	605,341	1,646,205	37%
Orange	119,225	397,766	30%
Riverside	129,648	360,381	36%
San Bernardino	141,494	341,110	41%
Ventura	30,900	103,632	30%
<b>SCAG Region</b>	<b>1,045,839</b>	<b>2,879,433</b>	<b>36%</b>

Although California has a significantly higher enrollment rate when compared to the nation, it falls significantly short of the target set by the California Broadband Council, which is a 97% enrollment

<sup>2</sup> A list of qualifying providers can be found at: <https://www.fcc.gov/affordable-connectivity-program-providers#California>

<sup>3</sup> ACP Enrollment and Claims Tracker. Available at: <https://www.usac.org/about/affordable-connectivity-program/acp-enrollment-and-claims-tracker/>

<sup>4</sup> California Affordability Program Tracker. Available at: <https://www.arcgis.com/apps/dashboards/8c0249a9de8d404a9b49966fb824b728>

rate by the year 2027. In response, the FCC has taken action to address the low enrollment rates for the ACP. On November 10, 2022, the FCC released a Notice of Funding Opportunity (NOFO) for the ACP Outreach Grant Program, which will distribute \$66 million in funding to recipients.<sup>5</sup> The program's goal is to support outreach campaigns that raise awareness and increase enrollment rates for the ACP.

**SCAG SELECTED AS A GRANT RECIPIENT:**

The RC approved Resolution No. 21-629-2 on February 2, 2021, instructing Staff to help bridge the digital divide in underserved communities.<sup>6</sup> Additionally, on September 1, 2022, the RC adopted Resolution No. 22-646-6, tasking Staff to promote the ACP under SCAG's Go-Human program.<sup>7</sup>

In furtherance of these resolutions, Staff submitted a grant application to the FCC on January 9, 2023, requesting \$722,200. Out of the 350 applications received, the FCC approved 197, including SCAG's application for at least \$500,000.<sup>8</sup>

**SCOPE OF WORK:**

Should the RC grant approval for SCAG to accept funding, SCAG will collaborate with local jurisdictions, community-based organizations, local businesses, community leaders, and other stakeholders to advance the ACP on a regional scale. The final details of the grant award and project scope will be coordinated with the FCC, but they may encompass various tasks<sup>9</sup> such as:

- Regional coordination with stakeholders;
- Methodology to identify priority areas;
- Public outreach plans;
- Development of co-branded advertisements and outreach materials;
- Traditional media and social media ad buys;
- Target direct mailing to communities of concern;
- Hiring and training digital navigators/ambassadors; and
- Countywide pop-up events.

---

<sup>5</sup> FCC's ACP Outreach Grant Program. Available at: <https://www.fcc.gov/fcc-releases-notice-funding-opportunity-ACP-outreach-grant-program>

<sup>6</sup> Resolution No. 21-629-2. Available at: [https://scag.ca.gov/sites/main/files/file-attachments/resolution\\_no\\_21-629-2\\_-\\_support\\_to\\_increase\\_broadband\\_access.pdf?1646942018](https://scag.ca.gov/sites/main/files/file-attachments/resolution_no_21-629-2_-_support_to_increase_broadband_access.pdf?1646942018)

<sup>7</sup> Resolution No. 22-646-6. Available at: <https://scag.ca.gov/sites/main/files/file-attachments/rc090122fullpacket.pdf?1661474396>

<sup>8</sup> While SCAG was guaranteed a minimum of \$500,000 for their ACP campaign, the final award amount is still being negotiated with the FCC, and both parties are reviewing the notice of award. As such, the exact amount of funding that SCAG will receive has not yet been determined.

<sup>9</sup> Scope of work is dependent and subject to change based on final funds determined and allocated by the FCC.



**FISCAL IMPACT:**

If approved by the RC, SCAG will accept a minimum of \$500,000 from the FCC. SCAG will use available general fund balance to begin project work for the FCC ACP. Upon execution of the grant agreement, the grant funding will be included and reconciled in a future budget amendment during FY 2023-24 and the general fund will be reimbursed for grant expenditures incurred.

**ATTACHMENT(S):**

1. Resolution to Accept FCC Grant Funds to Promote the ACP Program
2. PowerPoint Presentation - FCC ACP Outreach Grant





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

RESOLUTION NO. 23-654-1 A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) AUTHORIZING ACCEPTANCE OF GRANT FUNDS FROM THE FEDERAL COMMUNICATIONS COMMISSION (FCC) TO PROMOTE THE AFFORDABLE CONNECTIVITY PROGRAM (ACP).

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code Section 6502 et seq.;

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

WHEREAS, SCAG is responsible for bringing Southern California's diverse residents and local partners together with unifying regional plans, policies, and programs that result in healthy, sustainable, and economically resilient communities;

WHEREAS, approximately nine to ten percent of all households within the SCAG region do not have access to broadband and three percent do not have access to a computer;

WHEREAS, these households are disproportionately located in underserved urban communities and rural communities;

WHEREAS, on February 2, 2021, the Regional Council adopted Resolution No 21-629-2, which recognizes the need to close the digital divide and provide long-term community benefits that include the ability to fully engage in the digital economy, access to existing and emerging transportation services, expands economic opportunities, and is a viable strategy which assists in reducing greenhouse gas (GHG) emissions, and reduction in vehicle miles traveled (VMT);

WHEREAS, on September 1, 2022, the Regional Council adopted Resolution No. 22-646-6, which directed Staff to work with its partners to promote the Affordable Connectivity Program;

WHEREAS, the United States Federal Communications Commission (FCC) has established the Affordable Connectivity Program (ACP) to help ensure households can afford the broadband needed for work, school, healthcare, and more;

REGIONAL COUNCIL OFFICERS

President Jan C. Harnik, Riverside County Transportation Commission

First Vice President Art Brown, Buena Park

Second Vice President Curt Hagman, County of San Bernardino

Immediate Past President Clint Lorimore, Eastvale

COMMITTEE CHAIRS

Executive/Administration Jan C. Harnik, Riverside County Transportation Commission

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Ray Marquez, Chino Hills

**WHEREAS**, the ACP provides a discount of up to \$40 per month towards internet service for eligible households and up to \$75 per month for households on qualifying Tribal lands;

**WHEREAS**, the ACP also provides eligible households a one-time discount of up to \$100 to purchase a laptop, desktop computer, or tablet from participating providers if they contribute more than \$10 and less than \$50 toward the purchase price;

**WHEREAS**, the California Broadband Council (CBC) initiated a “Call for Action” which recognized that over 5 million households in California are eligible for ACP and set a goal to reach a 90% enrollment rate (4.5 million) of eligible households by 2024 and 95% (4.75 million) of eligible households by 2027, which are consistent with the goals of the Affordable Internet and Net Equality Act of 2022 (AB 2751);

**WHEREAS**, to date, approximately 34% of eligible households within the State of California and 36% of eligible households within the SCAG region have signed up for ACP and further support is needed to bolster the ACP campaign;

**WHEREAS**, SCAG submitted a grant application to the FCC’s ACP outreach grant program and was awarded a grant of a minimum of \$500,000 and upwards to \$772,00 to promote a statewide ACP campaign;

**WHEREAS**, SCAG’s acceptance of final negotiated funds will assist in fulfilling the objectives set forth under Resolution Nos. 21-629-2 and 22-646-6;

**NOW THEREFORE, BE IT RESOLVED**, by the Regional Council that SCAG is authorized to accept funds in the minimum amount of \$500,000 to support SCAG’s statewide ACP campaign;

**BE IT FURTHER RESOLVED** that SCAG’s Executive Director is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to accepting the funds and implementing activities through the funds.

**PASSED, APPROVED, AND ADOPTED**, by the Regional Council of the Southern California Association of Governments at its regular meeting this 6<sup>th</sup> day of April 2023

---

Jan C. Harnik  
President, SCAG  
Riverside County Transportation Commission

Attested by:

---

Kome Ajise  
Executive Director

Approved as to Form:

---

Michael R.W. Houston  
Chief Counsel



# Digital Equity Call to Action to Increase Access to Affordable Broadband

SCAG Awarded Federal Communications Commission (FCC) Grant to Expand Strategies to Support the Affordable Connectivity Program (ACP)

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

## Program Overview: SCAG Digital Equity Call to Action

- In the SCAG region, only 36% of eligible households have enrolled in the ACP program, **prompting a need to close the gap on digital inequities.**
- On September 1, 2022, the RC adopted **Resolution No. 22-646-6 for SCAG to act on digital inequities and expand support for the ACP campaign.**
- Through existing funding, SCAG is partnering with the California Emerging Technology Fund (CETF) and other agencies and organizations to expand ACP awareness and increase sign-ups.

## About the Affordable Connectivity Program (ACP)

- The ACP provides a discount of up to \$30 per month toward broadband for eligible households and up to \$75 per month per household on qualifying tribal lands.
- Eligible households can also receive a one-time discount of up to \$100 to purchase a laptop or tablet if they contribute more than \$10 and less than \$50 towards the purchase price.



*\*Image accessed via [fcc.gov/acp](https://www.fcc.gov/acp)*

## SCAG Selected as FCC Grant Recipient

- 350 applications received, 197 awarded
- **Awarded \$500,000 to support a targeted region-wide ACP campaign**
  - SCAG was the only MPO awarded
- **Two key strategies to drive awareness and sign-ups:**
  - **Targeted advertising and promotion to supplement campaigns across the region**
  - **Digital Navigator cohorts to lead local engagement in target communities**
- Build upon existing efforts, including the Local Government Toolkit, to expand the reach and impact of the FCC grant

## SCAG's Program Objectives

**Target unserved and underserved areas based on ACP eligibility**

**Leverage existing partnerships and build new partners to reach eligible households**

**Develop a Local Toolkit with tangible resources and strategies**

**Partner with cities, counties, and others to supplement existing ACP campaigns**

**Conduct local engagement through a Digital Navigators Program**

## Scope of Work

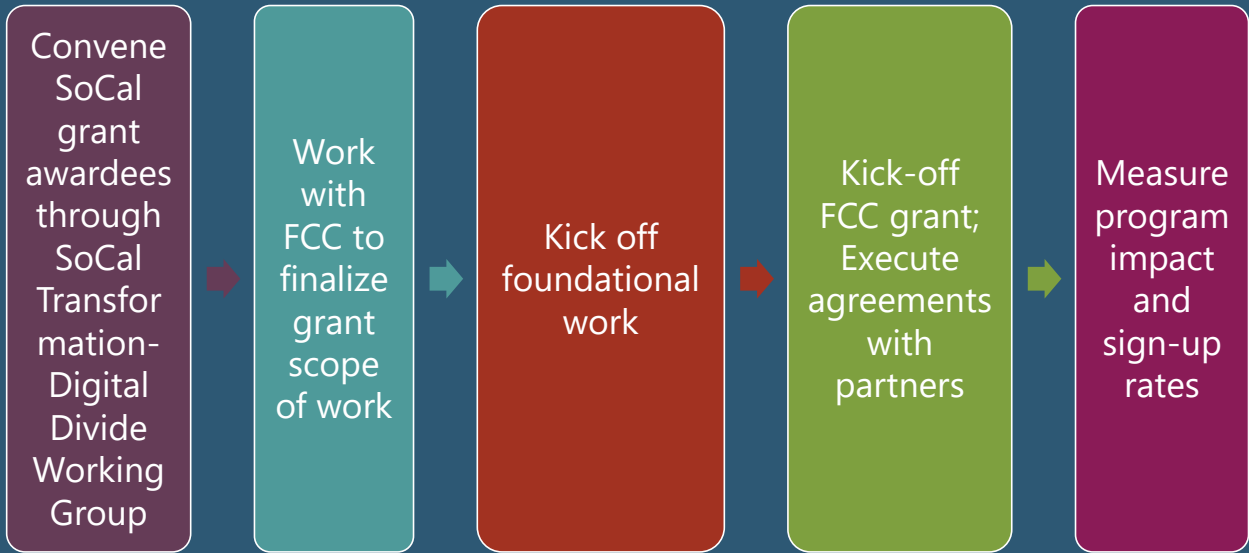
**Existing funds for foundational work**

- Coordinate with stakeholders (counties, cities, CBOs) to identify strategic partners
- Develop engagement plan
- Develop Local Government Toolkit of resources
- Pilot Digital Navigators

**FCC grant to maximize impact across the region**

- Media buys and other promotions supplementing existing campaigns with partners
- Hiring, training, and deploying Digital Navigators to implement outreach and engagement

## Next Steps



# THANK YOU!

For more information, please visit:

ACP: <https://www.fcc.gov/acp>

Go Human: <https://scag.ca.gov/go-human>



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

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Cindy Giraldo, Chief Financial Officer  
(213) 630-1413, giraldo@scag.ca.gov

**Subject:** Resolution No. 23-654-2 Approving Amendment 3 to the FY 2022-23 Comprehensive Budget, including a Third Amendment to the Overall Work Program (OWP) Budget, Second Amendments to the Indirect Cost Budget and FTA Discretionary and Formula Grant Budget, and an Amendment to the TDA Budget

**RECOMMENDED ACTION FOR EAC:**

That the Executive/Administration Committee (EAC) recommend that the Regional Council adopt Resolution No. 23-654-2 approving a third amendment to the Fiscal Year 2022-23 Comprehensive Budget including:

1. a third amendment (Budget Amendment 3) to the Fiscal Year 2022-23 Overall Work Program (FY23 OWP) Budget in the amount of \$11,417,775, increasing the FY23 OWP Budget from \$128,775,954 to \$140,193,729;
2. a second amendment to the Indirect Cost Budget, in the amount of \$972,432, increasing the Indirect Cost Budget from \$29,650,927 to \$30,623,359;
3. an amendment to the TDA Budget in the amount of \$84,648, increasing the TDA Budget from \$3,840,589 to \$3,925,237.

**RECOMMENDED ACTION FOR RC:**

That the Regional Council (RC) adopt Resolution No. 23-654-2 approving a third amendment to the Fiscal Year 2022-23 Comprehensive Budget including:

1. a third amendment (Budget Amendment 3) to the Fiscal Year 2022-23 Overall Work Program (FY23 OWP) Budget in the amount of \$11,417,775, increasing the FY23 OWP Budget from \$128,775,954 to \$140,193,729;
2. a second amendment to the Indirect Cost Budget, in the amount of \$972,432, increasing the Indirect Cost Budget from \$29,650,927 to \$30,623,359;
3. an amendment to the TDA Budget in the amount of \$84,648, increasing the TDA Budget from \$3,840,589 to \$3,925,237.



**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**EXECUTIVE SUMMARY:**

*Staff recommends that the EAC and RC adopt Resolution No. 23-654-2 approving a third amendment to the Fiscal Year 2022-23 Comprehensive Budget including:*

- *a third amendment (Budget Amendment 3) to the Fiscal Year 2022-23 Overall Work Program (FY23 OWP) Budget in the amount of \$11,417,775, increasing the FY23 OWP Budget from \$128,775,954 to \$140,193,729;*
- *a second amendment to the Indirect Cost Budget, in the amount of \$972,432, increasing the Indirect Cost Budget from \$29,650,927 to \$30,623,359;*
- *an amendment to the TDA Budget in the amount of \$84,648, increasing the TDA Budget from \$3,840,589 to \$3,925,237.*

**BACKGROUND:**

On May 4 and 5, 2022, the EAC and RC, respectively, approved the FY23 Final Comprehensive Budget, which included the FY23 OWP budget in the amount of \$116.96 million. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) subsequently approved SCAG's FY23 OWP on June 17, 2022.

Thereafter, SCAG submitted administrative Amendment 1 to the FY23 OWP, which included programming grant funds carry-over for state other, additional TDA funds and in-kind commitments to support ongoing regional transportation projects, and reallocation of CPG funds that resulted in budget-neutral changes for various regional transportation planning projects. Further, staff received approval for the reclassification of seven vacant positions to align the classification with agency needs. The budget impact associated with these position reclassifications was incorporated into the budget as part of Budget Amendment 2. Amendment 1 increased the FY23 OWP budget from \$116.96 million to \$117.79 million.

On November 3, 2022, the EAC and RC approved Amendment 2 to the FY 23 OWP increasing the budget from \$117.79 million to \$128.78 million for programming unexpended CPG as well as various federal and state special grant funds; adding a new OWP project for the Regional Housing Program; adjusting staff time allocations in various OWP projects and adding consultant resources to support ongoing regional transportation activities; and adjusting staff budget for the approved reclassifications and changes made in accordance with SCAG Personnel Rules, as well as for changes resulting from position evaluations and the Classification and Compensation Study. The Budget Amendment also included adding \$748,966 to the Indirect Cost Budget, increasing the total budget from \$28.90 million to \$29.65 million, and \$12,868,787 for the FTA Grant Budget, increasing the total budget from \$1.84 million to \$14.71 million.

**DISCUSSION:**

**Budget Amendment**

Staff recommends that the EAC and RC approve a third Budget Amendment to the FY23 Comprehensive Budget in the amount of \$10.24 million increasing the Comprehensive Budget from \$149.96 million to \$160.20 million, which includes an increase to the FY23 OWP in the amount of \$11.42 million, increasing the OWP budget from \$128.78 million to \$140.19 million. Table 1 shows the changes to the FY23 Comprehensive Budget Funding Sources and Table 2 shows the changes to the FY23 OWP Funding Sources:

**Table 1. FY 2022-23 Comprehensive Budget Funding Sources**

FUNDING SOURCES	Amend#2	Change	Amend#3
FHWA PL - Metropolitan Planning	\$ 32,255,465	\$ (209,475)	\$ 32,045,990
FTA 5303 - Metropolitan Planning	\$ 15,930,409	\$ 2,570,530	\$ 18,500,939
FHWA SPR - Strategic Partnership Grants	\$ 167,303	\$ -	\$ 167,303
Federal Other	\$ 5,377,681	\$ 110,000	\$ 5,487,681
State Other	\$ 11,697,855	\$ -	\$ 11,697,855
SB 1 - Sustainable Communities Formula Grants	\$ 9,420,498	\$ -	\$ 9,420,498
Regional Early Action Planning Grants of 2019 (REAP 2019)	\$ 28,543,540	\$ -	\$ 28,543,540
Regional Early Action Planning Grants of 2021 (REAP 2.0)	\$ -	\$ 8,612,135	\$ 8,612,135
MSRC Last Mile Freight Program (LMFP) Grant	\$ 16,751,000	\$ -	\$ 16,751,000
TDA	\$ 3,840,589	\$ 84,648	\$ 3,925,237
In-Kind Commitments	\$ 5,723,212	\$ 301,245	\$ 6,024,457
Cash/Local Other	\$ 14,057,920	\$ 50,000	\$ 14,107,920
General Fund	\$ 3,390,152	\$ -	\$ 3,390,152
Indirect Cost Carryforward	\$ 2,229,200	\$ -	\$ 2,229,200
Indirect Cost Under-/Over-Recovery	\$ 570,179	\$ (1,276,685)	\$ (706,506)
<b>TOTAL</b>	<b>\$ 149,955,003</b>	<b>\$ 10,242,398</b>	<b>\$ 160,197,401</b>

**Table 2. FY 2022-23 OWP Funding Sources**

OWP FUNDING SOURCES	Amend#2	Change	Amend#3
FHWA PL - Metropolitan Planning	\$ 32,255,465	\$ (209,475)	\$ 32,045,990
FTA 5303 - Metropolitan Planning	\$ 15,930,409	\$ 2,570,530	\$ 18,500,939
FHWA SPR - Strategic Partnership Grants	\$ 167,303	\$ -	\$ 167,303
Federal Other	\$ 3,318,410	\$ 110,000	\$ 3,428,410
State Other	\$ 11,697,855	\$ -	\$ 11,697,855
SB 1 - Sustainable Communities Formula Grants	\$ 9,420,498	\$ -	\$ 9,420,498
Regional Early Action Planning Grants of 2019 (REAP 2019)	\$ 28,543,540	\$ -	\$ 28,543,540
Regional Early Action Planning Grants of 2021 (REAP 2.0)	\$ -	\$ 8,612,135	\$ 8,612,135
MSRC Last Mile Freight Program (LMFP) Grant	\$ 16,751,000	\$ -	\$ 16,751,000
TDA	\$ 3,439,687	\$ (16,660)	\$ 3,423,027
In-Kind Commitments	\$ 5,723,212	\$ 301,245	\$ 6,024,457
Cash/Local Other	\$ 1,528,575	\$ 50,000	\$ 1,578,575
<b>TOTAL</b>	<b>\$ 128,775,954</b>	<b>\$ 11,417,775</b>	<b>\$ 140,193,729</b>

**i. Amendment 3 to the FY23 Overall Work Program (OWP)**

- 1) \$209,475 decrease for FHWA PL and \$2,570,530 increase for FTA 5303 (CPG funds) based on the final FY 2022-2023 CPG formula allocations issued by Caltrans;
- 2) \$110,000 increase for Year 3 allocation of the U.S. Department of Energy (DOE) grant funds;
- 3) \$8,612,135 increase for REAP 2.0, which includes expenditures for consultants, technical assistance, suballocations and staff resources that were authorized by the EAC on November 30, 2022;
- 4) \$16,660 decrease for TDA and \$301,245 increase for in-kind commitments due to various staffing and consultant budget adjustments; and
- 5) \$50,000 increase for cash/local other to reflect the additional funding that SCAG received from the CETF to support the Broadband Program activities.

Table 3 shows the changes to the FY23 OWP expenditures in the amount of \$11,417,775:

OWP EXPENDITURES	Amend#2	Change	Amend#3
Salaries & Benefits	\$ 44,839,100	\$ 3,915,744	\$ 48,754,844
Consultants*	\$ 67,918,797	\$ 3,928,509	\$ 71,847,306
Non-Profits/IHL	132,787	\$ 33,486	166,273
In-Kind Commitments	\$ 5,723,212	\$ 301,245	\$ 6,024,457
Cash/Local Other	\$ 643,179	\$ -	\$ 643,179
Other Costs	\$ 9,518,879	\$ 3,238,791	\$ 12,757,670
<b>TOTAL</b>	<b>\$ 128,775,954</b>	<b>\$ 11,417,775</b>	<b>\$ 140,193,729</b>

\* Consultants included: consultant, consultant Toll Credit, and consultant IC REAP

- 1) \$3,915,744 increase in Salaries & Benefits, due to adding the authorized REAP 2.0 staff resources;
- 2) \$3,928,509 increase in the Consultant budget, primarily due to the activities associated with the REAP 2.0 as well as adjustments made to the REAP 2019 projects;
- 3) \$33,486 increase for Non-Profits/IHL budget, due to shifting the budget from Consultant budget to account for expenditure in a correct category; and
- 4) \$3,238,791 increase to Other Costs is primarily due to the set-aside of CPG and other grant funds to support various regional transportation planning projects in the FY 2023-24 OWP.

Attachment 2 includes a detailed list of budget changes, excluding administrative, non-budget changes such as task manager update. The full report, which will be submitted to Caltrans, detailing the updated FY23 OWP incorporating Amendment 3 changes, is available online at <https://scag.ca.gov/sites/main/files/file-attachments/fy22-23-owp-amend3.pdf>.

**ii. Indirect Cost Budget**

This Budget Amendment results in an increase of \$972,432 to the Indirect Cost Budget, increasing the budget from \$29.65 million to \$30.62 million. The proposed changes include additional consultant resources to support various indirect cost activities as well as salaries and benefits budget increases associated with programming the approved REAP 2.0 positions. The amended Indirect Cost Budget includes \$30.62 million for staff salaries, fringe benefits, and other non-labor costs that are not attributable to an individual direct program. Due to the additional staff time allocations added to the various budget programs for the REAP 2.0 staff and holding the indirect cost rate constant, the allocated indirect cost increased by \$2,249,117 through this Budget Amendment, which is more than the increase to the Indirect Cost Budget, for a net budget impact of (\$1.28) million. Hence, the increase in the Indirect Cost Budget will be fully offset by the increase in the allocated indirect cost resulting a projected over-recovery of indirect costs of \$706,506.

**iii. TDA Budget and FTA Grant Budget**

This Budget Amendment results in a net increase of \$84,648 for the TDA Budget, increasing the total budget from \$3,840,589 to \$3,925,237. The changes include a decrease of \$16,660 to the FY23 OWP Budget and a decrease of \$65,816 to the FTA Grant Budget due to adjustments for staff time allocations as well as consultant resources, and an increase of \$167,124 due to shifting eligible costs for outreach event activities such as General Assembly from the General Fund Budget to the TDA Budget.

**FISCAL IMPACT:**

Budget Amendment 3 increases the Comprehensive Budget in the amount of \$10.24 million increasing the Comprehensive Budget from \$149.96 million to \$160.20 million, which includes an increase to the FY23 OWP in the amount of \$11.42 million, increasing the OWP budget from \$128.78 million to \$140.19 million. After approval by the EAC and RC, Amendment 3 to the FY23 OWP will be submitted to Caltrans for final approval.

**ATTACHMENT(S):**

1. Resolution No. 23-654-2 Approving Amendment 3 to the FY 2022-23 Comprehensive Budget Including Overall Work Program (OWP)
2. List of Budget Changes - FY23 OWP Amendment 3



RESOLUTION NO. 23-654-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 3 TO THE FISCAL YEAR 2022-23 COMPREHENSIVE BUDGET, INCLUDING THE OVERALL WORK PROGRAM

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

REGIONAL COUNCIL OFFICERS

President Jan C. Harnik, Riverside County Transportation Commission

First Vice President Art Brown, Buena Park

Second Vice President Curt Hagman, County of San Bernardino

Immediate Past President Clint Lorimore, Eastvale

COMMITTEE CHAIRS

Executive/Administration Jan C. Harnik, Riverside County Transportation Commission

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Ray Marquez, Chino Hills

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

WHEREAS, SCAG has developed the Fiscal Year (FY) 2022-23 Comprehensive Budget that includes the following budget components: the Overall Work Program (OWP); the FTA Discretionary and Formula Grant Budget; the TDA Capital and Debt Service Budget; the General Fund Budget; the Indirect Cost Budget; and the Fringe Benefits Budget; and

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

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

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

WHEREAS, SCAG’s Regional Council approved the FY 2022-23 Comprehensive Budget including the OWP in May 2022, which was subsequently approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in June 2022. The Regional Council approved Amendment 1 to the FY 2022-23 Comprehensive Budget including the OWP in September 2022 and Amendment 2 was approved in November 2022; and

Attachment: Resolution No. 23-654-2 Approving Amendment 3 to the FY 2022-23 Comprehensive Budget Including Overall Work Program (OWP)

**WHEREAS**, Amendment 3 to the FY 2022-23 Comprehensive Budget, including the OWP, will result in: an OWP budget increase of \$11,417,775, from \$128,775,954 to \$140,193,729; an Indirect Cost budget increase of \$972,432, from \$29,650,927 to \$30,623,359; an FTA Discretionary and Formula Grant budget decrease of \$65,816, from \$14,709,582 to \$14,643,766; a TDA budget increase of \$84,648, from \$3,840,589 to \$3,925,237; and

**WHEREAS**, Amendment 3 to the FY 2022-23 Comprehensive Budget including the OWP, along with its corresponding staff report and this resolution, has been reviewed and discussed by SCAG's Regional Council on April 6, 2023.

**NOW, THEREFORE, BE IT RESOLVED**, by the Regional Council of the Southern California Association of Governments, that the Amendment 3 to the FY 2022-23 Comprehensive Budget including the OWP, and as further described in the recitals above, is approved and adopted.

**BE IT FURTHER RESOLVED THAT:**

1. The Regional Council hereby authorizes submittal of Amendment 3 to the FY 2022-23 OWP to the participating State and Federal agencies.
2. The Regional Council hereby authorizes submittal of SCAG's approved FY 2022-23 Indirect Cost Rate Proposal (ICRP) to the participating State and Federal agencies.
3. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.
4. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby designated and authorized to execute all related agreements and other documents on behalf of the Regional Council.
5. The SCAG Bylaws give the SCAG Executive Director authority to administer the Personnel Rules. In accordance with that authority, the SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby designated and authorized to make administrative amendments to the FY 2022-23 Comprehensive Budget including the OWP to implement the Personnel Rules.
6. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make and submit to the applicable funding agencies, the necessary work program, and budget amendments to SCAG's FY 2022-23 Comprehensive Budget including the OWP, based on actual available funds and to draw funds as necessary on a line of credit or other requisition basis.
7. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to submit grant applications and execute the applicable grant agreements and any amendments with the applicable Federal or State agency and to implement grant funds through SCAG's OWP, and this includes submittal and execution of the required Overall Work

Program Agreement (OWPA) and the Master Fund Transfer Agreement (MFTA) with Caltrans, as part of the Caltrans Sustainable Transportation Planning Grant Programs.

8. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2022-23 OWP that do not affect the delivery of regional transportation planning tasks, activities, steps, products, or the funding amounts listed on the OWPA.
9. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2022-23 General Fund Budget; the Indirect Cost Budget; the Fringe Benefit Budget; FTA Discretionary and Formula Grant Budget; and the TDA Budget that do not exceed the overall funding amounts approved by the SCAG Regional Council and the participating State and Federal agencies.
10. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2022-23 TDA Budget, including exceeding the TDA Budget approved by the Regional Council, for the purpose of allocating additional funding to projects that are included in the approved OWP, when such exceedance is necessary to execute or implement the OWP approved by the Regional Council.
11. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to negotiate and execute subrecipient agreements (e.g., memorandum of understanding) and related documents, on behalf of the Regional Council, involving the expenditure of funds programed under the FY 2022-23 Comprehensive Budget including the OWP.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 6<sup>th</sup> day of April, 2023.

---

Jan C. Harnik  
President, SCAG  
Riverside County Transportation Commission

Attested by:

---

Kome Ajise  
Executive Director

Approved as to Form:

---

Michael R.W. Houston  
Chief Counsel



**FY 2022-23 OWP Amendment 3**  
**List of Budget Changes**

Director	Project Task No.	Project Task Name	Category	Budget Change	CPG FHWA_PL	CPG FTA_5303	TDA	FY21 SB1 Formula	FY22 SB1 Formula	FY23 SB1 Formula	REAP 2019	REAP 2.0	DOE	IERS Grant	Cash/Local Other	In-Kind Commitments	Justification
Jepson	010.0170.01	RTP Amendments, Management and Coordination	Staff	\$ 44,364	\$ 39,276											\$ 5,088	Adjusting FTE allocations for staff.
Jepson	010.2106.02	System Management and Preservation	Staff	\$ (44,365)	\$ (39,276)											\$ (5,089)	Adjusting FTE allocations for staff.
Jepson	015.0159.01	RTP Financial Planning	Staff	\$ (16,288)	\$ (14,419)											\$ (1,869)	Adjusting FTE allocations for staff.
Jepson	015.0159.01	RTP Financial Planning	Staff	\$ 169,702	\$ 150,237											\$ 19,465	Adjusting FTE allocations for staff.
Jepson	015.0159.02	Transportation User Fee - Planning Groundwork Project Phase II	Staff	\$ (81,435)	\$ (72,094)											\$ (9,341)	Adjusting FTE allocations for staff.
Jepson	015.0159.02	Transportation User Fee - Planning Groundwork Project Phase II	Staff	\$ (31,261)	\$ (27,675)											\$ (3,586)	Adjusting FTE allocations for staff.
Jepson	015.4907.01	Research Design Framework for Transportation Pricing and Incentives Pilots	Staff	\$ (3,954)	\$ -		\$ (3,954)									\$ -	Adjusting FTE allocations for staff.
Jepson	015.4909.01	Regional Transportation Plan Technical Support	Staff	\$ (4,468)	\$ (3,955)											\$ (513)	Adjusting FTE allocations for staff.
Jepson	015.4910.01	SB 743 Mitigation Support	Consultant	\$ 20,000			\$ 20,000										Adding an additional \$20,000 for TDA funds to support the execution of an expert review panel on SB 743.
Jepson	015.4910.01	SB743 Mitigation Support	Staff	\$ (22,329)	\$ (19,768)											\$ (2,561)	Adjusting FTE allocations for staff.
Jepson	030.0146.02	Federal Transportation Improvement Program	Staff	\$ 5,876		\$ 5,202										\$ 674	Setting aside funding for FY24 OWP.
Jepson	030.0146.02	Federal Transportation Improvement Program	Staff	\$ 228,900		\$ 202,645										\$ 26,255	Setting aside funding for FY24 OWP.
Shroyer	045.0142.12	Enterprise GIS (EGIS) Implementation - Matin. & Support	Staff	\$ 228,900		\$ 202,645										\$ 26,255	Setting aside funding for FY24 OWP.
Jepson	045.0694.01	GIS Development and Applications	Staff	\$ 140,700	\$ 124,562											\$ 16,138	Adjusting FTE allocations for staff.
Jepson	045.0694.03	Professional GIS Services Program Support	Staff	\$ 46,901	\$ 41,521											\$ 5,380	Adjusting FTE allocations for staff.
Jepson	045.0694.04	GIS Modeling and Analytics	Staff	\$ (187,599)	\$ (166,081)											\$ (21,518)	Adjusting FTE allocations for staff.
Jepson	045.0694.04	GIS Modeling and Analytics	Staff	\$ (13,031)	\$ (11,536)											\$ (1,495)	Adjusting FTE allocations for staff.
Jepson	050.0169.01	Complete Streets: RTP/SCS Active Transportation Dev. & Implementation	Consultant	\$ 5,383			\$ 5,383										Adding consultant funding to pay for costs related to Active Transportation Database.
Jepson	050.0169.01	Complete Streets: RTP/SCS Active Transportation Dev. & Implementation	Staff	\$ 103,329	\$ 91,477											\$ 11,852	Adjusting FTE allocations for staff.
Jepson	050.0169.06	Complete Streets: Active Transportation Program	Staff	\$ (103,329)	\$ (91,477)											\$ (11,852)	Adjusting FTE allocations for staff.
Jepson	055.1531.02	Economic Analysis of Transportation Planning Activities & Investments	Staff	\$ 228,900		\$ 202,645										\$ 26,255	Setting aside funding for FY24 OWP.
Jepson	065.0137.07	Local Technical Assistance and Toolbox Tuesdays	Staff	\$ 16,809			\$ 16,809										Adjusting FTE allocations for staff.
Jepson	065.4092.01	Adaptation Analysis	Staff	\$ 21,005	\$ 18,596											\$ 2,409	Adjusting FTE allocations for staff.
Jepson	065.4092.01	Adaptation Analysis	Staff	\$ 228,900		\$ 202,645										\$ 26,255	Setting aside funding for FY24 OWP.
Jepson	065.4858.01	Regional Resiliency Analysis	Staff	\$ (21,006)	\$ (18,597)											\$ (2,409)	Adjusting FTE allocations for staff.
Jepson	065.4858.01	Regional Resiliency Analysis	Staff	\$ (90,600)	\$ (80,208)											\$ (10,392)	Adjusting FTE allocations for staff.
Jepson	065.4878.01	Natural & Agricultural Lands Policy Development & Implementation	Staff	\$ 90,598	\$ 80,207											\$ 10,391	Adjusting FTE allocations for staff.
Jepson	070.0130.10	Model Enhancement and Maintenance	Staff	\$ 228,900		\$ 202,645										\$ 26,255	Setting aside funding for FY24 OWP.
Jepson	070.0130.12	Heavy Duty Truck (HDT) Model Update	Staff	\$ 228,899		\$ 202,645										\$ 26,254	Setting aside funding for FY24 OWP.
Jepson	070.0132.08	Model Data Distribution and Support	Staff	\$ (27,123)	\$ (24,012)											\$ (3,111)	Adjusting FTE allocations for staff.
Jepson	070.0147.01	RTP/FTIP Modeling, Coordination and Analysis	Staff	\$ (16,286)	\$ (14,418)											\$ (1,868)	Adjusting FTE allocations for staff.
Jepson	070.2665.01	Scenario Planning and Modeling	Staff	\$ 150,863	\$ 133,559											\$ 17,304	Adjusting FTE allocations for staff.
Jepson	070.2665.02	Growth Forecasting - Development, Outreach, and Collaboration	Staff	\$ (59,695)		\$ (52,848)										\$ (6,847)	Adjusting FTE allocations for staff.
Jepson	080.0153.05	Environmental Justice Outreach and Policy Coordination	Staff	\$ 3,388	\$ 3,000											\$ 388	Adding travel budget for outreach activities.
Jepson	080.0153.05	Environmental Justice Outreach and Policy Coordination	Staff	\$ 95,578	\$ 84,615											\$ 10,963	Adjusting FTE allocations for staff.
Cartagena	090.0148.01	Public Information & Communication	Staff	\$ 228,900		\$ 202,645										\$ 26,255	Setting aside funding for FY24 OWP.
Cartagena	090-0148.02	Media Support for Planning Activities	Staff	\$ 228,900		\$ 202,645										\$ 26,255	Setting aside funding for FY24 OWP.
Cartagena	095.1633.01	Public Involvement	Staff	\$ 12,434	\$ 11,007											\$ 1,427	Adjusting FTE allocations for staff.
Cartagena	095.1633.01	Public Involvement	Staff	\$ (226,996)	\$ (200,959)											\$ (26,037)	Adjusting the set-aside funding for FY24 OWP.
Cartagena	095.4906.01	Tribal Government Engagement	Staff	\$ (12,432)	\$ (11,006)											\$ (1,426)	Adjusting FTE allocations for staff.
Jepson	100.1630.02	Intelligent Transportation Systems (ITS) Planning	Staff	\$ (11,380)	\$ (10,075)											\$ (1,305)	Adjusting FTE allocations for staff.
Jepson	100.1630.04	Regional ITS Architecture Update - Ph 2	Staff	\$ 11,380	\$ 10,074											\$ 1,306	Adjusting FTE allocations for staff.
Jepson	100.4901.01	Broadband Planning	Consultant	\$ 50,000											\$ 50,000		Adding additional grant funding to the project based on the amended grant award amount.
Jepson	100.4911.01	Smart Cities	Staff	\$ (28,689)	\$ (25,399)											\$ (3,290)	Adjusting FTE allocations for staff.
Jepson	115.4912.01	Clean Technology Program	Staff	\$ 228,900		\$ 202,645										\$ 26,255	Setting aside funding for FY24 OWP.
Giraldo	120.0175.02	Grant Administration	Staff	\$ 65,818		\$ 65,818											Adjusting FTE allocations for staff.
Jepson	130.0162.18	Goods Movement Planning	Staff	\$ 228,900		\$ 202,645										\$ 26,255	Setting aside funding for FY24 OWP.
Jepson	130.0162.18	Goods Movement Planning	Staff	\$ (2,259)	\$ (2,000)		\$ -									\$ (259)	Reducing the budget and requesting local funds instead to support travels for another task.
Jepson	130.0162.18	Goods Movement Planning	Staff	\$ (2,259)	\$ (2,000)		\$ -									\$ (259)	Reducing the budget and requesting local funds instead to support other miscellaneous costs for another task.
Jepson	130.0162.19	Curb Management & Integrated Strategies to Catalyze Market Adoption of EVs	Staff	\$ 14,609									\$ 14,609				Adjusting FTE allocations for staff.
Jepson	130.0162.19	Curb Management & Integrated Strategies to Catalyze Market Adoption of EVs	Staff	\$ (14,609)									\$ (14,609)				Adjusting FTE allocations for staff.
Jepson	140.0121.01	Transit Planning	Staff	\$ 228,900		\$ 202,645										\$ 26,255	Setting aside funding for FY24 OWP.
Jepson	140.0121.02	Passenger Rail Planning	Staff	\$ 228,900		\$ 202,645										\$ 26,255	Setting aside funding for FY24 OWP.

**Attachment: List of Budget Changes - FY23 OWP Amendment 3 (Resolution No. 23-654-2 Approving**

Jepson	145.4885.01	I-710 North Mobility Hubs Plan	Staff	\$ (17,900)		\$ (17,900)															Adjusting FTE allocations for staff.	
Jepson	225.3564.14	SCAG 2019 Local Demonstration Initiative	Staff	\$ (35,801)		\$ (35,801)																Adjusting FTE allocations for staff.
Jepson	225.3564.17	FY22 OTS - Pedestrian and Bicycle Safety Program	Staff	\$ (61,387)		\$ (61,387)																Adjusting FTE allocations for staff.
Jepson	225.3564.18	FY23 OTS - Pedestrian and Bicycle Safety Program	Staff	\$ (60,149)		\$ (60,149)																Adjusting FTE allocations for staff.
Jepson	267.1241.04	SCAG and DOE/NETL Clean Cities Coalition Coordination	Staff	\$ 110,000																		\$ 110,000 Adding additional grant funding to the project based on the Year 3 of the award allocation.
Jepson	275.4882.02	Sustainable Communities Program (SCP) - Project Delivery (FY23 SB 1 Formula)	Staff	\$ (11,290)			\$ -				\$ (9,995)											\$ (1,295) Adjusting FTE allocations for staff.
Jepson	275.4882.02	Sustainable Communities Program (SCP) - Project Delivery (FY23 SB 1 Formula)	Staff	\$ (103,616)							\$ (91,731)											\$ (11,885) Adjusting FTE allocations for staff.
Jepson	275.4892.02	Sustainable Communities Program - 2020 Call 1 (ATP Cycle 5)	Staff	\$ 11,095		\$ 11,095																Adjusting FTE allocations for staff.
Jepson	275.4892.02	Sustainable Communities Program - 2020 Call 1 (ATP Cycle 5)	Staff	\$ (17,902)		\$ (17,902)																Adjusting FTE allocations for staff.
Jepson	275.4893.01	Mobility as a Service (MaaS) Feasibility White Paper (FY23 SB 1 Formula)	Consultant	\$ -		\$ -		\$ (92,957)		\$ 92,957												Exchanging the funding source to support timely expenditure of the SB1 funding. Updating the task name to include FY23 SB1 instead of FY22 SB1.
Jepson	275.4895.01	Sustainable Communities Program - 2020 Call 3 (FY23 SB 1 Formula)	Consultant	\$ 225,000		\$ 25,807		\$ 199,193														Exchanging the funding source to support timely expenditure of the SB1 funding.
Jepson	275.4895.02	Sustainable Communities Program - 2020 Call 3 (FY23 SB 1 Formula)	Consultant	\$ (225,000)		\$ (25,807)				\$ (199,193)												Exchanging the funding source to support timely expenditure of the SB1 funding.
Jepson	275.4923.01	Highways to Boulevards Regional Study (FY23 SB 1 Formula)	Consultant	\$ -		\$ -		\$ (106,236)		\$ 106,236												Exchanging the funding source to support timely expenditure of the SB1 funding. Updating the task name to include FY23 SB1 instead of FY22 SB1.
Jepson	280.4824.03	Future Communities Pilot Program (FY22 SB 1 Formula)	Staff	\$ 7,257		\$ 7,257																Adjusting FTE allocations for staff.
Jepson	280.4832.06	Regional Data Platform (FY23 SB 1 Formula)	Staff	\$ (10,846)		\$ (1,244)				\$ (9,602)												Adjusting FTE allocations for staff.
Jepson	290.4827.03	Mobility Innovations & Incentives Study	Staff	\$ (59,305)		\$ (59,305)																Adjusting FTE allocations for staff.
Jepson	290.4862.02	Regional Planning for Open Space Strategic Plan (FY21 SB 1 Formula)	Consultant	\$ 13,000		\$ 13,000																Adding local funding to support the consultant activity.
Jepson	290.4862.02	Regional Planning for Open Space Strategic Plan (FY21 SB 1 Formula)	Staff	\$ 52,517		\$ 6,024		\$ 46,493														Adjusting FTE allocations for staff.
Jepson	290.4862.02	Regional Planning for Open Space Strategic Plan (FY21 SB 1 Formula)	Staff	\$ 483		\$ 55		\$ 428														Adjusting misc. labor budget from consultant/non-profit budget savings.
Jepson	290.4862.02	Regional Planning for Open Space Strategic Plan (FY21 SB 1 Formula)	Non-Profits/IHL	\$ (53,000)		\$ (6,079)		\$ (46,921)														Shifting the consultant/non-profit budget to support FTE adjustments and staff related costs.
Jepson	290.4862.03	Regional Planning for Open Space Strategic Plan (FY22 SB 1 Formula)	Staff	\$ (52,515)		\$ (52,515)																Shifting some of the staff FTE allocations to 290-4862.02.
Jepson	290.4871.02	Connect SoCal Implementation (FY22 SB 1 Formula)	Staff	\$ 14,418		\$ 14,418		\$ -														Adjusting FTE allocations for staff.
Jepson	290.4871.02	Connect SoCal Implementation (FY22 SB 1 Formula)	Staff	\$ (14,418)		\$ (14,418)																Adjusting Misc. labor budget category due to the FTE adjustments.
Jepson	290.4871.03	Connect SoCal Implementation (FY23 SB 1 Formula)	Staff	\$ 129,768		\$ 129,768																Adjusting FTE allocations for staff.
Jepson	290.4871.03	Connect SoCal Implementation (FY23 SB 1 Formula)	Staff	\$ (14,609)		\$ (14,609)																Adjusting FTE allocations for staff.
Jepson	290.4914.01	Land Use Alternatives Development (FY23 SB 1 Formula)	Staff	\$ (30,199)							\$ (26,735)											\$ (3,464) Adjusting FTE allocations for staff.
Jepson	290.4915.01	Connect SoCal - Development of Land Use Strategies (FY23 SB 1 Formula)	Staff	\$ 137,094							\$ 121,369											\$ 15,725 Adjusting FTE allocations for staff.
Jepson	290.4919.01	Regional Advanced Mitigation Program Development (FY23 SB 1 Formula)	Staff	\$ 18,856							\$ 16,694											\$ 2,162 Adjusting FTE allocations for staff.
Jepson	290.4924.01	Regional Housing Program	Staff	\$ (5,876)		\$ (5,202)																\$ (674) Adjusting FTE allocations for staff.
Jepson	300.4887.01	2020 Sustainable Communities Program (SCP) - Housing and Sustainable Development (HSD) (AB 101)	Staff	\$ 45,553							\$ 45,553											Adjusting FTE allocations for staff.
Jepson	300.4887.01	2020 Sustainable Communities Program (SCP) - Housing and Sustainable Development (HSD) (AB 101)	Staff	\$ (28,223)							\$ (28,223)											Adjusting FTE allocations for staff.
Jepson	300.4887.01	2020 Sustainable Communities Program (SCP) - Housing and Sustainable Development (HSD) (AB 101)	Staff	\$ (54,921)							\$ (54,921)											Adjusting FTE allocations for staff.
Jepson	300.4887.01	2020 Sustainable Communities Program (SCP) - Housing and Sustainable Development (HSD) (AB 101)	Staff	\$ (32,440)							\$ (32,440)											Adjusting FTE allocations for staff.
Jepson	300.4887.01	2020 Sustainable Communities Program (SCP) - Housing and Sustainable Development (HSD) (AB 101)	Consultant	\$ (268,206)							\$ (268,206)											Adjusting the consultant budget to reflect the actual contractual obligation needs.
Jepson	300.4887.02	TOD & PGA Work Programs - LA Metro (AB 101)	Consultant	\$ (37,586)							\$ (37,586)											Adjusting the consultant budget to reflect the actual contractual obligation needs.
Jepson	300.4887.02	TOD & PGA Work Programs - LA Metro (AB 101)	Staff	\$ (32,952)							\$ (32,952)											Adjusting FTE allocations for staff.
Jepson	300.4887.03	TOD & PGA Work Programs - SCRRRA (Metrolink) (AB 101)	Consultant	\$ (35,280)							\$ (35,280)											Adjusting the consultant budget to reflect the actual contractual obligation needs.
Jepson	300.4887.03	TOD & PGA Work Programs - SCRRRA (Metrolink) (AB 101)	Staff	\$ (35,375)							\$ (35,375)											Adjusting FTE allocations for staff.
Jepson	300.4887.03	TOD & PGA Work Programs - SCRRRA (Metrolink) (AB 101)	Staff	\$ (43,938)							\$ (43,938)											Adjusting FTE allocations for staff.
Jepson	300.4887.04	Priority Growth Area Strategies (AB 101)	Consultant	\$ (263,063)							\$ (263,063)											Adjusting the consultant budget to reflect the actual contractual obligation needs.
Jepson	300.4887.04	Priority Growth Area Strategies (AB 101)	Staff	\$ (48,335)							\$ (48,335)											Adjusting FTE allocations for staff.
Jepson	300.4888.01	Regional Housing Needs Assessment (RHNA) (AB 101)	Consultant	\$ (280,587)							\$ (280,587)											Adjusting the consultant budget to reflect the actual contractual obligation needs.
Jepson	300.4888.01	Regional Housing Needs Assessment (RHNA) (AB 101)	Staff	\$ (286,247)							\$ (286,247)											Adjusting FTE allocations for staff.
Jepson	300.4889.01	Subregional Partnership Program (AB 101)	Consultant	\$ 1,717,854							\$ 1,717,854											Adjusting the consultant budget to reflect the actual contractual obligation needs.
Jepson	300.4889.01	Subregional Partnership Program (AB 101)	Staff	\$ (52,167)							\$ (52,167)											Adjusting FTE allocations for staff.
Jepson	300.4889.02	Call for Collaboration (AB 101)	Staff	\$ (33,868)							\$ (33,868)											Adjusting FTE allocations for staff.
Jepson	300.4889.02	Call for Collaboration (AB 101)	Consultant	\$ (1,704)							\$ (1,704)											Adjusting the consultant budget to reflect the actual contractual obligation needs.
Jepson	300.4889.03	Leadership Academy (AB 101)	Staff	\$ (73,517)							\$ (73,517)											Adjusting FTE allocations for staff.
Jepson	300.4889.04	Pro-Housing Campaign (AB 101)	Consultant	\$ (5,000)							\$ (5,000)											Adjusting the consultant budget to reflect the actual contractual obligation needs.
Jepson	300.4889.04	Pro-Housing Campaign (AB 101)	Staff	\$ (47,979)							\$ (47,979)											Adjusting FTE allocations for staff.
Jepson	300.4890.01	Data Tools and Technical Support for Housing Element Updates (AB 101)	Staff	\$ (33,620)							\$ (33,620)											Adjusting FTE allocations for staff.
Jepson	300.4890.01	Data Tools and Technical Support for Housing Element Updates (AB 101)	Staff	\$ (21,947)							\$ (21,947)											Adjusting FTE allocations for staff.
Jepson	300.4890.01	Data Tools and Technical Support for Housing Element Updates (AB 101)	Staff	\$ (17,688)							\$ (17,688)											Adjusting FTE allocations for staff.
Jepson	300.4890.02	Research/Policy Briefs, Honorariums, University Partnerships (AB 101)	Consultant	\$ 194,029							\$ 194,029											Adjusting the consultant budget to reflect the actual contractual obligation needs.

Attachment: List of Budget Changes - FY23 OWP Amendment 3 (Resolution No. 23-654-2 Approving

Jepson	300.4890.02	Research/Policy Briefs, Honorariums, University Partnerships (AB 101)	Staff	\$ (53,339)						\$ (53,339)						Adjusting FTE allocations for staff.
Jepson	300.4891.01	Reporting and Invoicing (AB 101)	Staff	\$ (16,581)						\$ (16,581)						Adjusting FTE allocations for staff.
Jepson	300.4891.01	Reporting and Invoicing (AB 101)	Staff	\$ 280,382						\$ 280,382						Setting aside funding for FY24 OWP.
Jepson	300.4891.02	REAP Grant Program Management	Staff	\$ (20,760)						\$ (20,760)						Adjusting FTE allocations for staff.
Jepson	300.4891.02	REAP Grant Program Management	Staff	\$ (10,582)						\$ (10,582)						Adjusting FTE allocations for staff.
Jepson	300.4891.02	REAP Grant Program Management	Staff	\$ (292,137)						\$ (292,137)						Adjusting FTE allocations for staff.
Jepson	300.4891.02	REAP Grant Program Management	Staff	\$ (21,969)						\$ (21,969)						Adjusting FTE allocations for staff.
Jepson	300.4891.02	REAP Grant Program Management	Staff	\$ (114,793)						\$ (114,793)						Adjusting FTE allocations for staff.
Jepson	300.4891.02	REAP Grant Program Management	Staff	\$ 26,986						\$ 26,986						Adjusting FTE allocations for staff.
Jepson	303.4917.01	Economic Empowerment - New Funding and Partnerships	Staff	\$ 37,579				\$ 37,579								Adjusting FTE allocations for staff.
Jepson	305.4925.01	REAP 2.0 - Programs to Accelerate Transformative Housing (PATH)	Staff	\$ 1,638,253						\$ 1,638,253						Adding REAP 2.0 staffing support.
Jepson	305.4925.01	REAP 2.0 - Programs to Accelerate Transformative Housing (PATH)	Staff	\$ 139,650						\$ 139,650						Adding REAP 2.0 staffing support.
Jepson	305.4925.01	REAP 2.0 - Programs to Accelerate Transformative Housing (PATH)	Consultant	\$ 285,000						\$ 285,000						Adding Consultant support.
Jepson	305.4926.01	REAP 2.0 - Transportation Partnership Program	Staff	\$ 1,441,106						\$ 1,441,106						Adding REAP 2.0 staffing support.
Jepson	305.4926.01	REAP 2.0 - Transportation Partnership Program	Staff	\$ 198,560						\$ 198,560						Adding REAP 2.0 staffing support.
Jepson	305.4926.01	REAP 2.0 - Transportation Partnership Program	Consultant	\$ 500,000						\$ 500,000						Adding Consultant support.
Jepson	305.4927.01	REAP 2.0 - Early Program Initiatives	Staff	\$ 1,085,595						\$ 1,085,595						Adding REAP 2.0 staffing support.
Jepson	305.4927.01	REAP 2.0 - Early Program Initiatives	Staff	\$ 139,649						\$ 139,649						Adding REAP 2.0 staffing support.
Jepson	305.4927.01	REAP 2.0 - Early Program Initiatives	Consultant	\$ 1,250,000						\$ 1,250,000						Adding Consultant support.
Jepson	305.4928.01	REAP 2.0 - Program Development and Outreach	Staff	\$ 442,676						\$ 442,676						Adding REAP 2.0 staffing support.
Jepson	305.4928.01	REAP 2.0 - Program Development and Outreach	Consultant	\$ 550,000						\$ 550,000						Adding Consultant support.
Jepson	305.4929.01	REAP 2.0 - Project Administration	Staff	\$ 255,963						\$ 255,963						Adding REAP 2.0 staffing support.
Jepson	305.4929.01	REAP 2.0 - Project Administration	Staff	\$ 685,683						\$ 685,683						Setting aside funding for FY24 OWP.
Jepson	310.4874.01	Connect SoCal Development	Consultant	\$ 51,414	\$ 20,298	\$ 25,219	\$ 5,897									Adding consultant budget to offset the changes related to inflationary cost increases.
Jepson	310.4874.01	Connect SoCal Development	Staff	\$ (8,500)				\$ (8,500)								Reducing the Misc. Other budget to help offset the increase for Consultant budget.
Jepson	310.4874.01	Connect SoCal Development	Staff	\$ 200,413				\$ 177,425						\$ 22,988		Setting aside funding for FY24 OWP.
Jepson	310.4874.01	Connect SoCal Development	Staff	\$ 73,666	\$ 65,216									\$ 8,450		Adjusting FTE allocations for staff.
Jepson	310.4874.01	Connect SoCal Development	Staff	\$ (65,147)	\$ (57,673)									\$ (7,474)		Adjusting FTE allocations for staff.
Jepson	310.4874.01	Connect SoCal Development	Staff	\$ (12,532)	\$ (11,095)									\$ (1,437)		Adjusting FTE allocations for staff.
Jepson	310.4874.02	Key Connections Strategy Team	Staff	\$ 183,858	\$ 162,769									\$ 21,089		Adjusting FTE allocations for staff.
Jepson	310.4874.02	Key Connections Strategy Team	Staff	\$ (40,193)	\$ (35,583)									\$ (4,610)		Adjusting FTE allocations for staff.
Jepson	310.4874.03	Planning Studios	Staff	\$ 6,041	\$ 5,348									\$ 693		Adjusting FTE allocations for staff.
Jepson	310.4874.03	Planning Studios	Staff	\$ 18,986	\$ 16,808									\$ 2,178		Adjusting FTE allocations for staff.
Jepson	310.4874.03	Planning Studios	Staff	\$ (34,549)	\$ (30,586)			\$ -						\$ (3,963)		Adjusting FTE allocations for staff.
Jepson	310.4874.03	Planning Studios	Staff	\$ (34,727)	\$ (30,744)									\$ (3,983)		Adjusting FTE allocations for staff.
Jepson	310.4874.04	Connect SoCal Performance Measurement & Monitoring	Staff	\$ (206,542)	\$ (182,851)			\$ -						\$ (23,691)		Adjusting FTE allocations for staff.
Jepson	310.4874.04	Connect SoCal Performance Measurement & Monitoring	Staff	\$ (56,222)	\$ (49,774)									\$ (6,448)		Adjusting FTE allocations for staff.
Jepson	310.4883.01	Complete Streets: Transportation Safety	Staff	\$ (23,610)	\$ (20,902)			\$ -						\$ (2,708)		Adjusting FTE allocations for staff.
Jepson	310.4883.01	Complete Streets: Transportation Safety	Staff	\$ (28,113)	\$ (24,888)									\$ (3,225)		Adjusting FTE allocations for staff.
Jepson	315.4898.01	Last Mile Freight Program (MSRC)	Staff	\$ 2,000				\$ 2,000								Adding local funding to support travels related to outreach work.
Jepson	315.4898.01	Last Mile Freight Program (MSRC)	Staff	\$ 2,000				\$ 2,000								Adding printing budget for outreach work.
Jepson	320.4902.01	Inclusive Economic Recovery Strategy (IERS) Implementation Grant	Staff	\$ (56,445)										\$ (56,445)		Adjusting FTE allocations for staff.
Jepson	320.4902.01	Inclusive Economic Recovery Strategy (IERS) Implementation Grant	Staff	\$ 56,445										\$ 56,445		Setting aside funding for FY24 OWP.
TOTAL				\$ 11,417,775	\$ (209,475)	\$ 2,570,530	\$ (16,660)	\$ -	\$ -	\$ -	\$ 8,612,135	\$ 110,000	\$ -	\$ 50,000	\$ 301,245	



AGENDA ITEM 10  
REPORT

Southern California Association of Governments  
April 6, 2023

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

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Roland Ok, Planning Supervisor  
(213) 236-1819, ok@scag.ca.gov

Subject: SCAG's Digital Action Plan

**RECOMMENDED ACTION FOR TC:**

Recommend that the Regional Council approve and adopt Resolution No. 23-654-4 formalizing SCAG's Digital Action Plan.

**RECOMMENDED ACTION FOR RC:**

Approve and adopt Resolution No. 23-654-4 formalizing SCAG's Digital Action Plan.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**EXECUTIVE SUMMARY:**

*In February 2021, SCAG's Regional Council adopted Resolution No. 21-629-2, which pledged SCAG to assist in bridging the digital divide in underserved and unserved communities. The resolution directed staff to (1) develop a Digital Action Plan, (2) Collect and invest in broadband data for mapping and analysis, (3) conduct studies which propose solutions and/or strategies to assist in the deployment of broadband infrastructure, and (4) incorporate broadband planning into SCAG's programs, including the development of future Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS or Connect SoCal). Since then, Staff has completed SCAG's Digital Action Plan which lays out the action the agency will take to provide accessibility and in turn foster an equitable, prosperous, and resilient region for all residents. Staff has drafted a resolution (Resolution No. 23-654-4) for the Regional Council to adopt, which would formalize SCAG's Digital Action Plan.*

*The Final Digital Action Plan is available for review at: <https://scag.ca.gov/post/scag-digital-action-plan>.*

**BACKGROUND:**

In February 2021, SCAG's Regional Council adopted Resolution No. 21-629-2<sup>1</sup>, which pledged SCAG to assist in bridging the digital divide in underserved and unserved communities. The resolution directed staff to:

- (1) Develop a Digital Action Plan
- (2) Collect and invest in broadband data for mapping and analysis.
- (3) Conduct studies which propose solutions and/or strategies to assist in the deployment of broadband infrastructure.
- (4) Incorporate broadband planning into SCAG's programs, including the development of future Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS or Connect SoCal).

**OVERVIEW OF THE DIGITAL DIVIDE:**

The digital divide is defined as the growing gap between the members of society who have reliable access to broadband services and/or adequate devices for connecting to the internet, and those who do not. However, the digital divide is a complex issue, which is caused by three key factors:

- **Availability** – A lack of infrastructure or proper service
- **Affordability** – A lack of affordable subscription rates or devices
- **Literacy** – A lack of understanding or knowledge or how to participate in digital activities.

Nearly half of California's population or approximately 19 million residents live within the six counties (Imperial, Los Angeles, Orange Riverside, San Bernardino, and Ventura) of the SCAG region. It is currently projected that the population will increase from 19 million to over 24 million.<sup>2</sup> While the region is growing and is diverse in its population, economy and environment, the region faces digital access challenges. Within the SCAG Region approximately 9-10% residents within SCAG region do not have access to broadband and 3% do not have access to a computer. These statistics, however, belie disparities across racial/ethnic, age, and income groups. Upon closer inspection:

- 20% (495,606) of Seniors aged 65 and over do not have access to broadband and 12% (300,155) do not own a computer.
- 13% (152,450) of the Black population do not have access to broadband and 5% (61,178) do not own a computer.

---

<sup>1</sup> Resolution No. 21-629-2. Available at: [https://scag.ca.gov/sites/main/files/file-attachments/resolution\\_no\\_21-629-2\\_-\\_support\\_to\\_increase\\_broadband\\_access.pdf?1646942018](https://scag.ca.gov/sites/main/files/file-attachments/resolution_no_21-629-2_-_support_to_increase_broadband_access.pdf?1646942018)

<sup>2</sup> For more information, please visit <https://scag.ca.gov>

- 11% (15,078) of the Native American/Indigenous population do not have access to broadband and 4% (6,037) do not own a computer.
- 12% (1,010,300) of the Latino/Hispanic population do not have access to broadband and 4% (334,814) do not own to a computer.
- 70% (981,912) of total households without internet are concentrated within low-income households.

#### **VISION, GOALS, STRATEGIES AND GUIDING PRINCIPLES:**

The Digital Action Plan is guided by a vision, goals and a set of guiding principles based on feedback from member jurisdictions, elected officials who participated in digital divide working groups, and stakeholders (public and private).

Vision Statement: The vision statement is consistent with Resolution 21-629-2 and SCAG's Strategic Plan and is as follows:

*"We envision an equitable region that fosters accessibility and adoption of affordable high-speed broadband and digital devices for all its residents."*

Goals: The Digital Action Plan is divided into four major goals, each with its own strategies, guiding principles and supporting actions:

1. **Accessibility and Affordability** – Every household in the region should have access to affordable high-speed broadband services and high-quality devices.
2. **Adoption** – All residents should have the confidence and skills to participate in digital activities.
3. **Consensus** – Build partnerships and reach consensus that high-quality and affordable broadband is an essential service to everyone and provides economic, environmental and safety benefits to the region.
4. **Planning** – Develop broadband technical tools and studies which provide value to the region.

Strategies: To reach the Plan's goals, four core strategies were developed (also known as **SCAG** strategies):

1. **Seek and Secure** - Seek and secure broadband funding for our local jurisdictions and stakeholders to deploy broadband infrastructure, digital devices, and advance digital equity initiatives.
2. **Coordinate and Collaborate** - Coordinate, collaborate and build partnerships with public agencies, local jurisdictions, partners, and the public and align work efforts to collectively bridge the digital divide.

3. **Advocate and Assist** – Advocate for better data, Southern California’s fair share in funding, and open access to broadband networks, and assist low-income and rural households in underserved and unserved communities.
4. **Gather and Gain** - Gather data and gain knowledge through broadband technical and strategic studies, disseminate findings and inform decision makers and the public.

Guiding Principles: The principles which drive the strategies and actions to fulfil the goals and overall vision are as follows:

- **Break.** Break down barriers which inhibit the deployment of broadband infrastructure
- **Resilience.** Plan or advocate for networks that are efficient and assist in resiliency for communities and infrastructure.
- **Invest.** Invest in communities affected by the digital divide.
- **Data Driven.** Collect and share data to determine opportunity zones and solutions.
- **Grassroots.** Use a bottom-up approach and listen to and prioritize a community’s needs.
- **Expedite.** Develop solutions which can be quickly implemented and efficiently.
- **Determine.** Determine funding opportunities and potential partnerships
- **Innovate.** Promote an atmosphere which allows for healthy competition and innovative solutions which are speed driven, while remaining technologically agnostic
- **Visionary.** Plan or advocate for networks that are scalable, sustainable and accommodate future needs and innovative technology
- **Integrate.** Integrate findings into traditional disciplines of transportation and land use planning
- **Dependable.** Promote transparency and gain the trust of the public, other agencies, and stakeholders
- **Educate.** Educate the public, policy makers and stakeholders and build consensus for collective action

**PREVIOUS AND CURRENT WORK EFFORTS:**

Staff across the agency have worked on several projects to address the digital divide or work related to broadband (directly and indirectly) conducted by the Broadband Planning team and other departments. Some of the key work efforts include but are not limited to the following:

Request for Qualifications for Prospective Partnerships - SCAG and SANDAG conducted a joint request for qualifications to seek partnerships (RFQPP) to deploy broadband infrastructure and provide high-quality and affordable broadband service to residents, businesses, public agencies, public agencies, educational institutions, and tribes in the Southern California region. The goal of

the RFQPP is to secure funding from state or federal sources for ISPs, constructors, engineer firms and non-profits to partner with local jurisdictions for planning efforts, construction and operation of last mile services, and advocacy efforts for digital literacy.

VMT Report - In early 2022, SCAG together with the California Emerging Technology Fund (CETF) and the regional broadband consortia released a report titled Transportation Broadband Strategies to Reduce VMT and GHGs (vehicle miles traveled and greenhouse gases, respectively). The study used the first year of the COVID-19 pandemic's "shelter in place" orders to study some impacts on the transportation system. With travel restrictions in place, many people were forced to participate in a trial run of "tele-everything" which includes teleworking, tele-medicine, remote learning, e-commerce, etc. As such, the project team used the observed traffic patterns in conjunction with online surveying to analyze potential impacts of broadband on VMT and GHGs.

ACP/Go-Human - To provide access to affordable internet to unserved and underserved areas across the region, SCAG is partnering with the CETF for a Digital Equity Call for Action to leverage and bolster their existing campaign for the Affordable Connectivity Program (ACP). Additionally, SCAG recently received an FCC grant award to conduct a regionwide campaign to boost adoption rates.

Permit Streamlining - SCAG is developing a permit streamlining report, model permit and ordinance template that can be readily adopted by local jurisdictions within the SCAG region. The report will identify streamlined broadband permitting practices that may lead to lower cost of entry and operation of broadband systems, reduce the risk of delays during the planning, permitting and construction phases, provide opportunities for increasing revenue, and create new avenues for competitive entries.

#### **PROPOSED ACTIONS AND DELIVERABLES:**

The Digital Action Plan provides a set of proposed actions and deliverables. Actions and deliverables are aligned with the goals, strategies, and guiding principles of the Digital Action Plan and SCAG's Strategic Plan. Proposed work efforts include but are not limited to:

- Securing grant fundings (i.e., BEAD Funding, California Advanced Services Fund, Federal Funding Account)
- Participation in state planning exercises (i.e., State's Digital Equity Plan)
- The development of regional policies and platforms (i.e., development of a broadband policy to be incorporated into Connect SoCal 2024, integration of broadband data into SCAG's Regional Data Platform (RDP))

Further, the proposed actions and deliverables are designed to go beyond bridging the digital divide. While bringing accessibility to underserved and unserved communities are of the highest priority, the future of transportation will rely on digital infrastructure, as communications



infrastructure facilitates the flow of images and data required for state-of-the-art transportation management and safety improvements, including connected and autonomous vehicles (CAV), reliance on big data, and expanded use of technology which would support emergency services.<sup>3</sup>

As such, proposed technical studies Staff would like to pursue include but are not limited to:

- Telework/VMT report (VMT Report 2.0) evaluating the shift of VMT from highways to local roadways.
- Broadband’s role in bolstering transportation/pedestrian safety
- Infrastructure and speed assessment studies to support Smart Cities initiatives

For a complete list of proposed actions and deliverables, please refer to the Final Digital Action Plan located at: <https://scag.ca.gov/post/scag-digital-action-plan>.

**PREVIOUS PRESENTATION AND PUBLIC REVIEW:**

On November 3, 2022, SCAG staff provided an update on the Draft Digital Action Plan to the Transportation Committee, Energy & Environment Committee, Community Economic & Human Development Committee, and Regional Council. SCAG staff also presented an overview of the Digital Action Plan to the Subregional Executive Directors, Emerging Technology Committee, Equity Working Group, and Transportation Committee as shown in the table below.

**Previous Presentations and Meetings**

Presentations/Meetings	Date
Subregional Executive Directors	10/26/22
Emerging Technology Committee	10/27/22
Equity Working Group	12/8/22
Transportation Committee	1/5/23

Further, on January 5, 2023, the Transportation Committee authorized staff to release the Digital Action Plan for public review and comment. The comment period occurred from January 5, 2023, to February 3, 2023.

**COMMENTS RECEIVED:**

SCAG received one comment during the public review period:

---

<sup>3</sup> Please note that proposed actions and deliverables are dependent on available funding and staffing resources and the annual Overall Work Program development. Further, all technical studies or other work efforts funded by SCAG or other sources will adhere to SCAG’s procurement policies.

1. Frontier Communications requested that the Digital Action Plan highlight some of their digital divide work efforts (see Attachment 1, Comment Letter from Frontier Communications).

Staff received several comments from SCAG Policy Committee members:

1. Consider expanding the language regarding digital literacy to include technical literacy (networking, coding, repair, and troubleshooting).
2. Consider expanding the language regarding legislative advocacy to include advocating for the SCAG regions fair share of funding.
3. Ensure that both absolute figures and percentages are shown when describing populations.
4. Ensure that the Digital Action Plan emphasizes the importance of broadband for businesses, particularly small businesses.
5. Provide county level data and maps.
6. Concerns over the high-level nature of the proposed actions and deliverables.

Staff Response:

1. *Frontier Communications* – The Digital Action Plan now includes information about Frontier Communications' initiatives to address the digital divide, as detailed on page 50 of the Plan.
2. *Technical Literacy* – The American Library Association (ALA) defines digital literacy as "the capacity to employ information and communication technologies for locating, assessing, generating, and conveying information, necessitating both cognitive and technical abilities." Technical literacy, which encompasses skills such as networking, repair, and coding, extends beyond fundamental literacy skills.<sup>4</sup> Nevertheless, SCAG has incorporated language throughout the document (see page 40 of the Digital Action Plan) to underscore the importance of technical skills or literacy, as numerous near-term and future job opportunities (e.g., information technology/coding) will demand proficiency in programming languages, software development, cloud computing, and more.
3. *Legislative Advocacy* – Staff has incorporated language regarding the regions fair share under SCAG Strategies – Advocate and Assist (See Page 8 of the Digital Action Plan) and provided an action item under *Action 3.3 – Proposed Deliverables* (See Page 71 of the Digital Action Plan).
4. *Absolute figures over percentages* – Upon reviewing the Digital Action Plan, Staff verified that the document effectively presents absolute figures and proportions pertaining to individuals and communities impacted by the digital divide in a comprehensive manner.
5. *Broadband and businesses* – Staff examined the Digital Action Plan and verified that the document consistently highlights the significance of broadband services and digital initiatives in assisting businesses, with particular emphasis on small and immigrant-owned enterprises.

---

<sup>4</sup> Digital Literacy. American Library Association. Available at: <https://literacy.ala.org/digital-literacy/>

6. *County level data and maps* - Upon reviewing the Digital Action Plan, Staff verified that the document provides County wide data and maps with respect to populations and households affected by the digital divide and internet service area levels.
7. *High level nature of Digital Action Plan deliverables* - The high-level nature of the deliverables outlined in this section was intentional. Broadband planning is a dynamic process and often requires flexibility due to resource constraints (i.e., grant funded). Therefore, Staff will propose amendments to the plans as needed and provide updates on data and deliverables to the Regional Council and policy committees on an annual basis.

**NEXT STEPS:**

Upon Transportation Committee recommendation and Regional Council approval and adoption of Resolution No. 23-654-4, which formalizes the Digital Action Plan, SCAG staff will implement the Digital Action Plan and integrate work efforts into SCAG's Overall Work Program (as feasible). Further, the Digital Action Plan is anticipated to be a "living document," with opportunities to identify new actions over time, and SCAG staff will provide the Policy Committees and the Regional Council with periodic updates to ensure progress and accountability.

**FISCAL IMPACT:**

Work on this project is funded in SCAG's Fiscal Year 2022-2023 Overall Work Program (OWP) under 100.4901.01 (Broadband Planning).

**ATTACHMENT(S):**

1. Comment Letter From Frontier Communications
2. Resolution No. 23-654-4 - SCAG's Digital Action Plan
3. PowerPoint Presentation - SCAG's Digital Action Plan



**Via Email**

January 31, 2023

Mr. Roland H. Ok  
Planning Supervisor  
SCAG  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017

**Re: Comments on SCAG's Draft Digital Action Plan from Frontier Communications**

Dear Mr. OK:

Thank you for allowing Frontier Communications ("Frontier") to provide some comments on SCAG's very comprehensive Digital Action plan for the six (6) counties within SCAG's purview. As you may know, Frontier provides service in many areas of the counties represented by SCAG—and has for many years—and is keenly interested in being part of the expansion of Fiber to the Premises ("FTTP") services in the Region.

First, SCAG should be commended on all the work and detail put into this plan. It is very thorough and, based on Frontier's significant experience with fiber expansion efforts, covers the key points for bringing digital connectivity to the six (6) counties. As you may know, Frontier's **Building Gigabit America™** initiative to expand the availability of FTTP broadband to 10 million locations by year end 2025, including throughout the many SCAG communities, is well underway. Frontier is pairing this fiber expansion commitment with an effort to make premier levels of connectivity increasingly available and affordable. For example, Frontier was the first provider to launch its residential 2G symmetrical service last February 2, 2022, nationwide and hosted its launch event in Los Angeles County. On January 30, 2023, Frontier became the first provider to launch 5G symmetrical residential service throughout its fiber footprint.

As you can see, Frontier is actively building the connectivity needed for tomorrow needs and specifically selected fiber to ensure that its network is 'future proof' and readily scalable to support increasing capacity needs for decades to come. In fact, Frontier has designed its network so that it can scale to even higher speeds (10Gig symmetrical) with minimal additional upgrades. Further, Frontier's fiber provides advanced functionality and is highly resilient to inclement weather (like the rains we've seen here in California over the last month). In fact, Frontier's fiber service is 99.97% reliable, equating to an average downtime of 2.5 hours per year. Thus, it is the best choice for ensuring access to public safety, NextGen 911, and other critical services.

Frontier SCAG Letter  
January 31, 2023

As part of SCAG’s Digital Action Plan, we would like to reinforce the importance of the need to create public private partnerships. Partnerships between providers and communities are critical to not only securing grants that bring invaluable state and federal funding for broadband deployment to the community and but also the ultimate success of deployment projects. Additionally, we would like to emphasize the importance of streamlining permitting processes so that construction and expansion is not unduly delayed.

Finally, there appears to be an oversight on the provider listings on pages 49-50 of the Action Plan. Frontier is not mentioned. As you know, Frontier is active in the SCAG communities. It is currently providing very competitively priced services in fiberized areas (currently \$69.99/month for Gig symmetrical service) and has established a robust low income offering through the ACP assistance program (the zero cost product is 100/100 Mbps). In addition, we continue to partner with local organizations across our statewide footprint to deploy fiber and compete for grant funding on behalf of communities. We hope your Action Plan can be updated with this information. Please let us know if you would like us to provide you with additional details.

Thank you again for allowing us to provide comments on SCAG’s Digital Action Plan.

Sincerely,



Allison M. Ellis  
Senior Vice President, Regulatory & Governmental Affairs  
Frontier Communications Parent

cc: Steven Crosby

Attachment: Comment Letter From Frontier Communications (SCAG's Digital Action Plan)



RESOLUTION NO. 23-654-4

A RESOLUTION TO ADOPT THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS' DIGITAL ACTION PLAN

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

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code Section 6502 et seq.;

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

WHEREAS, SCAG is responsible for bringing Southern California's diverse residents and local partners together with unifying regional plans, policies, and programs that result in healthy, sustainable, and economically resilient communities;

WHEREAS, on February 2, 2021, the Regional Council adopted Resolution No. 20-623-2, which recognizes SCAG's role in understanding and communicating the impacts of planning decisions on low-income families, communities of color, and other disadvantaged communities;

WHEREAS, broadband provides benefits to society, such as: access to education, health, economic, financial and entertainment services;

WHEREAS, SCAG recognizes that lack of infrastructure, cost and household income are key barriers to broadband access;

WHEREAS, approximately 9-10 percent of all households within the SCAG region do not have access to broadband and 3 percent do not have access to a computer ;

WHEREAS, these households are disproportionately located in underserved urban communities and rural communities;

WHEREAS, broadband infrastructure will play a critical role in developing green strategies, bolstering transportation safety systems, energy grid systems, clean technologies and associated infrastructure, transportation investments land use development patterns;

WHEREAS, on February 2, 2021, the Regional Council adopted Resolution No 21-629-2, which recognizes the need to close the digital

REGIONAL COUNCIL OFFICERS

President Jan C. Harnik, Riverside County Transportation Commission

First Vice President Art Brown, Buena Park

Second Vice President Curt Hagman, County of San Bernardino

Immediate Past President Clint Lorimore, Eastvale

COMMITTEE CHAIRS

Executive/Administration Jan C. Harnik, Riverside County Transportation Commission

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Ray Marquez, Chino Hills

Attachment: Resolution No. 23-654-4 - SCAG's Digital Action Plan (SCAG's Digital Action Plan)

divide and provide long-term community benefits that include the ability to fully engage in the digital economy, access to existing and emerging transportation services, expands economic opportunities, and is a viable strategy which assists in reducing greenhouse gas (GHG) emissions, and reduction in vehicle miles traveled (VMT);

**WHEREAS**, Resolution No. 21-629-2, directs staff to develop a Digital Action Plan which lays out the actions the agency will take to provide digital accessibility and in turn foster an equitable, prosperous, and resilient region for all residents;

**WHEREAS**, proposed work efforts under SCAG’s Digital Action Plan will continue to assist the region in providing accessibility and adoption of broadband services; and

**WHEREAS**, SCAG’s Digital Action Plan advances existing initiatives such as permit streamlining, securing grant funding for local jurisdictions and the Go-Human/ACP Campaign set forth under set forth under Resolution No. 22-626-6, adopted on September 1, 2022.

**NOW THEREFORE, BE IT RESOLVED**, by the Regional Council of the Southern California Association of Governments, the Regional Council hereby adopts the Digital Action Plan.

**BE IT FURTHER RESOLVED**, the Regional Council hereby:

1. Calls on stakeholders of all sectors (public/private/non-profit) to work with SCAG and assist in bridging the digital divide.
2. Directs staff to continue to advance the initiatives set forth by Resolution Nos. 20-623-2, 21-629-2, and 22-626-6.
3. Directs staff to implement the actions and deliverables defined in SCAG’s Digital Action Plan and integrate work into SCAG’s Overall Work Program (OWP), as feasible.
4. Direct staff to update and amend the Digital Action Plan on a continuous basis and provide the Policy Committees and Regional Council with periodic updates to ensure progress and accountability.

**PASSED, APPROVED, AND ADOPTED**, by the Regional Council of the Southern California Association of Governments at its regular meeting this 6<sup>th</sup> day of April 2023.

---

Jan C. Harnik  
President, SCAG  
Riverside County Transportation Commission

Attested by:

---

Kome Ajise  
Executive Director

Approved as to Form:

---

Michael R.W. Houston  
Chief Counsel





# SCAG's Digital Action Plan

Regional Council  
April 6, 2023

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)



## THE DIGITAL DIVIDE

## The Benefits of Broadband


- **Accessibility:** Broadband helps people with disabilities to participate in society.
- **Civic engagement:** Broadband empowers civic engagement and effective governance
- **Economic development:** Broadband fosters economic growth
- **Education:** Broadband can enhance education
- **Public health:** Broadband can improve access to healthcare
- **Public safety:** Broadband can help create a safer society
- **Sustainability:** Broadband is a Green Strategy

## What is the Digital Divide?


- Simplified Definition: *"The gap between those with internet access and those without it"*
- Reality: There is no **one** digital divide, there are **multiple** divides




# Multiple Divides



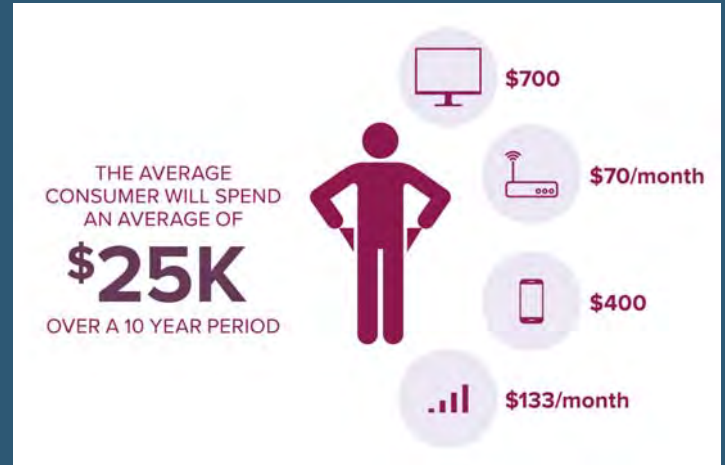
**AVAILABILITY**  
A lack of infrastructure or proper service



**AFFORDABILITY**  
A lack of affordable subscription rates or devices



**LITERACY**  
A lack of understanding or knowledge of how to participate in digital activities



# Snapshot of the Region

	POPULATION	WITH BROADBAND	WITH BROADBAND (PERCENT)	WITHOUT BROADBAND	WITHOUT BROADBAND (PERCENT)	NO COMPUTER	NO COMPUTER (PERCENT)
<b>CALIFORNIA (TOTAL)</b>	38,521,288	35,169,205	91%	3,352,083	9%	1,314,283	3%
<b>CALIFORNIA</b>							
White alone	21,605,116	19,708,956	91%	1,896,160	9%	796,947	4%
Black or African American alone	2,129,228	1,868,171	88%	261,057	12%	107,189	5%
Native American and Indigenous	300,670	262,564	87%	38,106	13%	15,269	5%
Asian alone	5,740,307	5,439,896	95%	300,411	5%	115,970	2%
Latino/Hispanic	15,132,999	13,409,156	89%	1,723,843	11%	608,017	4%
<b>AGE</b>							
Under 18 years	8,935,169	8,326,146	93%	609,023	7%	153,899	2%
18 to 64 years	24,081,685	22,358,042	93%	1,723,643	7%	537,093	2%
65 years and over	5,504,434	4,485,017	82%	1,019,417	18%	623,291	11%

Source: U.S. Census Bureau, 2016-2020 ACS 5-Year Estimates

# Societal Impacts

- Senior citizens and minority communities are targets for **online crime**
- The **“homework gap”** experienced by children of low-income households can prevent social mobility.
- **60%** of the Latino/Hispanic population and **70%** of the Black population **unprepared for jobs** which require digital skills
  - Disqualified or underprepared for **86% of jobs** in the U.S. by 2045.



## WORK EFFORTS FROM SCAG

# Resolution 21-629-2 – Pledge to Bridge the Digital Divide

- **SCAG Resolution 21-629-2:** SCAG pledged to assist in bridging the digital divide
  - Develop a **Digital Action Plan**
  - Collect and invest in broadband data and conduct analysis
  - Conduct technical studies
  - Incorporate broadband into SCAG's programs



## Work Efforts

- **Joint Request for Qualifications for Prospective Partnerships (RFQPP)**
- **ACP/Go-Human**
- **Broadband/VMT Report**
- **Permit Streamlining Project**
- **Connect SoCal**





# DIGITAL ACTION PLAN

---

## Main Contents

---

- **Broadband 101**
- **Vision, Goals and Strategies**
- **Digital Divide 101**
- **Causes of the Digital Divide**
- **State of the Region**
- **Work Efforts**
- **Actions and Deliverables**

## Vision Statement

*"We envision an equitable region that fosters accessibility and adoption of affordable high-speed broadband and digital devices for all its residents"*



## Goals

- 1. Accessibility and Affordability** – Every household in the region should have access to affordable high-speed broadband services and high-quality devices
- 2. Adoption** – All residents should have the confidence and skills to participate in digital activities
- 3. Consensus** – Build partnerships and reach consensus that high-quality and affordable broadband is an essential service to everyone and provides economic, environmental and safety benefits
- 4. Planning** – Develop broadband technical tools and studies which provide value to the region

# SCAG Strategies

**S** **SEEK AND SECURE**  
 Seek and secure broadband funding for our local jurisdictions and stakeholders to deploy broadband infrastructure, digital devices, and advance digital equity initiatives.

**C** **COORDINATE AND COLLABORATE**  
 Coordinate, collaborate and build partnerships with public agencies, local jurisdictions, partners, and the public and align work efforts to collectively bridge the digital divide.

**A** **ADVOCATE AND ASSIST**  
 Advocate for better data, Southern California's fair share in funding, and open access to broadband networks and assist low-income and rural households in underserved and unserved communities.

**G** **GATHER AND GAIN**  
 Gather data and gain knowledge through broadband technical and strategic studies, disseminate findings and inform decision makers and the public.

# Guiding Principles to BRIDGE the DIVIDE

**B** **BREAK.** Break down barriers which inhibit the deployment of broadband infrastructure

**R** **RESILIENCE.** Plan or advocate for networks that are efficient and assists in resiliency for communities and infrastructure

**I** **INVEST.** Invest in communities affected by the digital divide

**D** **DATA DRIVEN.** Collect and share data to determine opportunity zones and solutions

**G** **GRASSROOTS.** Use a bottom-up approach and listen to and prioritize a community's needs

**E** **EXPEDITE.** Develop solutions which can be quickly implemented and efficiently

**D** **DETERMINE.** Determine funding opportunities and potential partnerships

**I** **INNOVATE.** Promote an atmosphere which allows for healthy competition, innovative solutions which are speed driven, while remaining technologically agnostic

**V** **VISIONARY.** Plan or advocate for networks that are scalable, sustainable and accommodate future needs and innovative technology

**I** **INTEGRATE.** Integrate findings into traditional disciplines of transportation and land use planning

**D** **DEPENDABLE.** Promote transparency and gain the trust of the public, other agencies, and stakeholders

**E** **EDUCATE.** Educate the public, policy makers and stakeholders and build consensus for collective action



# Proposed Actions and Deliverables

- **Secure grants for local jurisdictions**
  - **BEAD Funding, California Advanced Services Fund, Federal Funding Account**
- **Participation in state planning exercises**
  - **State's Digital Equity Plan**
- **The development of regional policies and platforms**
  - **Connect SoCal 2024**
  - **SCAG's Regional Data Platform (RDP)**
- **Technical Studies**
- **Regional ACP Campaign**



# THANK YOU!

For more information, please visit:

**Broadband Planning:** [scag.ca.gov/broadband](https://scag.ca.gov/broadband)



**To:** Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Alison Linder, Senior Regional Planner  
(213) 236-1934, linder@scag.ca.gov  
**Subject:** Clean Transportation Technology Policy

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC AND TC:**

Receive and File

**RECOMMENDED ACTION FOR RC:**

Adopt the Southern California Association of Governments Resolution No. 23-654-5 pertaining to the Clean Transportation Technology Policy.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal

**EXECUTIVE SUMMARY:**

*Mitigating the negative impact of the transportation system on regional air quality has long been a key priority for SCAG. With the advancement and proliferation of clean transportation technologies, coupled with the urgency of addressing climate change, the vision of a zero-emission transportation system is a core component of regional and state policy. SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS or Connect SoCal 2020) identified a holistic and coordinated approach for de-carbonizing or electrifying passenger vehicles, transit, and goods movement vehicles, further formalizing SCAG's vision for a zero-emission transportation system. In the last four years, SCAG has made progress in supporting the region's goals, and in Connect SoCal 2024, SCAG will refresh this vision, identifying regional progress and providing resources and strategies to accelerate Clean Transportation.*

*On February 23, 2023, the Emerging Technologies Committee recommended that the Regional Council adopt the attached Resolution No. 23-654-5 to formalize SCAG's Clean Transportation Technology Policy with the long-term aim of supporting the development, commercialization and deployment of a zero-emission transportation system and its supporting elements to: improve air quality, lower the health risks to all residents in the region, reduce greenhouse gas emissions to meet federal, state, and regional targets, and promote economic development, resilience, and*

***equity. The Resolution also affirms SCAG's commitment to Technology Neutrality, allowing operators to choose and invest in the most appropriate technology for their specific needs, while also encouraging further innovation in this area. In preparation for Connect SoCal 2024, SCAG will provide additional information about potential technologies in a Clean Transportation Technology Compendium.***

**BACKGROUND:**

In the South Coast region in 2018, mobile sources were responsible for 85% of NOx emissions and nearly 29% of PM2.5 emissions. Statewide, 41% of greenhouse gas (GHG) emissions come from mobile sources.<sup>1</sup> Criteria pollutants such as NOx and PM2.5 threaten public health and GHGs lead to climate change which has exacerbated extreme heat days, drought, and wildfire in Southern California and further exacerbates inequities amongst the most vulnerable populations as they are most susceptible to impacts of climate change.

Additionally, the region's failure to meet requirements of the Federal Clean Air Act (CAA) means federal sanctions may be imposed, jeopardizing transportation funds. As such, the permitting of stationary facilities may become substantially more burdensome. The federal government may also take over local air quality regulation if state plans are not adequate to meet federal standards. To meet deadlines imposed by the Federal Clean Air Act, the region must reduce NOx emissions by 45% above and beyond the existing regulations by 2023, and 55% by 2031.

To support regional attainment and improve public health, a long-held priority for SCAG is to mitigate the impacts of the transportation system on regional air quality. As clean transportation technologies have improved and proliferated over time, minority and low-income communities continue to be the most impacted by air pollution, and the problems of climate change have intensified, resulting in the advancement of a long-term vision of a zero-emissions transportation as part of regional and state policy.

In response to these issues, the State of California established goals and adopted policies to accelerate the adoption of near-zero and zero-emission vehicles (ZEVs) across the mobile sources, among them the Climate Action Plan for Transportation Infrastructure (CAPTI). In September 2020, Governor Newsom signed Executive Order No. N-79-20, setting ambitious targets for the state to reach 100% ZEV sales for passenger vehicles by 2035, 100% medium and heavy-duty vehicles in the state by 2045 for all operations where feasible, and 100% zero-emission drayage trucks by 2035. Additionally, the state established a goal of fully transitioning the off-road equipment to zero-emission by 2035.

To achieve these ambitious targets, the California Air Resources Board (CARB) has adopted multiple regulations such as the Innovative Clean Transit (ICT), Advanced Clean Truck (ACT), and Advanced

---

<sup>1</sup> <https://ww2.arb.ca.gov/ghg-inventory-data>

Clean Cars (ACC) II regulations to accelerate the adoption of zero-emissions technologies for the on-road sector. For example, the recently adopted ACC II regulation will require 100% of light duty passenger vehicles sold in California to be zero-emissions by 2035. Further, CARB is pursuing a new regulation called Advanced Clean Fleet (ACF) which, starting in 2024, requires fleets operating in California to transition to zero-emission technology with the goal of transitioning all drayage trucks to zero-emission by 2035 and the rest of the medium and heavy-duty vehicles to zero-emission by 2045.

With these policies in place, the region must work towards deploying zero-emission vehicles and infrastructure needed to support them across all modes of transportation. Multiple stakeholders will be critical in meeting these goals. The private sector is innovating in producing zero-emission vehicles and developing charging and fueling stations as well as the supply chain needed to support them. Transit agencies are evaluating and implementing technologies to meet the ICT. Cities are pursuing permit streamlining and identifying opportunities to transition their own fleets. Multiple fleets and businesses are evaluating which technologies best fit their needs and utilities are enhancing their infrastructure for the production and distribution of the fuel required. The Clean Air Action Plan (CAAP) developed by the San Pedro Bay Ports (Los Angeles and Long Beach) sets a goal to achieve a 100% zero-emission drayage fleet by 2035, and both ports have been working hard to demonstrate and advance zero-emission drayage trucks in revenue service throughout the region.

As an MPO, SCAG works to coordinate and support the work of these stakeholders through research and evaluation, resource and tool provision, intrastate and intraregional coordination, advocacy, and where applicable investment programs.

#### Connect SoCal and SCAG's Clean Transportation Technology Definition and Program

Connect SoCal 2020 identified a holistic and coordinated approach to de-carbonizing or electrifying passenger vehicles, transit, and goods movement vehicles, further formalizing SCAG's vision for a zero-emission transportation system where feasible. Pending approval of the Clean Technology Policy, a similar vision will be included in Connect SoCal 2024.

To support the holistic view of the Plan, the proposed policy defines Clean Transportation Technology as "zero- and near zero- emission vehicles, their supporting infrastructure, and facilitating products that reduce environmental impact over their life cycle." Development of the proposed policy considered the need for: the research and development of vehicles, improvement and deployment of infrastructure to support these vehicles, technological advancements in the Information Technology (IT) sector to facilitate and improve the use and efficiency of these technologies (i.e. Intelligent Transportation System (ITS)), and environmental life cycle for the design, production, use, transportation, and disposal of the technology.

Additionally, Connect SoCal 2020 put forth several actions SCAG might take to support this policy. In the light-duty sector, Connect SoCal described strategies to increase the availability of charging infrastructure (e.g., working with member agencies to streamline the process of permitting and installing new charging stations). For transit, Connect SoCal laid out strategies to facilitate the transition to zero-emission by working with transit agencies to ensure adequate charging stations and electricity rates are available. For goods movement, Connect SoCal set goals for achieving a zero-emission system, as well as early adoption of near-zero and clean combustion technologies. The Goods Movement Technical Appendix also identified a role for SCAG to work with partners in determining station locations for heavy duty fueling and a study to develop a regional roadmap for medium and heavy-duty supporting infrastructure, which kicked off in January 2023.

SCAG continues to further the vision of a zero-emission transportation system by providing support to the region through research, evaluation and planning, technical support, outreach and development of tools and resources, and advocacy and policy work to bring funding to the region to support these efforts. Examples of projects include but are not limited to:

- SCAG's Last Mile Freight Program (LMFP), funded through the state's Mobile Source Air Pollution Reduction Review Committee (MSRC), awarded grants totaling \$16.75 million to 26 clean-energy projects.
- Through the EV Charging Site Suitability Study (EVCSS), part of the Sustainable Communities Program, SCAG is currently partnering with 18 cities within the region to help jurisdictions promote development and deployment of EV charging infrastructure by providing tailored policy guidance to study partner cities; a regionwide site suitability analysis to target areas for future EV charging infrastructure; EV site evaluations; and a passenger EV Infrastructure Plan that will provide a roadmap for cities to spur development of charging stations and support EV adoption across Southern California.
- SCAG is working with partners to create a Medium and Heavy Duty Zero-Emission Roadmap through the Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Trucks Study and is leveraging this work in partnership with Energy Power Research Institute (EPRI) through the California Energy Commission (CEC) funded Research Hub for Electric Technologies in Truck Applications (RHETTA) project.
- SCAG runs an active Clean Cities Coalition, a program of the Department of Energy (DOE), and provides support, resources, and programming to the region through this effort.

#### Approach to Connect SoCal 2024

SCAG staff proposes to create a Clean Transportation Technology Compendium for Connect SoCal 2024. This will provide information on vehicles, infrastructure and supporting products needed for a zero-emission transportation system. The compendium will provide key information about different technologies using staff developed and stakeholder informed criteria of importance to

SCAG and the region. This collection of information will support end users in decision making about Clean Transportation investments. The compendium may include the following:

- a. Existing Conditions
- b. Compendium Need, Purpose, and Application
- c. SCAG Clean Transportation Technology Policy (pending approval)
- d. Guiding Principles for SCAG Emerging Technologies as applicable to the Clean Transportation Technology Program
- e. Scoping of criteria for compendium inclusion
- f. Descriptive characteristics for included technologies
- g. Recommendations for SCAG and Regional Clean Technology Strategies

Proper investment in vehicles, infrastructure and products requires a comprehensive understanding of the zero- and near zero-emission technology options across various sectors. Dozens of clean transportation technologies have been commercialized in the last several years, and many more are expected in the near future. However, these technologies can vary widely in terms of technology readiness, impacts on criteria pollutant and GHG emissions, cost, infrastructure requirements, and potential scale of deployment. As SCAG and the region continue to invest in clean transportation technology, it is important to allow for continuous innovation, while also meeting goals of standardization and interoperability. Furthermore, with the diversity of transportation and users within the region, it is important to allow flexibility for different technologies to be applied to different use cases as determined by the investing entity. Therefore, the proposed Clean Transportation Technology Policy defines Technology Neutrality as a “stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.”

A detailed description for each technology will be provided along with knowledge gaps and uncertainties with respect to available technologies. Findings will be summarized, and recommendations and strategies will be offered to further deploy zero-emission supporting infrastructure which may include targeted incentive programs, streamlined permitting, site development, and promotion of public-private-partnership business models.

#### Proposed Clean Transportation Technology Policy

To best support the region in a transition to a zero-emissions transportation system, staff drafted a Clean Transportation Technology Policy with the long-term aim of supporting the development, commercialization and deployment of a zero-emission transportation system and its supporting elements to improve air quality, reduce greenhouse gas emissions, meet federal, state and regional targets and promote economic development, resilience and equity.

On February 23, 2023, staff presented the draft Clean Transportation Technology Policy to the Emerging Technologies Committee (ETC). The ETC recommended that policy point number 4 be modified to emphasize the end user as the decision maker. Upon that recommendation, the ETC approved to “Recommend that the Regional Council (RC) adopt the Regional Clean Transportation Technology Resolution.”

The Policy States that:

1. Clean Transportation Technology is defined as “zero- and near zero-emission vehicles, their supporting infrastructure, and other facilitating products that reduce environmental impacts over their full life cycle including upstream production and end of life.”
2. SCAG will take a technology neutral approach in its study of, advancement of, and where applicable investment in Clean Transportation Technology where SCAG defines Technology Neutrality as a “stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.”
3. As part of the development of Connect SoCal 2024, SCAG will prepare a Clean Transportation Technology Compendium that will support decision making by providing information on various clean transportation technologies;
4. SCAG will continue to foster innovation and will support the study and deployment of a range of affordable and scalable Clean Transportation Technologies with consideration of the best available information and expected use case as determined by the end user, based on their operational needs, thus maintaining a Technology Neutral Approach;
5. SCAG will continue to support the region in deployment of Clean Transportation Technology through research and evaluation, stakeholder support, resource and tool provision, intrastate and intraregional coordination, advocacy, and where applicable investment programs; and
6. SCAG will promote equitable use of and access to Clean Transportation Technologies so that all may benefit from them.

The above policy broadly defines Clean Transportation Technology, provides direction for development of Connect SoCal 2024 and formalizes SCAG’s position on Technology Neutrality, while defining a broad role for SCAG in achieving the goal of an equitable zero emission transportation system in the region.

**NEXT STEPS:**

---



Upon Regional Council approval of Resolution No. 23-654-5, staff will continue implementation of the clean transportation technology program as shaped by the guidance and vision of this policy. Further, staff will apply the vision described in this policy to Connect So Cal 2024 and will develop a compendium of technologies to support decision making by providing information on various clean transportation technologies.

**FISCAL IMPACT:**

Funding for staff work on this issue is included in the OWP under 115.4912.01 (Clean Technology) and 310.4874.02 (Key Connections Strategy Team).

**ATTACHMENT(S):**

1. PowerPoint Presentation - Clean Transportation Technology Policy
2. Resolution No. 23-654-5 - Clean Transportation Technology Policy





# Clean Transportation Technology Policy

WWW.SCAG.CA.GOV

Introduction

## Clean Transportation Technology (Clean Tech) Vision

- Connect SoCal 2020 includes a holistic and coordinated approach to de-carbonizing or electrifying passenger, transit and goods movement vehicles and a *vision* for a zero-emission transportation system or using cleaner mobility options where zero emission options are not feasible.

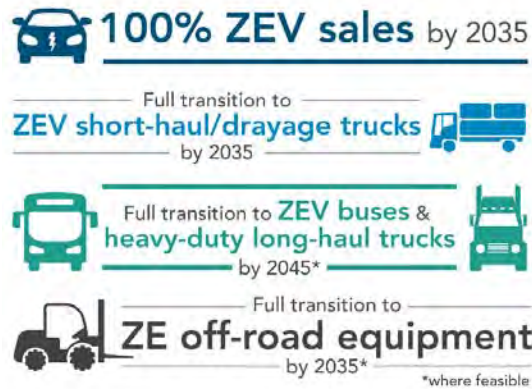
A wide-angle landscape photograph showing a mix of natural and developed areas. In the foreground, there's a green golf course with a small pond. The middle ground shows a residential area with houses and trees. The background features a large, rocky hillside with sparse vegetation under a clear sky.

### INNOVATING FOR A BETTER TOMORROW

SCAG is the nation's largest metropolitan planning organization, representing six counties, 191 cities and more than 19 million residents. SCAG undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California.

# Clean Transportation Technology Drivers

- Federal Clean Air Act
- GHG reduction
- Public Health
- Increased Public Funding
- Economic, Equity and Resilience Opportunities



Introduction

## SCAG Clean Technology Program

- Ongoing research, evaluation and plan development
  - EV Charging Site Suitability Study (EVCSS), part of the Sustainable Communities Program
  - Medium and Heavy Duty Zero Emissions Roadmap
  - RHETTA pilot partnership with EPRI/CEC
- Providing Support to Regional Stakeholders
- Advocacy and Policy Work
  - Funding for city infrastructure and vehicle purchases
  - Continued funding for vehicle demonstration and early deployment (MD/HD)
  - Share success stories
- Investments in Clean Technology
  - Last Mile Delivery Program

# Clean Transportation Technology Policy

1. Clean Transportation Technology is defined as “zero- and near zero-emission vehicles, their supporting infrastructure, and other facilitating products that reduce environmental impacts over their full life cycle including upstream production and end of life.”
2. SCAG will take a technology neutral approach in its study of, advancement of, and where applicable investment in Clean Transportation Technology where SCAG defines Technology Neutrality as a “stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.”
3. As part of the development of Connect SoCal 2024, SCAG will prepare a Clean Transportation Technology Compendium that will support decision making by providing information on various clean transportation technologies;

# Clean Transportation Technology Policy

4. SCAG will continue to foster innovation and will support the study and deployment of a range of affordable and scalable Clean Transportation Technologies with consideration of the best available information and expected use case as determined by the end user, based on their operational needs, thus maintaining a Technology Neutral Approach;
5. SCAG will continue to support the region in deployment of Clean Transportation Technology through research and evaluation, stakeholder support, resource and tool provision, intrastate and intraregional coordination, advocacy, and where applicable investment programs; and
6. SCAG will promote equitable use of and access to Clean Transportation Technologies so that all may benefit from them.

# Clean Transportation Technology Compendium

- Systematic and comprehensive approach to presenting technology options
- Includes vehicles, supporting infrastructure and facilitating products
- Covers passenger, transit, rail and commercial heavy duty
- Describes important characteristics and makes information transparent
  - ex - total cost of ownership, technology readiness level, environmental impacts, safety, etc.
- Includes existing conditions, scoping criteria for compendium inclusion, descriptive characteristics, and regional clean technology strategies.

## Feedback

- PEV Study City Stakeholders, Jan 18
- PEV Study Steering Committee, Jan 26
- Regional ZE Truck Collaborative, (over email)
- RTTAC, Jan 30
- GLUE Council, Jan 30
- Emerging Technologies Committee, Feb 23



## Next Steps: Upcoming RTP/SCS Development (2024)

- Setting a vision for ZE Tech in the Region
  - Focus on publicly accessible stations
  - Regional Road Map for MD/HD Vehicles
- Demonstrate ability to meet and exceed state targets
- Create Technology Compendium (pending board direction)
- Continued Outreach



<https://scag.ca.gov/connect-socal>  
[linder@scag.ca.gov](mailto:linder@scag.ca.gov)

*What other innovations, benefits or potential consequences need to be addressed as we roll out this technology?*

10

## Recommendation

Approve and adopt the Clean Transportation Technology Policy, Resolution **NO. XX-XXX-X**



# THANK YOU!

For more information, please visit:

<https://scag.ca.gov/alternative-fuels-vehicles>



RESOLUTION NO. 23-654-5

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING A REGIONAL CLEAN TRANSPORTATION TECHNOLOGY POLICY

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

WHEREAS, the Southern California Association of Governments (SCAG) is the largest Metropolitan Planning Organization (MPO) in the United States covering six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura), and serving 19 million people pursuant to 23 USC § 134 et seq. and 49 USC § 5303 et seq.; and

REGIONAL COUNCIL OFFICERS

- President Jan C. Harnik, Riverside County Transportation Commission
First Vice President Art Brown, Buena Park
Second Vice President Curt Hagman, County of San Bernardino
Immediate Past President Clint Lorimore, Eastvale

WHEREAS, SCAG is responsible for bringing Southern California’s diverse residents and local partners together with unifying regional plans, policies, and programs that result in more healthy, livable, sustainable, and economically resilient communities; and

WHEREAS, improving mobility, accessibility, reliability, regional environmental conditions, and transportation safety has been a goal included in SCAG’s long-range plans, including Connect SoCal, for decades; and

COMMITTEE CHAIRS

- Executive/Administration Jan C. Harnik, Riverside County Transportation Commission
Community, Economic & Human Development Frank Yokoyama, Cerritos
Energy & Environment Deborah Robertson, Rialto
Transportation Ray Marquez, Chino Hills

WHEREAS, Connect SoCal 2020 identified a vision to create a holistic and coordinated approach to de-carbonizing passenger vehicles, transit, and goods movement vehicles; and

WHEREAS, improvement of regional air quality is a priority and the region is a non-attainment area for NOx; failure to meet requirements of the Federal Clean Air Act means federal sanctions may be imposed, jeopardizing transportation funds; and

WHEREAS, Clean Transportation Technology is defined via this document for SCAG’s purposes as “zero- and near zero-emission vehicles, their supporting infrastructure, and other facilitating products that reduce environmental impacts over their full life cycle including upstream production and end of life,” and the below policy will formalize this; and

WHEREAS, a zero-emission transportation system is envisioned as the regional goal, near-zero-emission technologies may play a role in support of this goal and offer short term benefits as bridging technologies where zero-emission solutions are not yet feasible or commercially viable (heavy duty vehicles); near zero implies a significant reduction compared to commonly used technologies;

WHEREAS, Clean Transportation Technology will be necessary in order to meet state climate and air quality goals and requirements such as the Innovative Clean Transit Rule, Advanced Clean Cars Act, the Advanced Clean Trucks Regulation

Attachment: Resolution No. 23-654-5 - Clean Transportation Technology Policy

and those reflected in the Climate Action Plan for Transportation Infrastructure (CAPTI) and the 2022 California Air Resources Board (CARB) Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan); and

**WHEREAS**, SCAG’s Regional Council unanimously adopted a Climate Action Resolution in January 2021 that affirmed its commitment to reduce greenhouse gas emissions and to establish partnerships to support local jurisdictions’ climate adaptation and mitigation initiatives, including implementation of Clean Transportation Technologies; and

**WHEREAS**, investment in Clean Transportation Technologies is an important part of meeting SCAG’s objectives in economic development and recovery, resilience planning and achievement of equity; and

**WHEREAS**, jurisdictions throughout the region including cities, counties, transit agencies, and private fleets, are currently evaluating and making investments in Clean Transportation Technology based on their operational needs; and

**WHEREAS**, SCAG, though not an implementing agency, has an evolving role in Clean Transportation Technology Investment, including but not limited to the Last Mile Freight Program, and future funding opportunities; and

**WHEREAS**, SCAG supports the region in deployment of Clean Transportation Technology through research and evaluation, stakeholder support, partnerships, and advocacy;

**NOW, THEREFORE, BE IT RESOLVED** by the Regional Council of the Southern California Association of Governments, that SCAG hereby adopts a regional Clean Transportation Technology Policy with the long-term aim of supporting the development, commercialization and deployment of a zero-emission transportation system and its supporting elements to improve air quality, reduce greenhouse gas emissions, meet federal, state and regional targets and promote economic development, resilience and equity.

**BE IT FURTHER RESOLVED THAT:**

1. Clean Transportation Technology is defined as “zero- and near zero-emission vehicles, their supporting infrastructure, and other facilitating products that reduce environmental impacts over their full life cycle including upstream production and end of life.”
2. SCAG will take a technology neutral approach in its study of, advancement of, and where applicable investment in Clean Transportation Technology where SCAG defines Technology Neutrality as a “stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.”
3. As part of the development of Connect SoCal 2024, SCAG will prepare a Clean Transportation Technology Compendium that will support decision making by providing information on various clean transportation technologies;



4. SCAG will continue to foster innovation and will support the study and deployment of a range of affordable and scalable Clean Transportation Technologies with consideration of the best available information and expected use case as determined by the end user, based on their operational needs, thus maintaining a Technology Neutral Approach;
5. SCAG will continue to support the region in deployment of Clean Transportation Technology through research and evaluation, stakeholder support, resource and tool provision, intrastate and intraregional coordination, advocacy, and where applicable investment programs; and
6. SCAG will promote equitable use of and access to Clean Transportation Technologies so that all may benefit from them.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 6<sup>th</sup> day of April, 2023.

---

Jan C. Harnik  
President, SCAG  
Riverside County Transportation Commission

Attested by:

---

Kome Ajjise  
Executive Director

Approved as to Form:

---

Michael R.W. Houston  
Chief Counsel



Southern California Association of Governments  
April 6, 2023

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

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Javiera Cartagena, Chief Government and Public Affairs Officer  
(213) 236-1980, cartagena@scag.ca.gov

Subject: Early Legislative Bills - Support

**RECOMMENDED ACTION:**

The Legislative/Communications and Membership Committee (LCMC) recommends a support position on Assembly Bill (AB) 57 (Kalra), AB 557 (Hart), AB 591 (Gabriel), AB 610 (Holden), AB 761 (Friedman), AB 824 (Calderon), Senate Bill (SB) 393 (Glazier), SB 835 (Limón), and Senate Concurrent Resolution (SCR) 13 (Roth). The LCMC also recommends a watch position on AB 413 (Lee) and SB 695 (Gonzalez).

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**

*At its March 21, 2023, meeting, members of the Legislative/Communications and Membership Committee (LCMC) received a report on eleven bills that relate to climate, transportation, Brown Act, transit, CEQA broadband, and electric vehicle policy. After discussion and deliberation, the LCMC voted to forward recommendations to the Regional Council (RC) to adopt a support position on (AB) 57 (Kalra), AB 557 (Hart), AB 591 (Gabriel), AB 610 (Holden), AB 761 (Friedman), AB 824 (Calderon), Senate Bill (SB) 393 (Glazier), SB 835 (Limón), and Senate Concurrent Resolution (SCR) 13 (Roth), and a watch position on AB 413 (Lee) and SB 695 (Gonzalez).*

**BACKGROUND:**

SCAG is monitoring over 190 legislative bills that relate to active transportation, affordable housing and housing production, California Environmental Quality Act (CEQA) modernization, land use, transportation, and more. Of these 190 legislative bills, staff presented eleven with recommendations to support at the LCMC’s March 21, 2023 meeting. After a staff presentation and robust discussion by the LCMC, the Committee recommends support for the following nine bills: AB 57 (Kalra), AB 413 (Lee), AB 557 (Hart), AB 591 (Gabriel), AB 610 (Holden), AB 761 (Friedman), AB 824 (Calderon), SB 393 (Glazier), SB 695 (Gonzalez), SB 835 (Limon), and SCR 13 (Roth). The

Committee also recommends a watch position on the following two bills: AB 413 (Lee) and SB 695 (Gonzalez).

Staff will continue to monitor these and the balance of tracked legislative bills and report back to the LCMC at future meetings.

Summaries of all eleven bills are included below.

**The LCMC recommends SUPPORT for the following nine legislative bills:**

**Bill:** AB 57      **Author:** Assemblymember Ash Kalra (D-San Jose)

**Title:** California Pocket Forest Initiative.

**Status:** Passed Assembly Natural Resources Committee on 03/14/23 10-0. Re-referred to Assembly Appropriations Committee pending hearing.

This bill would create an optional, incentive program called the California Pocket Forest Initiative administered by the Department of Forestry and Fire Protection (CAL FIRE) to award grant funding to cities, counties, districts, nonprofits, and public schools to create pocket forests on public lands to test the effectiveness of the Miyawaki Method. This bill would require the Department to prioritize grant funding for disadvantaged communities and communities that lack publicly accessible green space. A “pocket forest” is defined as “a small plot of urban land that has been planted according to the Miyawaki method.” The Miyawaki method is defined as “a method of planting that first analyzes and improves a plot’s soil conditions, then densely plants the plot with native main tree species, subspecies, shrubs, and ground-covering herbs. The trees planted through this method should, if possible, be grown from seeds, not grafts or clones.”

This bill would establish the policy for the program, but a separate appropriation by the Legislature would still be required. Further, this bill would require CAL FIRE to partner with academic institutions to evaluate the effectiveness of the Miyawaki method in restoring degraded lands and reforesting urban areas by January 2030 and includes a sunset provision on January 1, 2031.

**Bill:** AB 557      **Author:** Assemblymember Gregg Hart (D-Santa Barbara)

**Title:** Emergency Brown Act Meeting Procedures.

**Status:** Pending Assembly Local Government Committee hearing. Not yet scheduled.

This bill would remove the January 1, 2024, sunset associated with AB 361’s (2022) Brown Act provisions that provide additional flexibility for local agencies looking to meet remotely during an emergency while still maintaining public access and transparency, effectively making those provisions permanent. AB 361 (2022) authorizes local agencies to use teleconferencing without

---

complying with certain requirements during a declared state of emergency, or in other situations related to public health. This bill would also extend the period for local agencies to renew their emergency remote meeting resolution from 30 days to no later than 45 days to accommodate local agencies that regularly meet once-per-month.

**Bill:** AB 591      **Author:** Assemblymember Jesse Gabriel (D-Los Angeles)  
**Title:** Electric Vehicle Charging Equipment Universal Connectors and Accessibility  
**Status:** Referred to Assembly Transportation Committee to be heard 3/20/23.

This bill would require that all electric vehicle (EV) chargers installed at “publicly available parking spaces,” excluding those in private single-family and multi-family residences, include universal connectors that can charge all EVs. “Publicly available parking space” is defined as “a parking space that has been designated by a property owner or lessee to be available to, and accessible by, the public.” This bill would also require that any EV charging station that charge a fee to allow the fee to be paid with a credit card.

**Bill:** AB 610      **Author:** Assemblymember Chris Holden (D-Pasadena)  
**Title:** Free Youth Transit Pass Pilot Program.  
**Status:** Passed Assembly Transportation Committee on 3/13/23 14-0. Referred to Assembly Appropriations Committee pending hearing.

This bill would create the optional Youth Transit Pass Pilot Program to be administered by the Department of Transportation to award grant funding to transit agencies to create, expand, and operate a free youth transit pass program for college and K-12 students. Grant funding awards would be based on a transit agency’s proportional share of total statewide farebox revenues in the 2018-2019 fiscal year among eligible applicants. The bill would require Caltrans to develop the program guidelines by June 2024, in consultation with metropolitan planning organizations and regional transportation planning agencies. Further, Caltrans would be required to submit a report by January 1, 2028, on the outcomes of this program and status of transit pass programs. This bill would establish the policy for the program, but a separate appropriation by the Legislature would still be required, and it would sunset on January 1, 2029.

**Bill:** AB 761      **Author:** Assemblymember Laura Friedman (D-Glendale)  
**Title:** Transit Transformation Task Force.  
**Status:** Referred to Assembly Transportation Committee to be heard 3/20/23.

This bill would authorize the California Secretary of Transportation to establish and convene the Transit Transformation Task Force by July 1, 2024. The Task Force would be required to include representatives from the California Department of Transportation, the Controller’s office, transit agencies, academics, local governments, transportation advocacy organizations, labor organizations, and other stakeholders. The Task Force would be required to report back to the Legislature with recommendations on how to grow public transit use, reduce operational costs, strategies to improve service, improve safety, and increase frequency and reliability. The Task Force would also be required to include recommendations on replacing of fare box recovery ratios with updated performance metrics, and on new or changes to existing revenue sources to pay for transit operations. This report would be due by January 1, 2025, and the bill would sunset on January 1, 2028.

**Bill:** AB 824      **Author:** Assemblymember Lisa Calderon (D-Whittier)

**Title:** Highway Greening Act.

**Status:** Referred to Assembly Transportation Committee to be heard 3/20/23.

This bill would enact the Highway Greening Act, which would require the California Department of Transportation (Caltrans) to complete a statewide strategic plan by June 2025 outlining how to work to achieve a 10 percent increase of green highways in urban areas, with a priority on disadvantaged communities and low-income communities by 2035. The bill would require Caltrans to develop this plan in consultation with the California Department of Fish and Wildlife, nonprofit organizations, cities, counties, and other local governments in urban areas, disadvantaged communities, and low-income communities. The bill defines “green highways” as “a section(s) of a highway that is now, or later may be, improved by green walls or plantings in or on at least one of the following portions of the right-of-way: (1) A shoulder (2) A median (3) An overpass pillar (4) The community side of a soundwall, adjacent to a highway.”

**Bill:** SB 393      **Author:** Senator Steven Glazier (D-Contra Costa)

**Title:** California Environmental Quality Act (CEQA) Judicial Challenge Identification of Contributors – Housing Projects.

**Status:** Referred to Senate Environmental Quality Committee to be heard 3/15/23.

This bill would require a CEQA plaintiff to disclose any contributions he or she has received of \$1,000 or more to help fund the legal action and allow a court to dismiss an action due to noncompliance. The bill would also prevent a CEQA action from being filed against a housing project that was included as part of a larger plan or project already approved under CEQA.

---

**Bill:** SB 825      **Author:** Senator Monique Limón (D-Santa Barbara)  
**Title:** Local Government Access to Public Broadband Services.  
**Status:** Referred to Senate Governance and Finance Committee pending a hearing.

This bill would expand the definition of “local agency” to include metropolitan planning organizations (MPO) and regional transportation planning agencies (RTPA) in the section of the government code governing public broadband services. Thus, it would clarify the ability for MPOs and RTPAs to apply for broadband related funding programs with the California Public Utilities Commission and other state agencies with jurisdiction over broadband funding programs.

**Bill:** SCR 13      **Author:** Senator Richard Roth (D-Riverside)  
**Title:** Joseph Tavaglione Interchange.  
**Status:** Referred to Senate Transportation Committee pending hearing.

This bill would designate the interchange where State Highway Routes 60 and 91 meet Interstate 215 in the County of Riverside as the Joseph Tavaglione Interchange. The bill would also request that Caltrans determine the cost of placing signage to demonstrate this special designation and place the signage using donations from nonstate sources.

**The LCMC recommends a WATCH position for the following two legislative bills:**

**Bill:** AB 413      **Author:** Assemblymember Alex Lee (D-San Jose)  
**Title:** Vehicles: stopping, standing, and parking.  
**Status:** Pending Assembly Transportation Committee hearing on 3/20/23.

This bill would expand vehicle stopping, standing, and parking restrictions with respect to intersections, sidewalks, and crosswalks to prohibit a vehicle from stopping, parking, or standing within 20 feet of any marked or unmarked crosswalk.

**Bill:** SB 695      **Author:** Senator Lena Gonzalez (D-Long Beach)  
**Title:** California State Highway Transparency Act.  
**Status:** Referred to Senate Transportation Committee to be heard 3/28/23.

This bill would require the California Department of Transportation (Caltrans) to collect, and make available to the public, historical data detailing roadway expansions of the state highway system (SHS) for the period from July 2012 to July 2023 by June 30, 2024. This bill would also require that Caltrans report this data every year going forward, including descriptions of lane miles added to the

SHS, what purpose the miles serve, and features included in the project, such as complete streets and transit. Finally, this bill would require Caltrans to report on the “project pipeline” of planned and pending projects on the SHS.

#### **Prior Committee Action**

At the LCMC meeting on March 21, 2023, staff presented the above eleven bills to the Committee with a recommendation to support AB 57 (Kalra), AB 413 (Lee), AB 557 (Hart), AB 591 (Gabriel), AB 610 (Holden), AB 761 (Friedman), AB 824 (Calderon), Senate Bill (SB) 393 (Glazier), SB 695 (Gonzalez), SB 835 (Limón), and Senate Concurrent Resolution (SCR) 13 (Roth).

Some members of the LCMC expressed concerns or had questions about a few bills, but unanimously voted to support AB 57 (Kalra), AB 557 (Hart), AB 591 (Gabriel), AB 610 (Holden), AB 824 (Calderon), Senate Bill (SB) 393 (Glazier), SB 835 (Limón), and Senate Concurrent Resolution (SCR) 13 (Roth) before continuing the discussion.

Specifically, LCMC members expressed various concerns about AB 413 (Lee), which would prohibit a vehicle from stopping, parking, or standing within 20 feet of any marked or unmarked crosswalk. Members had questions about enforcement requirements and associated costs, and expressed concerns about how the bill might cause visual blight or conflict with the increased need for parking due to a focus on housing acceleration. There were also concerns about how this bill may cause conflicts based on the definition of unmarked crosswalk after the state recently legalized jaywalking. Other members also had concerns about the prohibition on “standing” vehicles, since it may lead to surprise citations if motorists are unaware they near an unmarked crosswalk. Members expressed that the author should consider amending the bill to include a provision that this proposal be treated the same as fire hydrant parking restrictions to reduce visual blight and implementation costs.

LCMC members also expressed concerns about SB 695 (Gonzalez), which would require Caltrans to collect and publish data about projects on the state highway system. Members were concerned that a report could be used to block the completion of certain transportation infrastructure projects.

Lastly, members also expressed that SCAG and transit agencies should have representation on the Transit Transformation Taskforce that would be established under AB 761 (Friedman). After lengthy discussion, the LCMC voted unanimously to forward a support position on AB 761 (Friedman) and a watch position on AB 413 (Lee) and SB 695 (Gonzalez) to the Regional Council.

#### **FISCAL IMPACT:**

Work associated with the staff report on Early Legislative Bills – Support is contained in the Indirect Cost budget, Legislation 810-0120.10.



**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Javiera Cartagena, Chief Government and Public Affairs Officer  
(213) 236-1980, cartagena@scag.ca.gov  
**Subject:** Housing & Transportation Bills of Interest

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

The Legislative/Communications and Membership Committee recommends a “support” position on AB 930 (Friedman) and a “watch” position on ABs 6 & 7 (Friedman), AB 1335 (Zbur), SB 405 (Cortese), SB 423 (Wiener), and SB 670 (Allen).

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**

*At its March 21, 2023, meeting, the Legislative/ Communications and Membership Committee (LCMC) received a presentation on seven (7) legislative bills that could potentially significantly impact SCAG, the region, and/or our member organizations. As a result of that presentation, the LCMC recommends the Regional Council (RC) adopt a “support” position on AB 930 (Friedman) and adopt “watch” positions on ABs 6 & 7 (Friedman), AB 1335 (Zbur), SB 405 (Cortese), SB 423 (Wiener), and SB 670 (Allen).*

**BACKGROUND:**

SCAG is monitoring over 190 legislative bills that relate to active transportation, affordable housing and housing production, land use, transportation, California Environmental Quality Act (CEQA) modernization, and more. As we are still early in the first half of the State Legislature’s two-year legislative cycle, many bills are still being developed. As such, many bills are potentially subject to significant changes or are still in “spot bill” form, where the language outlines the general goals of the legislation but does not specify how it would achieve them.

Of these 190 monitored bills, staff identified seven (7) that have the potential to significantly impact SCAG, the region, and/or our member agencies. At its meeting on March 21, 2023, the LCMC received a presentation on these seven bills, after which the LCMC forwarded a recommendation to



“support” AB 930 (Friedman) and “watch” ABs 6 & 7 (Friedman), AB 1335 (Zbur), SB 405 (Cortese), SB 423 (Wiener), and SB 670 (Allen).

The LCMC will continue to monitor these bills, and others, and report back with additional information or updated recommended positions, as appropriate, at future RC meetings.

Summaries of the seven bills are included below.

**The LCMC recommends SUPPORT for the following one (1) legislative bill:**

**Bill:** AB 930      **Author:** Assemblymember Laura Friedman (D-Glendale)  
**Title:** Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) Districts  
**Status:** Double-Referred to Committees on Local Government and Jobs, Economic Development, and the Economy. First hearing likely 04/19/2023.  
**Recommendation:** SUPPORT

This bill would authorize two or more local governmental agencies, defined to include a city, county, special district, or transit agency, jointly to form a Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) district to use tax increment financing for infill development.

The bill would require the Office of Planning and Research (OPR) to develop standards for the formation of RISE districts no later than November 30, 2025. The bill would provide for the establishment of a governing board of a RISE district with representatives of each participating local government.

After forming a RISE district, the bill would require the district’s governing board to create and adopt a RISE development plan that includes identifying any intended sources of revenue for financing projects within the district’s boundaries. The bill would require that at least 50 percent of the total funding received by the district be spent on infill supportive infrastructure. The bill would also provide that at least 20 percent of the total residential units created within the district be restricted to persons and families of low or moderate income. The governing board would then submit the RISE development plan to OPR for review.

This bill would allow a RISE district to utilize various revenue sources for district purposes, including property tax revenues, local sales and use taxes, transient occupancy tax, and, notably, the portion of the state sales and use tax revenues that flow into the state General Fund that is attributable to new development within the RISE district. This bill would also require the Governor’s Office of Business and Economic Development (GOBiz) to establish the RISE Revolving Loan Fund upon

appropriation by the Legislature. The fund would provide RISE districts with initial startup funding for projects contained within the RISE district's development plan.

Since Redevelopment was repealed in 2012, California has instituted alternate forms of tax increment legislation, such as Enhanced Infrastructure Financing Districts (EIFDs) and Community Revitalization and Investment Authorities (CRIAs), to promote community revitalization and affordable housing. A small handful of EIFDs have been established, but new tools are needed. AB 930 is a framework to bring back a redevelopment tool to spur infill investment in a manner that supports sustainable development.

Some questions remain unanswered regarding the role that Metropolitan Planning Organizations will play in identifying, developing, and implementing RISE districts. In addition, if the legislation is focused on infill development, clarification will be needed on which communities will be eligible or ineligible to participate in the RISE program. These questions notwithstanding, AB 930 proposes a new tool for local jurisdictions to implement their infill supporting infrastructure needs and accommodate affordable housing in a manner consistent with SCAG's legislative platform and the growth vision articulated in the Connect SoCal. Therefore, the LCMC recommends SUPPORT for this bill and recommends continued engagement on this bill to ensure its maximum benefit to the SCAG region.

**Staff recommends a WATCH position on the following six (6) legislative bills:**

**Bill:** ABs 6 & 7    **Author:** Assemblymember Laura Friedman (D-Glendale)  
**Title:** Sustainable Communities Strategy Development and Transportation Project Selection Processes.  
**Status:** In Assembly Transportation Committee. Hearing date not yet scheduled.  
**Recommendation:** WATCH

AB 6 – As amended on March 16, 2023, this bill would require the California Air Resources Board (CARB) to establish “additional” regional greenhouse gas (GHG) reduction targets for 2035 and 2045. The bill would also require a Metropolitan Planning Organization (MPO) to submit its GHG reduction technical methodology to CARB at least 60 days before the MPO starts its public participation process. AB 6 clarifies that the MPO must submit its Sustainable Communities Strategy to CARB within 120 days of the plan's adoption, and the bill extends CARB's review period from 50 to 180 days. Lastly, SB 6 requires each nomination for the State's Solutions for Congested Corridors Program to demonstrate how the nominated project would contribute to achieving the State's GHG reduction targets.

AB 7 – As amended on March 16, 2023, this bill would require the project selection progress for projects funded by the State Highway Account, Road Maintenance and Rehabilitation Account, and

Trade Corridor Enhancement Account to include certain principles. These principles include: improving the condition, resilience, and safety of roads and bridges, promoting and improving the safety of roads for all users, particularly vulnerable uses, supporting and accelerating project delivery, addressing environmental impacts from stormwater run-off and the emission of greenhouse gases, accommodating new and emerging technologies, and reconnecting communities.

Chair Friedman introduced AB 6 and AB 7 on the first day of the 2023 legislative session with intent language, and, as mentioned above, the bills were amended on March 16, 2023. It is highly likely that AB 6 and AB 7 will undergo additional amendments. Fundamentally, Chair Friedman wants to author legislative bills that support transportation investments that result in land use strategies that lead to a reduction in GHG emissions.

To develop the ideas for her bills, Chair Friedman tapped Sacramento Mayor Darrell Steinberg, author of the original SB 375 (2008), to co-lead a stakeholder working group consisting of many statewide organizations. These organizations included CalCOG, League of California Cities, CSAC, CBIA, Greenlining Institute, Self Help Counties Coalition, Transportation California, Coalition for Clean Air, State Building Trades, Climate Plan, Natural Resources Defense Council, and others. As of the LCMC's March meeting, the working group has met once. Their discussions led to the creation of various sub-groups to focus on high-level themes, such as how to reprioritize existing transportation funding, align regulations with desired outcomes, increase accountability in terms of meeting GHG reduction, and build affordable housing. No Metropolitan Planning Organizations (MPOs) were invited to participate in the working group; however, Chair Friedman's staff has conducted direct outreach with many of the state's MPOs, including SCAG.

Staff will continue to monitor, collaborate, and engage on AB 6 and AB 7 to ensure that our region's concerns are included in the dialogue surrounding these bills. Since the working group continues to accept ideas and feedback from impacted stakeholders, the Chair's office continues to collaborate directly with SCAG staff, and AB 6 and AB 7 are likely to be amended again, the LCMC recommends a WATCH position on these bills at this time.

**Bill:** AB 1335     **Author:** Assemblymember Rick Zbur (D-Santa Monica)

**Title:** Sustainable Communities Strategy and Regional Housing Needs Assessment.

**Status:** Referred to Assembly Transportation Committee. Hearing not yet scheduled.

**Recommendation:** WATCH

This bill would require the Sustainable Communities Strategy (SCS) to be based on population projections produced by the Department of Finance (DOF), which were used by HCD in assigning a

council of governments' (COG) Regional Housing Needs Assessment (RHNA) regional determination.

If there is a disagreement between the population projections forecasted by DOF and that of the COG, AB 1335 imposes certain reconciliation procedures for their use in the SCS.

The Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) is a forecast of likely outcomes that balances many policy goals, such as air quality conformity, congestion reduction, equity, and greenhouse gas emissions reduction. In contrast, DOF's projections are a single-objective population forecast which feeds into various state programs. While it is robust technically, DOF does not project employment or household growth alongside its population projection, as SCAG's growth forecast does. In addition, neither does DOF's projection include other regional policy targets, such as those mentioned above.

In addition, DOF is not required to conduct comprehensive public participation or consultation on developing its projections the way that an RTP/SCS projection must. SCAG—forecasts include scenarios for future population, households, and jobs. The scenarios are developed by a combination of in-house staff, technical consultants, and a panel of demographic experts. SCAG's Community, Economic, and Human Development Committee, the Joint Policy Committee, and Regional Council all consider principles and a process that guide our RTP/SCS forecasts.

Separately, AB 1335 would require a city or county to include its progress toward the recommended alignment of land use regulations with the SCS as part of its Annual Progress Report due to the Department of Housing and Community Development.

This bill is sponsored by Abundant Housing LA. Staff will continue to monitor, collaborate, and engage on AB 1335 to ensure that our region's concerns are reflected in this bill. Because outreach with the author's office is ongoing, the LCMC recommends a WATCH position on this bill at this time.

**Bill:** SB 405      **Author:** Senator Dave Cortese (D-San Jose)

**Title:** RHNA and Housing Element Site Inventories

**Status:** Referred to Senate Housing Committee. Hearing not yet scheduled.

**Recommendation:** WATCH

After a city or county receives its Regional Housing Needs Assessment (RHNA) allocation from the council of governments, it must update the Housing Element of its General Plan. State housing law requires that the Housing Element include an inventory of land suitable and available for residential development to meet the city or county's RHNA allocation.

SB 405 would require a city or county to notify the owner of a site in the city or county's sites inventory that the property in question will be included. If the property owner objects, or if the owner notifies the city, county, or the Department of Housing and Community Development (HCD) that the owner does not intend to develop at least 80 percent of the number of units for the site during the current planning period, then SB 405 would require that the site not be included in the jurisdiction's sites inventory.

SB 405 contains broad and premature RHNA provisions that would likely impact a jurisdiction's ability to meet its RHNA requirements. Furthermore, the bill would add a new requirement to the RHNA and Housing Element update process before the Legislature has received its "Revamp the RHNA" report from HCD. SB 405 impacts a key and challenging component of RHNA, identifying sites. Obtaining site owners' commitment to development proposes a significant challenge in the already complicated process of identifying sites to meet RHNA. In addition, SB 405 fails to appreciate how site ownership and land development goals are subject to change during a planning period. Overall, the policy does not address nor provide support or alternatives for jurisdictions that cannot find enough sites and meet their RHNA obligations due to the proposed site owner requirement.

This bill is co-sponsored with the California Building Industry Association. Because outreach with the bill's author is still ongoing, the LCMC recommends a WATCH position on this bill at this time.

**Bill:** SB 423      **Author:** Senator Scott Wiener (D-San Francisco)

**Title:** Streamlined approval for multifamily housing

**Status:** Passed Senate Housing Committee on March 21, 2023, 9-1. Referred to Senate Committee on Governance & Finance.

**Recommendation:** WATCH

Senator Scott Wiener (D-San Francisco) authored SB 35 (2017), which creates a streamlined, ministerial approval process for development proponents of multifamily housing in cities or counties that the Department of Housing and Community Development (HCD) has determined, based on the jurisdiction's most recent annual progress report, has failed to issue building permits consistent with the jurisdiction's share of the regional housing need.

The development project must meet certain requirements, such as the site being located in an urban infill site, zoned for residential use, or residential mixed-use development with at least two-thirds of the square footage for residential use, and not being located in a coastal zone. SB 35 also prohibits a local government from imposing parking standards for approved streamlined

developments in cases in which the development is located within one-half mile of public transit or other specified circumstances. SB 35's authorities expire on January 1, 2026.

SB 423 would delete the January 1, 2026 repeal date, thereby making SB 35's authorities operative indefinitely. In addition, this bill would delete the standard that prohibits a multifamily housing development from being subject to the streamlined, ministerial approval process if the development is located in a coastal zone. Furthermore, SB 423 would authorize the Department of General Services to approve housing developments on property it owns without following local zoning and development standards.

Because SB 423 contains provisions that both support and conflict with the RC-adopted State and Federal Legislative Platform, the LCMC recommends a WATCH position on SB 423 at this time.

SB 423 passed the Senate Housing Committee on March 21, 2023, on a vote of 9 to 1 and was referred to the Senate Committee on Governance and Finance.

**Bill:** SB 670      **Author:** Senator Ben Allen (D-Santa Monica)

**Title:** Statewide Vehicle Miles Traveled Maps produced by California Air Resources Board.

**Status:** In Rules Committee. Awaiting assignment to policy committee.

**Recommendation:** WATCH

As amended on March 16, 2023, SB 670 would require the California Air Resources Board (CARB) to develop a methodology for assessing and representing vehicle miles traveled (VMT) and maps that display average VMT per capita in the state at the local, regional, and statewide level. The bill would require CARB to adopt the methodology no later than January 1, 2025, and to publish the maps no later than six months after the methodology is adopted. The bill would require the state board to update the methodology and maps at least once every four years.

The bill would require the state board to make the methodology and the maps publicly available on its website. Under certain circumstances, the bill would require the state board, in consultation with the Office of Planning and Research, to provide technical assistance concerning the usage and interpretation of the statewide map to a local agency requesting assistance.

The author intends to produce VMT maps to assist lead agencies in conducting transportation analysis for their CEQA documents, consistent with SB 743 (2013). SB 670 has the potential to be a significant bill as any CARB-produced maps could be inconsistent with maps produced at the local or regional level. Because this bill was not in its present form at the time of the LCMC meeting and outreach with the author's office is still ongoing, the LCMC recommends a WATCH position on this bill at this time.



**FISCAL IMPACT:**

Work associated with the staff report on Housing & Transportation Bills of Interest is contained in the Indirect Cost budget, Legislation 810-0120.10.



To: Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Javiera Cartagena, Chief Government and Public Affairs Officer  
(213) 236-1980, cartagena@scag.ca.gov

Subject: April 2023 State and Federal Legislative Update

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**STATE**

**State Legislature Update**

The California Legislature reconvened on January 4, 2023 for 2023-2024 Legislative Session. The deadline for the Governor to subject his budget was January 10, 2023. The Governor released his \$297 billion budget blueprint with a projected \$22.5 billion deficit on January 10, 2023. The legislative session passed various important deadlines in January and February, principally the bill introduction deadline on February 17, 2023. The legislative session will continue to ramp up as we approach critical budgetary and legislative deadlines in April, May, and June. However, legislators will head back to their districts during the week-long Spring Recess beginning on March 30 and reconvene on April 10, 2023.

The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
February 17, 2023	Bill introduction deadline.
March 30, 2023	Spring Recess begins upon adjournment
April 10, 2023	Legislature reconvenes from Spring Recess
April 17-18, 2023	SCAG Sacramento Summit
April 28, 2023	Last day for policy committees to report fiscal bills to fiscal committees in their house of origin.



<b>May 5, 2023</b>	Last day for policy committees to report non-fiscal bills to the floor in their house of origin.
--------------------	--------------------------------------------------------------------------------------------------

### **SCAG Sacramento Summit**

Following a two-year hiatus due to restrictions in place from the state of emergency for COVID-19, SCAG will once more convene for our annual Sacramento Summit on Monday and Tuesday, April 17 and 18, 2023. The Sacramento Summit will begin with a Legislative Dinner on Monday evening and continue with an Administration Breakfast on Tuesday and a full day's worth of legislative advocacy meetings with targeted members of the State Legislature. Participating on the trip will be members of our Executive/ Administration Committee and Legislative/ Communications & Membership Committee. This year's legislative priorities include protecting transportation-related funding, supporting ongoing efforts by local governments to address the state's housing crisis, supporting region efforts to achieve Greenhouse Gas (GHG) emissions reductions, and CEQA modernization.

### **Meeting with Senator Rubio (D-Baldwin Park)**

SCAG Executive Director Kome Ajise, Chief Government and Public Affairs Officer Javiera Cartagena, Inclusive Economic Growth Department Manager Victor Negrete, and Legislative Affairs Department Manager Kevin Gilhooley met with State Senator Susan Rubio (D-Baldwin Park) on March 8, 2023. The meeting was requested by Senator Rubio to provide an update on SCAG's one-time \$3.5 million state earmark funding to implement the Inclusive Economic Recovery Strategy (IERS), which the Senator championed.

During the meeting, Mr. Negrete provided the Senator with an update on SCAG's progress in implementing the IERS with the grant funding. The presentation outlined the work SCAG has conducted or is planning to conduct to implement several core recommendations in the IERS that are centered around work products in five areas: (1) Supporting the expansion of the number of, and access to, middle-wage jobs, (2) Strengthening supply chains and access to contracting opportunities, (3) Construction apprenticeships and training, (4) Providing regional data, and (5) Addressing human capital needs. The Senator was pleased to receive an update on our progress in utilizing the funds SCAG obtained through her leadership and expressed her desire to continue supporting SCAG as we move forward with our work on the project.

### **SCAG Participation in Senate Committee on Energy, Utilities and Communications Broadband Oversight Committee Hearing**

SCAG was invited to participate as a panelist on the Senate Committee on Energy, Utilities and Communications committee's oversight hearing, "State Broadband Investments: Progress Towards Connecting the Unserved." Participating on behalf of SCAG was Executive Director Kome Ajise, who provided the Committee with updates on SCAG's broadband efforts, priorities and experiences, including ensuring equitable distribution of funding and the struggles smaller jurisdictions have with competing for funds given their limited resources and staff capacity.

Fellow panelists included representatives from the Legislative Analyst's Office, California Department of Technology, California Public Utilities Commission, Los Angeles County Economic Development Corporation, and the Rural County Representatives of California.

## FEDERAL

---

### **Congressionally Directed Spending and Congressional Programmatic Requests**

Congress once again allowed for congressional directed spending requests (earmarks) from members for the FY 24 appropriations process. Additionally, Congress was accepting requests for Congress to fund an authorized federal program at a specific level or to include language directing a federal agency to implement a program in a specific way, known as a Programmatic Request. SCAG submitted the following items for consideration.

*On the Move: SCAG's Comprehensive Regional Goods Movement Plan and Implementation Strategy*  
"On the Move" is a long-range transportation plan for goods movement in Southern California designed to ensure that the region continues to play a vital role in the global supply chain while meeting regional economic goals, addressing critical mobility challenges, preserving the environment, and contributing to community livability and quality of life goals. SCAG submitted a request for Congressionally Directed Spending (earmark funding) to Senator Feinstein and Senator Padilla's office. Total project cost is estimated to be \$5 million and \$2 million was requested, considering the existing federal/local cost share requirements. Letters of support were provided by: Riverside County Transportation Commission, City of Palm Desert, San Bernardino Supervisor Curt Hagman, Port of Long Beach, Mayor Gibbs (city of Santa Clarita), Mayor Leon (city of Ontario), Mayor Lock Dawson (city of Riverside), Mayor Richardson (city of Long Beach), Mayor Simonoff (city of Brea), and State Senator Lena Gonzalez (D-Long Beach), Chair of the Senate Committee on Transportation.

### *Active Transportation Infrastructure Investment Program*

The Active Transportation Infrastructure Investment Program, authorized but not funded in the Infrastructure and Investments Jobs Act (IIJA), provides funding for pedestrian and bicycle facilities Packet Pg. 65 REPORT that strategically connect active transportation networks to everyday life. It is the only program that focuses investment on enabling communities to plan and construct safe and convenient routes to walk and bike to routine destinations. 81% of the SCAG region's High Injury Network, which are stretches of roadways where the highest concentrations of collisions occur, are in equity areas, such as state designated disadvantaged communities, federally designated environmental justice areas and communities of concern. This relationship underscores the ability for these programs to provide resources in areas with the greatest need. SCAG submitted this as a programmatic funding request to the offices of Senator Dianne Feinstein and Senator Alex Padilla,

as well as Congressmembers Julia Brownley (D-Thousand Oaks), Grace Napolitano (D-El Monte), and Norma Torres (D-Pomona).

*Healthy Streets for All Program*

The Healthy Streets for All Program, authorized but not funded in the Infrastructure and Investments Jobs Act (IIJA), provides for cool and porous pavements, as well as to expand tree canopies to address urban heat islands, improve air quality and reduce stormwater runoff. Introduction of trees and other vegetation in urban environments has been proven to lower surface and air temperatures by providing direct shade to buildings, decreasing air conditioning demand. Additionally, using paving materials that reflect more energy than the conventional pavements can cool pavement surfaces and surrounding air, enhance water evaporation, improve human comfort, and even improve nighttime visibility. SCAG submitted this as a programmatic funding request to the offices of Senator Dianne Feinstein and Senator Alex Padilla, as well as Congressmembers Julia Brownley (D-Thousand Oaks), Grace Napolitano (D-El Monte), and Norma Torres (D-Pomona).

**Federal Notices of Funding Opportunities (NOFOs) Update**

President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA) into law. These bills provide nearly \$2 trillion in total spending over the coming years. Federal agencies have been working to implement the IIJA and IRA. These historic levels of investment in transportation grant programs have given jurisdictions in the SCAG region the opportunity to apply for funding for diverse projects.

Below is a current list of open NOFOs issued for transportation, housing, broadband, and other SCAG-related competitive programs:

Grant Program	Agency	Due Date
Charging and Fueling Infrastructure Discretionary Grant Program	Federal Highway Administration	5/30/2023
Regional Clean Hydrogen Hubs	Office of Clean Energy Demonstrations	4/7/2023
Low or No Emission (Bus) Grants	Federal Transit Administration	4/13/2023
Bus and Bus Facilities Competitive Grants	Federal Transit Administration	4/13/2023
Federal-State Partnership Program	Federal Railroad Administration	4/21/2023
Grants for Energy Efficiency and Renewable Energy Improvements at Public School Facilities	Energy Efficiency and Renewable Energy	4/21/2023
Port Infrastructure Development Program	Federal Maritime Administration	4/28/2023

**FISCAL IMPACT:**

---



---

Work associated with the April 2023 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.




---

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

**From:** Karen Calderon, Senior Regional Planner  
(213) 236-1983, calderon@scag.ca.gov

**Subject:** Connect SoCal 2024 Program Environmental Impact Report (State Clearinghouse No.: 2022100337): Status Update on Stakeholder Outreach and Highlights of Preliminary Approaches to Major Components

---

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR CEHD, TC, AND RC:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**

*At the February 2, 2023 meeting SCAG staff provided the EEC with a status update on the public comments received on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (2024 Draft PEIR) for the proposed 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), referred to alternatively as “Connect SoCal 2024”, “Plan”, or “Project”. This report provides the EEC with a status update on stakeholder outreach efforts and highlights of preliminary approaches to major components to be included in the 2024 Draft PEIR. Further, this report provides a schedule of events relating to preparation of the PEIR. Staff plans to provide periodic updates on the progress of the PEIR development and to give EEC members ample opportunity to become familiar with the PEIR such that a recommendation for approval to release the 2024 Draft PEIR can be made to the Regional Council (RC) currently planned in Fall 2023.*

**Background:**

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the last plan adopted by the SCAG Regional Council in 2020.

California Environmental Quality Act (CEQA), codified at Public Resource Code (PRC) Section 21000 et seq., and its implementing regulations, CEQA Guidelines, found at California Code Regulations Title 14, Chapter 3, Section 15000 et seq., require SCAG as the Lead Agency to evaluate the potential environmental impacts for any discretionary governmental action and disclose the evaluation in a CEQA document that is appropriate for the proposed governmental action (CEQA Guidelines Section 15002(b)). As Lead Agency, SCAG found a PEIR is the appropriate type of EIR for the proposed Connect SoCal 2024.

The PEIR will serve as a first-tier, programmatic document and provides a region-wide assessment of potential environmental impacts of the proposed Connect SoCal 2024, including direct and indirect impacts, growth-inducing impacts, and cumulative impacts. The PEIR must also evaluate alternatives to the proposed Connect SoCal 2024 and propose feasible mitigation measures.

**Status Update on 2024 PEIR Stakeholder Outreach:**

The 2024 PEIR team (comprising SCAG staff and consultants) has complied with all applicable public and tribal outreach requirements, pursuant to CEQA and Assembly Bill (AB 52), for the 2024 Draft PEIR. As discussed below, largescale outreach efforts were conducted for the NOP and with tribal governments as appropriate for the large geographic and demographically diverse area.

In addition to the required outreach efforts, the PEIR team has—and will continue to—engage with stakeholders, including representatives of tribal governments, throughout the 2024 Draft PEIR development by providing periodic PEIR status updates and sharing the preliminary approaches to major components. Additional outreach efforts are beyond state requirements, and as such there are no guidelines for how to conduct these efforts. Considering SCAG's existing forums, Plan outreach initiatives, and past stakeholder outreach efforts from previous RTP/SCS PEIRs, the PEIR team developed an approach to additional stakeholder outreach that consists of two components: 1) leveraging existing stakeholder outreach forums, primarily SCAG's Technical Advisory Committees and Working Groups, and 2) targeted outreach of key stakeholders on topics specific to the PEIR. Stakeholder outreach efforts for 2024 Draft PEIR, to date, are presented in Table 1, below.

**1. Required Stakeholder Outreach Pursuant to CEQA and AB 52**

**NOP Public Outreach.** On October 17, 2022, staff released the NOP of a Draft PEIR for a required

30-day public review and comment period ending on November 16, 2022. The NOP was distributed to over 5,000 stakeholders and members of the public. A summary of the NOP was translated into five languages and published in 12 newspapers across the SCAG region. As part of the scoping process, two virtual public NOP scoping meetings were conducted on November 9 and 10, 2022, respectively.

***Tribal Outreach.*** On October 13, 2022, PEIR staff requested a list from the California Native American Heritage Commission (NAHC) of California Native American tribes that are traditionally and culturally affiliated with the geographic area of the Plan. SCAG staff initiated the tribal consultation process on October 27, 2022 by sending Tribal Consultation Initiation letters to all of SCAG's tribal contacts within the 15 days of the release of the NOP, as required by AB 52. Additional letters were sent on December 14, 2022 and December 20, 2022, upon receipt of the tribal contacts list from the NAHC. In total, staff contacted 64 tribal contacts and 54 tribes in the SCAG region. The AB 52 tribal outreach concluded on January 20, 2023 with no requests for consultation.

## 2. Additional Stakeholder Outreach

***Leveraging Existing Stakeholder Outreach Forums.*** The PEIR team is leveraging SCAG's existing Technical Advisory Committees and Working Groups to advance the outreach efforts on the 2024 Draft PEIR. SCAG's Technical Advisory Committees and Working Groups function as a forum for SCAG staff to engage stakeholders in the development and implementation of plans and policies, including the Connect SoCal 2024 PEIR. Members and attendees of SCAG's Technical Advisory Committees and Working Groups include representatives from the business/development sector; the environmental sector; local jurisdictions; and the general public. To date, the PEIR team has provided six PEIR updates to four different Technical Advisory Committees and Working Groups. See Table 1, 2024 Draft PEIR Stakeholder Outreach, below for dates and topics covered. Staff will continue to update Table 1 as the 2024 Draft PEIR outreach efforts continue. To learn more or view past agendas and presentations, please visit SCAG's Technical Advisory Committees and Working Groups [webpage](#).

***Targeted Stakeholder Outreach.*** The 2024 PEIR team is also conducting targeted outreach to key stakeholders by topics specific to the PEIR. For example, PEIR staff reached out to representatives of all five air districts in the SCAG region to discuss the preliminary approach to 2024 Draft PEIR's air quality and GHG sections. Two one-and-one meetings were coordinated with CEQA staff from the South Coast Air Quality Management District and Ventura County Air Pollution Control District through this effort, as detailed in Table 1. When appropriate, staff has also coordinated meetings with public agencies and other interested stakeholders to hold specific PEIR related discussions, upon request. The content for targeted outreach was tailored to the specific interests of the stakeholders.

**Table 1: 2024 Draft PEIR Stakeholder Outreach (As of Mid-March 2023)**

Date	Forum	Stakeholder Representatives	Topics Covered
November 9, 2022	2024 Draft PEIR NOP Scoping Meeting #1	Business; Environmental; Public Agencies; General Public	Connect SoCal 2024 Project and 2024 PEIR Overview
November 10, 2022	2024 Draft PEIR NOP Scoping Meeting #2	Business; Environmental; Public Agencies; General Public	Connect SoCal 2024 Project and 2024 PEIR Overview
October 10, 2022	GLUE Counsel	Business	Release of the NOP
October 31, 2022	Aviation Technical Advisory Committee	Aviation and Airports	Status Update on the PEIR Aviation Technical Report
January 4, 2023	Western Riverside County Regional Conservation Authority / Riverside County Transportation Commission	Public Agencies	Conservation
February 16, 2023	Joint Sustainable & Resilient Communities/Natural & Farm Lands Conservation	Environmental; General Public	PEIR Overview & Status Update, Recap on NOP Comments, and Preliminary Approach to Biological Resources Impact Analysis
March 8, 2023	South Coast Air Quality Management District	Air Districts	PEIR Overview, Preliminary Technical Methodology for Air Quality and GHG Impacts Analyses
March 13, 2023	City of Riverside	Public Agencies	Transportation Impacts Analysis
March 14, 2023	Ventura County Air Pollution Control District	Air Districts	PEIR Overview, Preliminary Technical Methodology for Air Quality and GHG Impacts Analyses
March 16, 2023	Technical Working Group	Business; Environmental; Public Agencies; General Public	PEIR Status Update and Major Components
April 3, 2023	GLUE Counsel	Business; General Public	PEIR Overview/Status Update

Stakeholder engagement efforts throughout the development of the 2024 Draft PEIR will be ongoing through both existing venues and targeted meetings on specific PEIR topics, upon request.

**Highlights of Preliminary Approaches to Major Components of the 2024 Draft PEIR:**

Building upon the certified Final PEIR for Connect SoCal 2020 and the 2024 Draft PEIR presentations



and discussions at various targeted stakeholder outreach meetings discussed above, SCAG staff has prepared a set of preliminary approaches to the 2024 Draft PEIR. While staff continues to evaluate various appropriate approaches to the PEIR analysis during preparation of the 2024 Draft PEIR document, which is ongoing at this time, staff's intent is to inform the EEC members of the PEIR team's current thinking to offer the opportunity to review, comment, and become familiar with the PEIR's approaches such that a recommendation for approval to release the 2024 Draft PEIR document may be made to the RC in Fall 2023.

The following discussion highlights the preliminary approaches to addressing four major components of the 2024 Draft PEIR.

### **1. Environmental Setting**

CEQA requires an EIR to identify an environmental setting and create a baseline to which potential incremental environmental impacts that would be expected to result from implementation of the proposed Plan is compared. CEQA allows discretion for the Lead Agency to select an appropriate CEQA baseline to determine what constitutes existing conditions. The 2024 Draft PEIR is proposing to select 2019 as the baseline year, based on the following considerations: stable benchmark that is appropriate for a regionwide environmental analysis; availability of comprehensive data (i.e. land use, demographics, traffic count, and vehicle miles traveled) at the regional scale; as well as technical and modeling assumptions for the proposed Plan. Where appropriate and identified throughout the 2024 Draft PEIR, the base year of the environmental and regulatory settings of some resource areas may vary to better characterize baseline conditions and may differ from the time of the NOP release.

### **2. Environmental Impacts Analyses by Topics**

**Structure and Environmental Topics.** Similar to the Connect SoCal 2020 PEIR, the contents of the 2024 Draft PEIR will be structured to follow the environmental topics included in the Appendix G of the CEQA Guidelines, as presented in Table 2, Environmental Topics Covered in the 2024 Draft PEIR, below. Please note that Environmental Justice is not an issue area required for environmental analysis under CEQA, and, therefore, the 2024 Draft PEIR will not include a designated Environmental Justice section. However, a robust Environmental Justice analysis will be included in Connect SoCal 2024, and the 2024 Draft PEIR will integrate and cross-reference relevant information from the Connect SoCal 2024 Environmental Justice analysis throughout the various Draft PEIR sections, where applicable.

**Table 2: Environmental Topics\* Covered in the 2024 Draft PEIR**

<ul style="list-style-type: none"> <li>• Aesthetics</li> <li>• Agriculture and Forestry Resources</li> <li>• Air Quality**</li> <li>• Biological Resources</li> <li>• Cultural Resources</li> <li>• Energy</li> <li>• Geology and Soils</li> <li>• Greenhouse Gas Emissions</li> <li>• Hazards and Hazardous Materials</li> <li>• Hydrology and Water Quality</li> </ul>	<ul style="list-style-type: none"> <li>• Land Use and Planning</li> <li>• Mineral Resources</li> <li>• Noise</li> <li>• Population and Housing</li> <li>• Public Services</li> <li>• Recreation</li> <li>• Transportation</li> <li>• Tribal Cultural Resources</li> <li>• Utilities and Service Systems</li> <li>• Wildfire</li> </ul>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Notes: \*Environmental Justice is not an issue area required for environmental analysis under CEQA, and, therefore, the 2024 Draft PEIR will not include a designated Environmental Justice section. \*\* The Air Quality Section will include a Health Risk Assessment. The Air Quality Section will also include a Health Impact Assessment per the December 2018 California Supreme Court’s decision in the case of *Sierra Club v. County of Fresno* (2018) 5. Cal. 5th 502.

**Analytical Themes.** Analysis of CEQA topic areas, where applicable, will include Plan benefits that are anticipated to result from region-wide, ongoing implementation of policies and programs that promote active transportation, public health, and quality of life and that also integrate transit and transportation facilities with land use planning and sustainable communities strategies in the SCAG region. The 2024 Draft PEIR may also recognize other environmental-related SCAG work efforts and initiatives underway that could co-benefit the environment in addition to Plan benefits.

The 2024 Draft PEIR will also enhance its interdisciplinary approach to analyzing environmental impacts, acknowledging crossover in environmental impacts between resource areas (e.g., environmental impacts from hydrogen vehicles crossover between air quality construction emissions, transportation of hazardous materials, and energy). The 2024 Draft PEIR will look for opportunities to identify shared impacts and address them comprehensively to the extent feasible.

Additionally, the 2024 Draft PEIR aims to increase clarity and succinctness of the PEIR document, where feasible and appropriate, by cross-referencing within and across sections to avoid duplication. Technical appendices will be used to hold extensive technical details to condense analyses in the 2024 Draft PEIR sections to be more reader friendly while maintaining the informative value to decision-maker and the public.

### 3. CEQA Mitigation Measures

CEQA requires that SCAG identify all feasible mitigation measures in the PEIR that will avoid or substantially lessen the significant environmental effects of the Plan. As SCAG has no concurrent authority/jurisdiction to implement mitigation related to transportation and land use projects or plans that implement Connect SoCal 2024, the upcoming 2024 Draft PEIR will employ the same approach to mitigation measures as the previously certified PEIRs for the 2016-2040 RTP/SCS and Connect SoCal 2020 (2020-2045 RTP/SCS). The mitigation approach will bifurcate the mitigation measures into two types: SCAG mitigation measures and project-level mitigation measures.

***SCAG Mitigation Measures.*** SCAG mitigation measures are program wide measures for implementation by SCAG that address the large-scale regional impacts from the variety of projects spread over more than 20 years.

***Project-level Mitigation Measures.*** The 2024 Draft PEIR will also identify project-level mitigation measures as resources for implementing CEQA lead agencies to consider, as applicable and feasible, when these agencies conduct and carry out subsequent, project-specific design, environmental analyses, and decision-making processes to meet the specified performance standards for the mitigation to achieve.

The bifurcated mitigation approach fulfills SCAG's responsibilities as a lead agency pursuant to the provisions of CEQA; recognizes the limits of SCAG's authority; distinguishes between SCAG commitments and project-level lead agency responsibilities; optimizes flexibility for project implementation; and facilitates CEQA streamlining and tiering where appropriate on a project-by-project basis determined by each implementing agency. Plan Design Features may also serve to mitigate the potential environmental impacts of the Plan.

### 4. Alternatives Analysis Approach

The 2024 Draft PEIR will consider a range of reasonable alternatives to Plan. Pursuant to CEQA, a range of reasonable alternatives include those alternatives that would feasibly attain most of the basic objectives of the 2024 Draft PEIR but would avoid or substantially lessen any of the significant environmental effects. The range of alternatives required in the PEIR is limited to only those alternatives necessary to permit a reasoned choice. The PEIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative. The PEIR will briefly describe the rationale for selecting the alternatives to be discussed.

Connect SoCal 2024 is still under development which will inform the design considerations for the number and range of alternatives considered in the 2024 Draft PEIR. However, based on the preliminary evaluation of previous RTP/SCSs and respective alternatives analysis in the associated

PEIRs, SCAG staff has generally observed that as local agencies incorporate RTP/SCS concepts into their own general/local plans, the previously analyzed No Project alternatives are showing signs of converging with previous regional plans. Additionally, as the Plan is updated and improves each cycle, it also gets closer to regional policies for more compact development patterns in high-quality transit areas (HQTAs). As such, SCAG has found that using a scenario planning process to identify alternative land use patterns for the 2024 RTP/SCS to be less useful and instead incorporated regional growth strategies in datasets for review by local jurisdictions which will then be incorporated into the Plan. Given this shift in approach and the converging of alternative scenarios, SCAG is currently considering a qualitative analytical approach for the alternatives other than the No Project Alternative.

The PEIR team is still in the process of identifying impacts of the Plan but is considering to, at a minimum, analyze the following two Plan alternatives in the 2024 Draft PEIR: 1) No Project Alternative and 2) Intensified Land Use Alternative, as discussed below. The No Project Alternative and the Intensified Land Use Alternative are expected “book-ends” of the range of potential alternatives to provide a framework for understanding the greatest potential impacts from alternatives when compared to the proposed Plan.

**No Project Alternative.** The No Project Alternative is required by CEQA Guidelines Section 15126.6(e)(2) and assumes what would reasonably be expected to occur in the foreseeable future if Connect SoCal 2024 were not adopted. The No Project Alternative assumes continued implementation of goals and polices of the adopted 2020 RTP/SCS, as amended. The No Project Alternative would include those transportation projects that are in the first year of the previously conforming FTIP (i.e., 2023 FTIP).

**Intensified Land Use Alternative.** SCAG anticipates that it will consider an Intensified Land Use Alternative which would be based on a transportation network for the 2024 RTP/SCS with more aggressive land use development patterns. Land use development patterns in this alternative would build on land use strategies as described in the Plan by maximizing growth around HQTAs. Potential growth patterns associated with this alternative would optimize urban areas and suburban town centers, livable corridors, and neighborhood mobility areas.

**Next Steps:**

Key milestones for development of the Connect SoCal 2024 PEIR are listed in Table 3, below.

**Table 3: Key Milestones for the Connect SoCal 2024 PEIR**

Milestones	Dates (Expected)
Release of 2024 Draft PEIR for Public Review and Comments	Within 30 days after Draft Connect SoCal 2024 Release
2024 Draft PEIR Public Review and Comment Period Closes	At least 45 days after 2024 Draft PEIR



	Release
Certification of the Final PEIR for the Final Connect SoCal 2024 by the RC	April 2024

Key milestones for EEC review of and action on the Connect SoCal 2024 PEIR are listed in Table 4, below.

**Table 4: Key Milestones for EEC Review of and Action on the Connect SoCal 2024 PEIR**

Milestones	Dates (Expected)
EEC Review of Preliminary Approaches to 2024 Draft PEIR Major Components and Preliminary Contents	Spring-Summer 2023 (this meeting)
EEC Review of the Highlighted Contents of the 2024 Draft PEIR and Consideration to Recommend that RC Release the 2024 Draft PEIR for Public Review and Comments	Fall 2023
EEC Review of the Highlighted Contents of the Proposed 2024 Final PEIR and Consideration to Recommend that RC Certify the Proposed 2024 Final PEIR	March 2024

Staff will continue to provide periodic status updates to the EEC at the next several EEC or Joint Committee meetings as development of the Connect SoCal 2024 PEIR progresses such that a recommendation for approval to release the 2024 Draft PEIR can be made to the RC currently planned in Fall 2023.

**FISCAL IMPACT:**

Work associated with this item is included in the current Fiscal Year 2022/23 Overall Work Program (23-020.0161.04: Environmental Compliance, Coordination & Outreach).

**ATTACHMENT(S):**

1. PowerPoint Presentation - 2024 PEIR Stakeholder Outreach and Approach to Major Components



# Connect SoCal 2024 PEIR: Stakeholder Outreach and Preliminary Approaches to Major Components

Energy and Environment Committee  
April 6, 2023

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)



## Presentation Agenda

- 1 **Introduction**
- 2 **Objectives**
- 3 **Stakeholder Outreach Efforts & Opportunities**
- 4 **Highlights of Preliminary Approaches to Major Components**
- 5 **Next Steps**

## Connect SoCal 2024 PEIR and SCAG's Role

- SCAG is the CEQA Lead Agency for the Connect SoCal 2024
- SCAG determined a Program EIR is the appropriate type of CEQA document
- The PEIR will include a region-wide, first-tier, programmatic level environmental assessment



## Presentation Objectives

- 1) Stakeholder outreach efforts and opportunities
- 2) Highlights of preliminary approach and seek early feedback before release of the 2024 Draft PEIR (anticipated Fall 2023)



# Stakeholder Outreach Efforts & Opportunities



## Stakeholder Outreach Efforts & Opportunities

### Required Public Outreach Pursuant to CEQA

- SCAG released the [Notice of Preparation \(NOP\) of a Draft PEIR](#) for Connect SoCal 2024 (State Clearinghouse No.: 2022100337) for a required 30-day public review and comment period:  
**10/17/2022 – 11/16/2022**
- Held two virtual public scoping meetings on November 9 and 10, 2022.



**NOTICE OF PREPARATION**

**TO:** Interested Agencies, Organizations, and Individuals

**SUBJECT:** Notice of Preparation of a Draft Program Environmental Impact Report for Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy) (State Clearinghouse No. T80)

**DATE:** October 17, 2022

**LEAD AGENCY:** Southern California Association of Governments  
900 Wilshire Blvd, Suite 1700  
Los Angeles, California 90017

The Southern California Association of Governments (SCAG), as Lead Agency, is publishing this Notice of Preparation (NOP) to prepare a Draft Program Environmental Impact Report (Draft PEIR) in accordance with the California Environmental Quality Act (CEQA) for the proposed 2024-2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), referred to alternatively as "2024 RTP/SCS", "Connect SoCal 2024", "Plan", or "Project".

To ensure full consideration of environmental issues with potential significant adverse impacts when preparing the Draft PEIR, all written comments on the NOP must be received within thirty (30) days of the start of the required 30-day public review and comment period, which begins October 17, 2022, and ends November 16, 2022 at 5:00 PM (PST).

Two (2) virtual public scoping meetings for the NOP, each providing the same information, will be held on **Wednesday, November 9, 2022, from 6:00 PM to 8:00 PM**, and **Thursday, November 10, 2022, from 10:00 AM to 12:00 PM**. The meetings will be held in an online format using Zoom. You may join, view, and participate in the meetings by using the Zoom application, by your web browser, or by phone. Information for the webcast is provided below:

<https://scag.zoom.us/j/91023287939>  
 Dial by location: +1 669 900 6833 US Toll or +1 669 444 9371 US Toll  
 Meeting ID: 910 2328 7939

Please send your comments on the NOP to Ms. Karen Calderon, Senior Regional Planner, either electronically to: [ConnectSoCal@scag.ca.gov](mailto:ConnectSoCal@scag.ca.gov) or by mail to the address shown above. If you wish to be placed on the mailing list to receive CEQA notices regarding the PEIR for the Plan, need additional information, or require special accommodations or translation services for a scoping meeting, please email Ms. Karen Calderon at least 72 hours prior to the scoping meeting or call (213) 236-1983 so that SCAG has sufficient time to make arrangements.

Footnote: SCAG. Available at: <https://scag.ca.gov/ceqa>



## Required Tribal Outreach Pursuant to AB 52

- California Native American Heritage Commission (NAHC) provided a contact list of tribes traditionally and culturally affiliated with the SCAG region
- Staff sent Tribal Consultation Initiation letters to 64 tribal government contacts (representing 54 tribes)
- Concluded required AB 52 tribal outreach with no requests for consultation



## Additional Stakeholder Outreach

- Beyond state requirements
- Consider SCAG's existing forums, Plan outreach initiatives, and outreach efforts from previous RTP/SCS PEIRs
- Consists of two components:
  - 1) leveraging existing stakeholder outreach forums
  - 2) targeted outreach



## Existing Stakeholder Outreach Forums (Ongoing)

- [Technical Advisory Committees](#)
- [Regional Planning Working Groups](#)
- [SCAG's Policy Committees](#)
- Attendants include representatives from the business/development sector; the environmental sector; local jurisdictions; and the general public

## Targeted Stakeholder Outreach (Ongoing)

- Key stakeholders by topics specific to the PEIR
  - E.g. Air Districts
- Meetings with public agencies and other interested stakeholders, upon request
- Stakeholder engagement opportunities will be ongoing throughout the development of the 2024 Draft PEIR



# HIGHLIGHTS OF PRELIMINARY APPROACHES TO MAJOR COMPONENTS

Highlights of Preliminary Approaches to Major Components

## Environmental Setting

- CEQA requirements
  - Typically, date of NOP release
  - CEQA allows Lead Agency discretion
- Proposing to select 2019 as baseline year
- Preliminary Considerations:
  - Stable and appropriate for regionwide environmental analysis
  - Data availability
  - Technical and modeling assumptions
- CEQA baseline year may vary depending on environmental resource areas

## Environmental Impacts Analyses by Topics

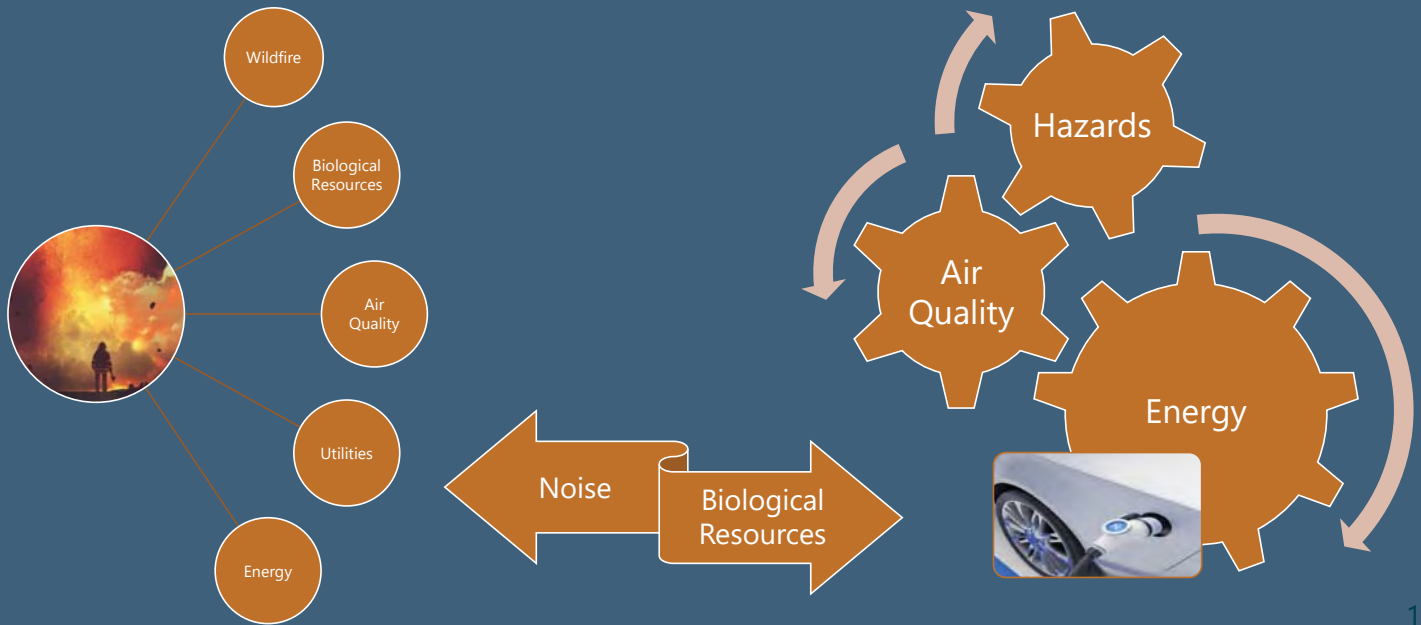
- Structure and topics consistent with Appendix G of the CEQA Guidelines
- Environmental Justice is not a CEQA impact area

Environmental Topics Covered in the 2024 Draft PEIR		
Aesthetics	Agriculture & Forestry Resources	Air Quality
Biological Resources	Cultural Resources	Energy
Geology and Soils	Greenhouse Gas Emissions	Hazards and Hazardous Materials
Hydrology & Water Quality	Land Use & Planning	Mineral Resources
Noise	Population and Housing	Public Services
Recreation	Transportation	Tribal Cultural Resources
Utilities & Service Systems	Wildfire	

## Analytical Themes

- Discuss Plan elements and other environmental-related SCAG work that could co-benefit the environment, where applicable
- Enhance interdisciplinary approach to analyzing environmental impacts

## Examples of Interdisciplinary Approach



15

## Mitigation Measures

- CEQA requirements
- SCAG has no authority or jurisdiction to require or implement project-level mitigation
- SCAG Mitigation Measures
  - Implemented by SCAG
- Project-Level Mitigation Measures
  - Implemented by local agencies or developers, as applicable
  - Useful for tiering
- Plan Design Features may also serve to mitigate potential environmental impacts of the Plan



16

# Preliminary Consideration of Alternatives

- CEQA Requirements:
  - No Project Alternative
  - A range of reasonable alternatives
  - Meet most of the basic project objectives (Plan Goals and Objectives)
  - At least one needs to be environmentally superior
- Preliminary Alternatives:
  - No Project Alternative (Quantitative)
  - Intensified Land Use Alternative (Qualitative)



Conclusion

## Next Steps





# THANK YOU!

---

For more information, please visit: <https://scag.ca.gov/peir>

For questions, please contact Karen Calderon at: (213) 236-1983  
or via e-mail: [ConnectSoCalPEIR@scag.ca.gov](mailto:ConnectSoCalPEIR@scag.ca.gov)



**To:** Executive/Administration Committee (EAC)  
 Community Economic & Human Development Committee (CEHD)  
 Energy & Environment Committee (EEC)  
 Transportation Committee (TC)  
 Regional Council (RC)

**From:** Kevin Kane, Principal Planner  
 (213) 236-1828, kane@scag.ca.gov

**Subject:** Connect SoCal 2024: Locally-Reviewed Growth Forecast Demographic and Economic Evaluation

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region.

**EXECUTIVE SUMMARY:**

*Among the first steps in Connect SoCal 2024 is the development of growth projections for population, households, and employment in the region and six counties. With the help of an expert panel and consultants, staff developed a methodology and forecasted high, medium, and low regional growth ranges in Fall 2021. In February 2022, staff presented the preliminary regional and county growth forecast for 2019-2050 to the Joint Policy Committee. Staff then conducted a comprehensive outreach effort to all 197 local jurisdictions called the Local Data Exchange (LDX). SCAG asked local jurisdictions to review and provide feedback on the preliminary household and employment growth forecasts as well as several other Connect SoCal data layers by December 2, 2022.*

*This report presents staff's assessment of the locally-reviewed forecast, which projects 2.3 percent higher household growth, 1.8 percent higher population growth, and 1.0 percent higher employment growth than the preliminary forecast. This indicates that upon integrating the growth outlook of the region's local plans (in aggregate), Southern California is likely to grow more than was projected based on principally demographic and economic drivers as assessed in late 2021. Staff finds this forecast to be technically sound. Staff continue to assess and analyze the city and neighborhood-level edits provided by local jurisdictions.*



**BACKGROUND:**

Pursuant to Government Code 65080(b)(2)(B) et seq., Connect SoCal 2024 is required to:

*“set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board and will allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C Sec. 7506).”*

With the help of an expert panel and consultants, staff developed a methodology and forecasted high, medium, and low regional growth ranges in Fall 2021. Panelists were asked to consider the most likely, and also reasonable higher and lower levels of seven key inputs to SCAG’s long-range forecast: births, deaths, immigration, domestic migration, labor force participation, and household formation. Rather than simply taking the highest and lowest of each input, the purpose of this exercise was to develop a coherent baseline as well as an understanding of where high and low future values might fall based on an assessment of these demographic and economic factors. The three scenarios included:

- Baseline (mid): *Slower Growth, Steady Improvement*
- Low: *Secular Stagnation*
- High: *Robust and Equitable Future Growth supported by Policy and Technology*

Importantly, each scenario must be reasonably balanced across population, households, and employment. Put differently, are there enough workers for the projected jobs and is there enough housing for them (Figure 1)?



Figure 1

Even before the COVID-19 pandemic, emerging data suggested that the population growth trajectory forecasted in Connect SoCal 2020 would require a downward revision. Fewer births, more deaths, and the temporary slowdown of foreign immigration from the pandemic has resulted in zero or negative population growth. While this kind of long-range projection must assess and integrate near-term shocks, its primary objective is to assess the likely growth to 2050 which is more heavily influenced by the strengths of Southern California compared to other US regions. With a favorable mix of industries, strong innovation hubs, a welcoming culture, and desirable natural amenities, it is difficult to foresee Southern California decreasing in jobs compared to the US. As such, the middle growth scenario titled “Slower growth, steady improvement” reflects the overall direction of the preliminary Connect SoCal 2024 projection and was updated and shared with SCAG’s Joint Policy Committee in February 2022.

While population growth is expected to continue, albeit more slowly, there are two major reasons that the growth rate in households is expected to exceed the population growth rate. First, the population is ageing even more quickly than anticipated, increasing the number of small households. Second, evidence is emerging that continued strength in housing production despite low population growth is beginning to address the previously existing housing shortage.

The Demographic Panel of Experts, which met twice in the Fall of 2021, stressed that the overwhelming impediment to increased employment growth in the region was housing supply and affordability. If this could not be addressed, the region’s growth trajectory might more closely resemble the low scenario. However, if a combination of market and policy factors could yield increases in household formation, the region’s strong economic fundamentals would be realized in strong job growth and a higher projection would be plausible.

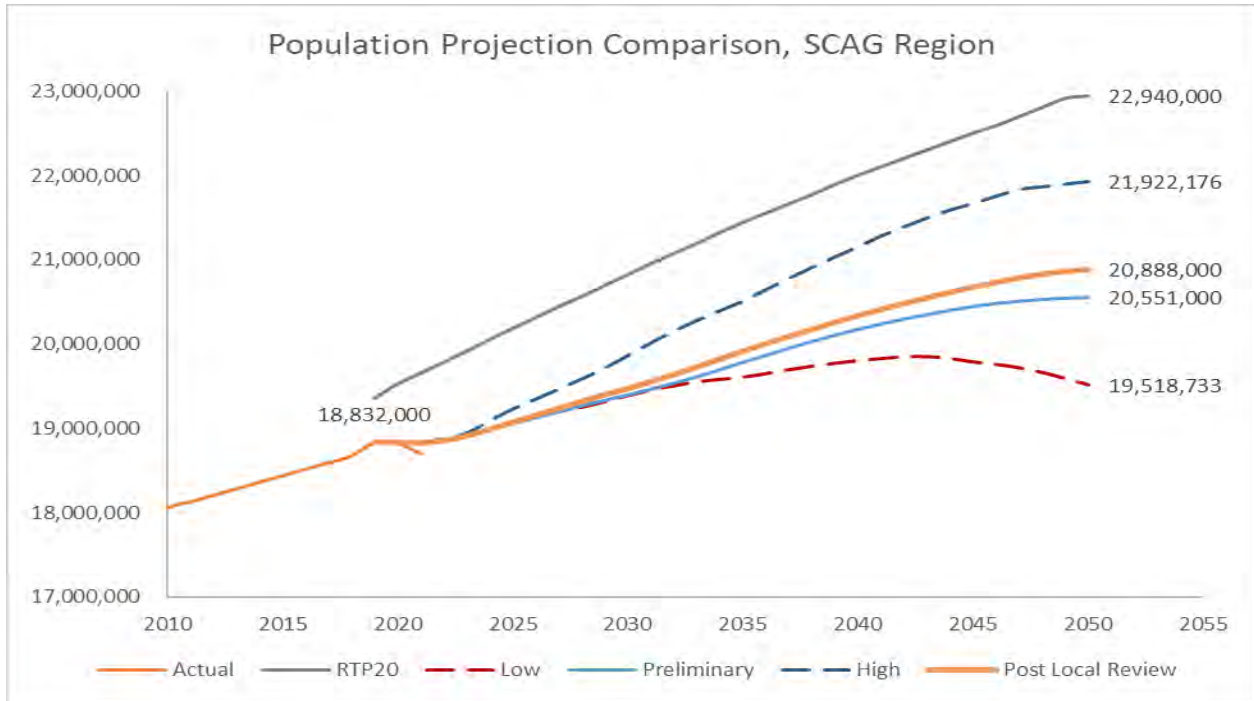


Figure 2

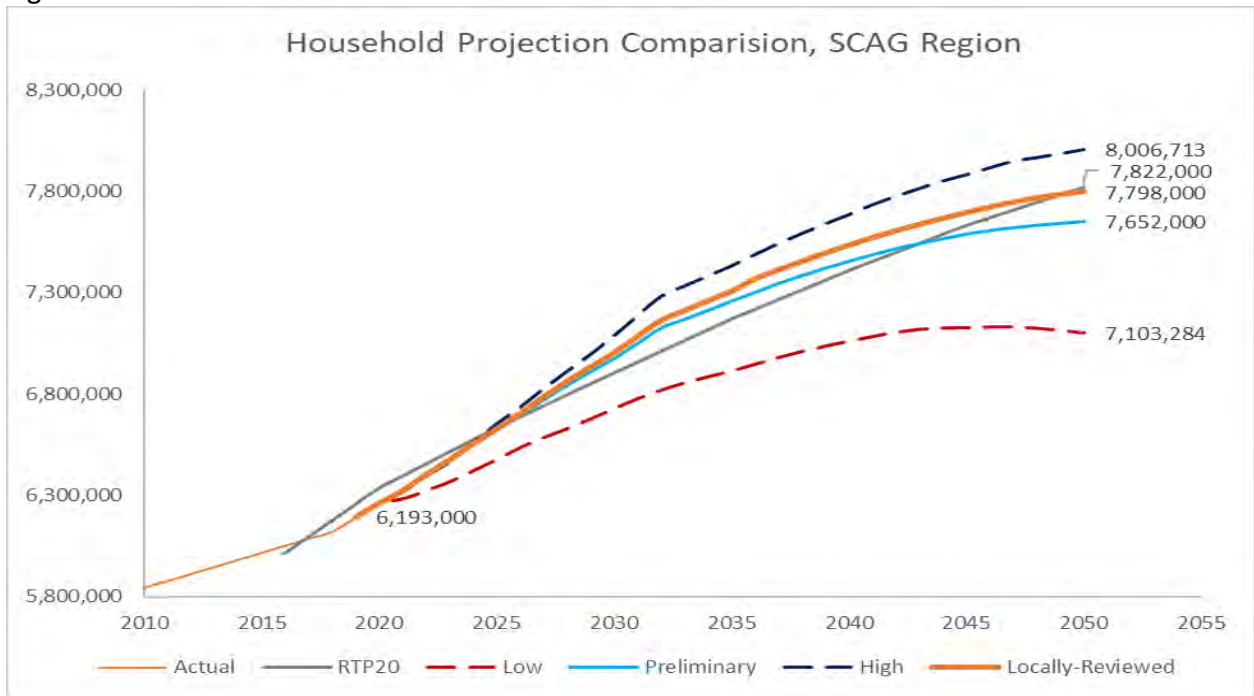


Figure 3

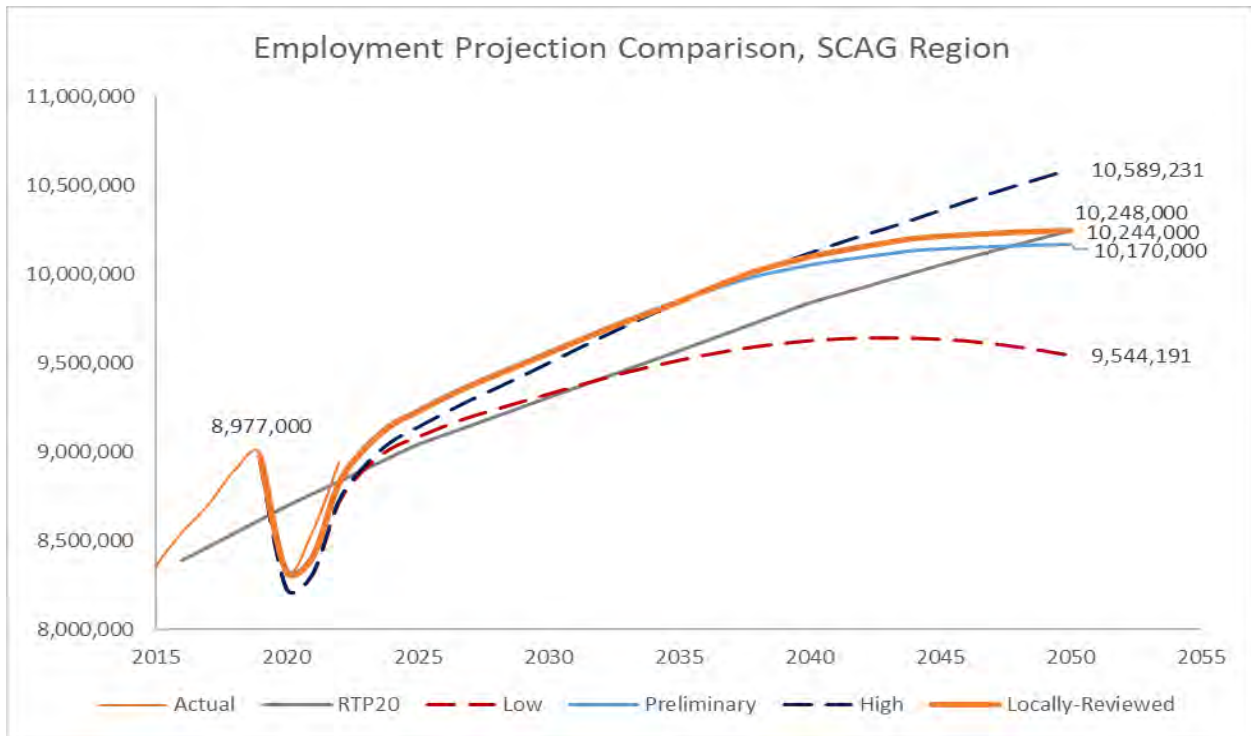


Figure 4

Actual data in Figures 2-4 are from the US Decennial Census, CA DOF, CA EDD, ACS PUMS, and BLS QCEW. Projections are from the final Connect SoCal 2020 and the preliminary and locally-reviewed versions of Connect SoCal 2024.

At the June 2022 CEHD meeting, staff presented the preliminary methodology for allocating this growth to the jurisdictional and neighborhood (i.e., Transportation Analysis Zone, or TAZ) levels to form a *preliminary forecasted regional development pattern* which followed the following principles:

1. **Rooted in local planning policies.** The forecasted regional development pattern will use available local general plan information as a starting point and local jurisdictions will be asked to update and review the forecast with their expertise of local planning context and ongoing planning work.
2. **Steered by a regional vision.** The forecasted regional development pattern will integrate growth strategies of Connect SoCal 2020 and follow regional and county forecast totals as guided by the Panel of Experts.
3. **Aligned with state policy.** The forecasted regional development pattern will reflect policies including the 6<sup>th</sup> cycle housing element process and be assessed considering SCAG’s SB 375 greenhouse gas emission reduction targets.

Between February and December 2022, staff conducted the LDX process, formally meeting with 164 jurisdictions, and receiving data inputs from 142 jurisdictions by the December 2, 2022 deadline. Jurisdictions were asked to review total households and employment in 2019, 2035, and 2050. Input from jurisdictions became the *locally-reviewed forecasted regional development pattern*. While staff continues to assess the transportation and other impacts of locally-reviewed growth, this report provides staff’s assessment of *locally-reviewed* county and region-level totals against the preliminary projections reviewed by the Panel of Experts.

Household and employment totals in 2019, 2035, and 2050 were those received from jurisdictions (if input was provided). Intermediate years were generated by SCAG staff based on the trends found in the preliminary projections. Population totals were derived from the household totals provided by local jurisdictions, plus the population-to-household ratio in the preliminary population projections. In some instances, jurisdictions provided comments that additional growth was likely to be concentrated in smaller housing units, thus the increase in population is less than the increase in households.

Compared to the preliminary version, the locally-reviewed forecast projects 2.3 percent higher household growth, 1.0 percent higher employment growth, and 1.8 percent higher population growth by 2050:

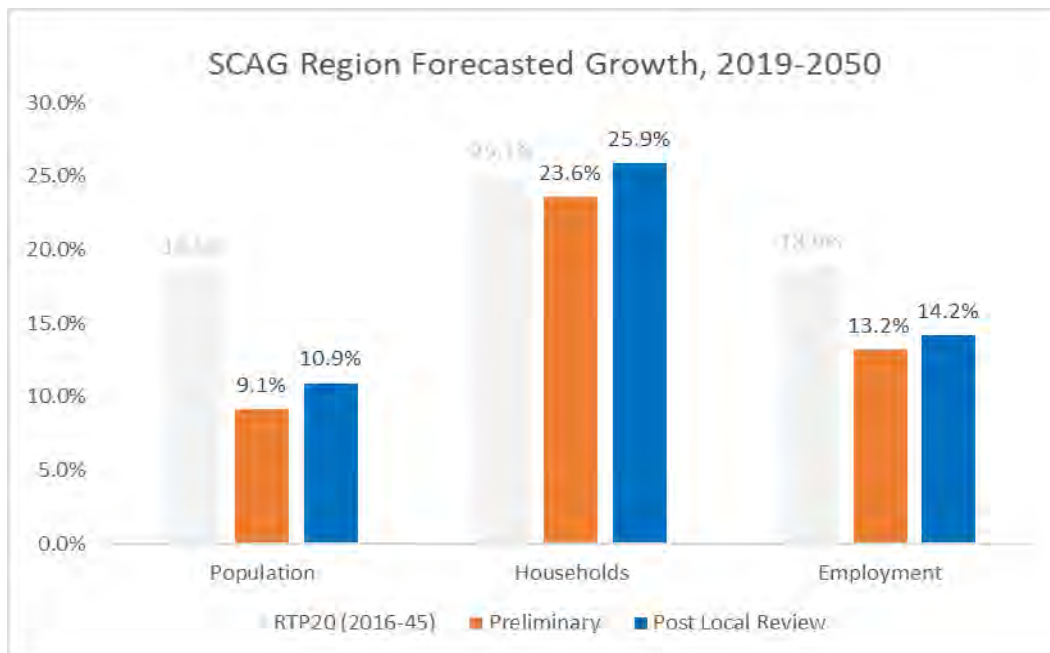


Figure 5

Table 1

**SCAG Connect SoCal 2024 Locally-Reviewed Regional and County Growth Forecast**  
*Provided to the Technical Working Group on 3/16/2023*

	Total Population										2019-2050	
	2019	2020	2025	2030	2035	2040	2045	2050	Growth	Pct. Growth		
Imperial	181,000	180,000	186,000	193,000	198,000	203,000	207,000	210,000	29,000	16.0%		
Los Angeles	10,046,000	10,018,000	10,051,000	10,230,000	10,449,000	10,633,000	10,749,000	10,767,000	721,000	7.2%		
Orange	3,191,000	3,188,000	3,208,000	3,247,000	3,299,000	3,356,000	3,401,000	3,439,000	248,000	7.8%		
Riverside	2,394,000	2,418,000	2,555,000	2,674,000	2,784,000	2,857,000	2,929,000	2,995,000	601,000	25.1%		
San Bernardino	2,175,000	2,182,000	2,227,000	2,278,000	2,325,000	2,429,000	2,536,000	2,626,000	451,000	20.7%		
Ventura	846,000	844,000	842,000	848,000	858,000	860,000	858,000	851,000	5,000	0.6%		
SCAG	18,833,000	18,830,000	19,069,000	19,470,000	19,913,000	20,338,000	20,680,000	20,888,000	2,055,000	10.9%		

	Total Households										2019-2050	
	2019	2020	2025	2030	2035	2040	2045	2050	Growth	Pct. Growth		
Imperial	52,000	52,000	56,000	61,000	65,000	68,000	70,000	72,000	20,000	38.9%		
Los Angeles	3,393,000	3,420,000	3,595,000	3,788,000	3,948,000	4,049,000	4,114,000	4,138,000	745,000	22.0%		
Orange	1,069,000	1,080,000	1,123,000	1,164,000	1,196,000	1,221,000	1,239,000	1,253,000	184,000	17.2%		
Riverside	744,000	761,000	834,000	903,000	965,000	1,001,000	1,034,000	1,064,000	319,000	42.9%		
San Bernardino	657,000	668,000	727,000	780,000	816,000	874,000	917,000	953,000	296,000	45.0%		
Ventura	278,000	281,000	294,000	307,000	318,000	321,000	321,000	318,000	40,000	14.5%		
SCAG	6,193,000	6,262,000	6,629,000	7,003,000	7,307,000	7,534,000	7,695,000	7,798,000	1,605,000	25.9%		

	Total Employment										2019-2050	
	2019	2020	2025	2030	2035	2040	2045	2050	Growth	Pct. Growth		
Imperial	69,000	69,000	73,000	78,000	82,000	85,000	88,000	91,000	22,000	31.9%		
Los Angeles	5,032,000	4,603,000	5,111,000	5,263,000	5,387,000	5,488,000	5,492,000	5,433,000	401,000	8.0%		
Orange	1,805,000	1,684,000	1,857,000	1,903,000	1,942,000	1,977,000	1,998,000	2,019,000	214,000	11.9%		
Riverside	847,000	800,000	909,000	983,000	1,057,000	1,106,000	1,147,000	1,185,000	338,000	39.9%		
San Bernardino	860,000	838,000	903,000	948,000	992,000	1,060,000	1,108,000	1,145,000	285,000	33.1%		
Ventura	363,000	332,000	371,000	379,000	384,000	383,000	380,000	376,000	13,000	3.6%		
SCAG	8,977,000	8,326,000	9,224,000	9,553,000	9,843,000	10,099,000	10,215,000	10,248,000	1,273,000	14.2%		

*Note: Projections rounded to the nearest 1000. Population projections based on SCAG's preliminary model plus household totals provided by local jurisdictions.*

SCAG demographic and economic staff, with assistance from PRB, conducted a series of robustness checks on the revised regional totals.

1. Locally-reviewed totals are well within the high and low ranges initially developed. While total households, employment, and population are all higher than the preliminary projection, they remain below the high scenario initially envisioned.
2. Following local review, household and employment both moved in the same direction. This contrasts with prior regional plans in which local review typically yields a higher employment projection, but a lower household projection. The result is a more balanced projection in terms of regional jobs and housing than has been done in the past.
3. The Demographic Panel of Experts noted that a higher growth could be possible if a combination of market and policy factors yielded increases in household formation. The locally-reviewed projection’s higher household growth is reflective of a greater amount of upcoming and planned housing development than was reflected in the preliminary projection.
4. The regional P:E ratio in 2050 increased nominally from 2.02 to 2.04. This is in line with expectations, owing to the higher rise in households than jobs following local review, and the decrease from the 2019 ratio of 2.10 is consistent with the expectations in the preliminary projection. A P:E ratio above 2, which is consistent with the region’s historic average, generally indicates sufficient population growth to fill the additional jobs which are projected.

**Population-to-Employment (P:E) Ratio**

	SCAG	Imperial	Los Angeles	Orange	Riverside	S. Bernardino	Ventura
2019	2.10	2.60	2.00	1.77	2.83	2.53	2.33
Growth	1.62	1.37	1.80	1.16	1.78	1.59	0.41
2050	2.04	2.31	1.98	1.70	2.53	2.29	2.26
<i>Difference from SCAG Region:</i>							
2019		0.50	-0.10	-0.33	0.73	0.43	0.23
2050		0.28	-0.06	-0.33	0.49	0.26	0.23

Table 2

5. A principle of the preliminary projection at the county level was to ensure that each county’s household growth is commensurate with its employment growth—i.e. will it be possible to house additional workers at least within the same county as where their jobs are anticipated. So long as a county’s P:E ratio doesn’t get *further* away from the regional value of 2.04, this is achieved—this is the case in all six counties in the region.

- a. For example, Los Angeles County currently has an oversupply of jobs compared to the region (suggesting in-commuting). However, by 2050 it is closer to the regional P:E ratio, (difference drops from -0.10 to -0.06 suggesting less future in-commuting).
  - b. Orange County’s job oversupply increases modestly; however, this is consistent with the regional trend toward fewer people per job and Orange County’s P:E ratio remains -0.33 below the region by 2050.
  - c. Many LA and Orange County jobs are filled by residents of Riverside County. However, by 2050 Riverside County’s job growth will have exceeded its population growth, meaning that it will have a more balanced relationship with the region.
6. The regional P:H ratio in 2050 decreased nominally from 2.69 to 2.68 after local review. This reflects both the ageing of the population and the expectation that housing production will continue to exceed the housing need derived from population growth. This is the case for every county in the region. In particular, the anticipated household growth by 2050 in Los Angeles County increased by 62,000 and in San Bernardino County by 55,000 following local review. A reasonable expectation from this trend is that household overcrowding rates, an indicator of housing undersupply in past periods, are likely to decline over the projection period.

**Population-to-Household (P:H) Ratio**

	SCAG	Imperial	Los Angeles	Orange	Riverside	S. Bernardino	Ventura
2019	3.04	3.50	2.96	2.98	3.22	3.31	3.04
Add'l people per add'l HH	1.28	1.45	0.97	1.35	1.89	1.53	0.13
2050	2.68	2.93	2.60	2.74	2.82	2.76	2.67

Table 3

7. The preliminary employment projection relied upon actual data through 2019. Comparing the preliminary projection with actual 2020-2022 employment, we see that the preliminary projections for the SCAG region closely followed the now-realized level of employment growth over the last three years. As such, we were able to replace 2020-2022 projections with actual data without requiring any additional modification. The post-LDX projection incorporates the input from local jurisdictions and shows 1.0 percent higher employment growth from 2019-2050 than the preliminary projection. The Local Data Exchange process provided valuable local knowledge regarding specific projects which are underway or expected soon and increases the robustness of SCAG’s forecast.

**Conclusions**



Following local review, staff followed up with several jurisdictions to request clarifications or additional documentation regarding major changes in growth projections. Broadly speaking, changes in growth took place where there was identified capacity to accommodate these changes. Specifically, efforts by Los Angeles County jurisdictions to promote infill or Accessory Dwelling Unit development have shown encouraging increases in recent years and are supported by local housing elements<sup>1</sup>. San Bernardino County growth rates have historically lagged behind neighboring Riverside County, however they nearly achieve parity in the locally-reviewed projection and suggest the county’s land use planning may be able to foster relatively higher growth rates going forward.

Finally, the locally-reviewed projection indicates some distinct differences between the near or mid-term within the forecast horizon versus the long-range. This differs from the projection in Connect SoCal 2020. This projection’s anticipation of higher household formation rates in the coming decade would reflect higher housing growth in the mid-term (particularly during the 6<sup>th</sup> cycle housing element update) which would accommodate anticipated population and job growth as well as alleviate some of the results of past undersupply. However, increases in age and mortality in the region (and globally) would result in a slower rate of household growth needed to accommodate population & job increases in the late 2030s and 2040s. The population and employment projections envision moderate growth in the mid-term but taper off by the later years of the projection.

Table 4: Annual Household Growth

5-year period	Locally-reviewed Connect SoCal 2024	Final Connect SoCal 2020
2020-2025	73,400	57,000
2025-2030	74,800	57,000
2030-2035	60,800	53,400
2035-2040	45,400	46,300
2040-2045	32,200	46,300
2045-2050	20,600	--

**FISCAL IMPACT:**

This work is supported by OWP item 055-4856-01, Regional Growth and Policy Analysis.

---

<sup>1</sup> For example, in 2021 the City of Los Angeles alone represented 22 percent of the entire state’s increase in multifamily housing, see [https://dof.ca.gov/wp-content/uploads/sites/352/Forecasting/Demographics/Documents/E-1\\_2022PressRelease.pdf](https://dof.ca.gov/wp-content/uploads/sites/352/Forecasting/Demographics/Documents/E-1_2022PressRelease.pdf). According to the California Department of Housing and Community Development’s Annual Progress Report data for 2021, 45 percent of the state’s permitted ADUs were in Los Angeles County.



**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Anita Au, Planning Supervisor  
(213) 236-1874, au@scag.ca.gov

**Subject:** Connect SoCal 2024: Equity Analysis Update - Priority Equity Communities

**RECOMMENDED ACTION FOR EEC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR CEHD, TC, and RC:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**

*With direction from the Regional Council, Energy and Environment Committee (EEC), and Racial Equity and Regional Planning Subcommittee, SCAG continues to affirm its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California by working to operationalize racial equity through regional planning functions. Last year staff proposed a new approach for Connect SoCal 2024’s Equity Analysis to the EEC. This staff report and the corresponding presentation provides an update on SCAG’s proposed approach for the Equity Analysis resulting from collaboration with internal subject matter experts and external stakeholders. Staff propose revised methods for defining Priority Equity Communities (formerly Environmental Justice areas) and Equity Performance Measures to frame and focus the Equity Analysis on populations that have been historically marginalized and are susceptible to inequitable outcomes.*

**BACKGROUND:**

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for

integrating land use and transportation for increased mobility and more sustainable development. SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. An Equity Analysis is included to comply with statutory requirements and ensure there are no disparate or disproportionate impacts to people of color or low-income populations as a result of implementing Connect SoCal 2024.

The consideration of Environmental Justice (EJ) in the transportation process stems from Title VI of the Civil Rights Act of 1964,<sup>1</sup> and was further enhanced by Executive Order 12898<sup>2</sup> (1994) which established the need for transportation agencies to disclose to the general public the benefits and burdens of proposed projects on people of color and low-income populations. Executive Order 12898 amplified Title VI by providing protections based on income in addition to race and ordered all federal agencies to consider environmental justice during the planning and decision-making process for all federally funded projects. As a Metropolitan Planning Organization (MPO) that receives federal funding, SCAG is required to conduct early and meaningful outreach to EJ communities and develop an EJ analysis for its regional transportation plans. In addition to federal requirements, SCAG must also comply with California Government Code Section 11135,<sup>3</sup> which mandates fair treatment of all individuals for all state-funded programs and activities.

In July 2020, SCAG's Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan (EAP) in May 2021, outlining goals, strategies, and actions to advance equity. The Energy and Environment Committee (EEC) provides policy direction for this work, which aligns with the primary goals of the EAP, which are to: 1) center racial equity in regional policy and planning and bring equity into SCAG's regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals. In March 2023, SCAG's Joint Policy Committee adopted the Racial Equity and Regional Planning Subcommittee White Paper, which included recommendations for Connect SoCal 2024 and suggested preliminary strategies for inclusion in the Plan.

---

<sup>1</sup> Title VI states that "No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

<sup>2</sup> Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations, February 11, 1994. <https://www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf>

<sup>3</sup> California Government Code Section 11135 states "no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state."

---

On April 7, 2022, staff provided the EEC a preview of the approach for the Connect SoCal 2024 Equity Analysis, including revisiting the populations and communities analyzed in previous EJ analyses, and developing a new equity area definition of Priority Equity Communities. On September 1, 2022, staff provided the EEC with proposed updates to the equity performance measures for Connect SoCal 2024. With the input from members of the EEC and collaboration with internal subject matter experts and external stakeholders from SCAG’s Equity Working Group and Technical Working Group, staff propose an updated method for defining Priority Equity Communities to frame and focus the Equity Analysis on populations that have been historically marginalized and are susceptible to inequitable outcomes.

#### **DEFINING PRIORITY EQUITY COMMUNITIES:**

Staff propose replacing the three equity communities (i.e., Environmental Justice Areas, SB 535 Disadvantaged Communities, and Communities of Concern) with a new, flexible equity area definition, called Priority Equity Communities, to comply with statutory requirements and support SCAG equity efforts beyond the Plan. Priority Equity Communities are *census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.*

Staff propose determining a census tract as a Priority Equity Community if there is a concentration above the county average of:

1. **BOTH** low-income households and people of color; **OR**
2. **EITHER** low-income households or people of color **AND** of four or more of the following:
  - i. Vulnerable Ages [Older adults (65+) or Young Children (<5)]
  - ii. People with Disabilities
  - iii. People with Limited English Proficiency
  - iv. Limited Vehicle and Transit Access [zero- and one-vehicle households not located near a High-Quality Transit Corridor]
  - v. People without a High School Diploma
  - vi. Single Parent Households
  - vii. Housing Cost Burdened Households [including homeowners and renters]

With the proposed approach, Priority Equity Communities cover 50 percent of the region’s population. The counties of Orange (49.3%), Riverside (46.1%), and Ventura (44.7%) would have under half of their population in Priority Equity Communities.

#### *Existing Equity Area Definitions*

Recently, several federal, state and local agencies developed equity area definitions that cover all or part of the SCAG region. They defined these “equity areas,” sometimes called Disadvantaged Communities, Priority Populations or Equity Focus Communities, to target analysis, investment and policy benefits in historically marginalized communities. Each equity area definition and

methodology differ to serve its own purpose, and as a result highlights different areas of the region. With the proposed definition of Priority Equity Communities, there are significant spatial overlaps with the following equity area definitions:

- Disadvantaged Communities per Climate and Economic Justice Screening Tool, US Council on Environmental Quality
- Disadvantaged Communities per *[draft]* Equitable Transportation Community Explorer, US Department of Transportation (DOT)
- Transportation Disadvantaged Census Tracts<sup>4</sup>, US DOT
- SB535 Disadvantaged Communities per CalEnviroScreen 4.0, California Environmental Protection Agency and California Office of Environmental Health Hazard Assessment
- Priority Populations per *[draft]* Transportation Equity Index, Caltrans
- Transportation Equity Zones, SCAG
- Equity Focus Communities, Los Angeles County Metropolitan Transportation Authority

Note that there are several other data/mapping tools available to support equitable decision-making that do not specify a methodology for defining equity areas.

In partnership with several stakeholders, including community-based organizations, SCAG developed Transportation Equity Zones (TEZs) with the Mobility Innovations and Pricing Report (March 2022) to identify “areas that currently experience transportation-related burdens and may face disproportionate impacts from future mobility innovations.” Thus, staff propose using TEZs instead of Priority Equity Communities in the Equity Analysis only when evaluating impacts of mobility pricing strategies, like mileage-based user fees. This approach validates TEZs as an equity area definition that was developed with community input for a specific purpose, while still meeting statutory requirements.

#### **EQUITY PERFORMANCE MEASURES:**

As presented in September 2022, SCAG staff recommends several overarching enhancements to the performance measures, including incorporating data from the most recently available data sources, adding analysis from the Racial Equity Baseline Conditions Report, aligning demographics analyzed across performance measures, and incorporating disaggregated results where possible. To improve readability of the report, staff recommend consolidating measures to reduce redundant context, and focusing on the key takeaways from the analysis.

Based on feedback from EEC members at the September 1, 2022 and further discussion with subject-matter experts, staff modified methodologies for some of the Equity Performance Measures, including:

---

<sup>4</sup> To be retired upon adoption of US DOT’s new tool.

- Revising the neighborhood change definition to identify *gentrifying neighborhoods*, or census tracts that were initially low-income and had significant increase in college-educated residents over a given time period, and adding an assessment of eviction filings to **Neighborhood Change and Displacement**
- Several changes to **Access to Everyday Destinations**:
  - Adding schools and health care facilities as destinations
  - Adding walking and biking access analysis
  - Removing bus-only transit analysis while maintaining all-transit analysis
  - Revising travel cost thresholds and park and retail access metrics based on a literature review
- Adding drought and earthquake hazard zones to **Resilience and Climate Vulnerabilities**

Attachment 1 (Proposed Equity Performance Measures) includes an updated list of the performance measures with definitions and the proposed changes in detail.

**NEXT STEPS:**

SCAG's Priority Equity Communities and Equity Performance Measures will be shared with the public through the Connect SoCal outreach workshop scheduled for April and May 2023. Through this outreach, staff aims to ground truth the Priority Equity Communities and assess the public's priorities on regional equity issues. Staff will return to the EEC to provide updates on the Connect SoCal 2024 Equity Analysis and any input received during the public outreach process. SCAG will continue to explore opportunities to incorporate Priority Equity Communities in planning practices and to advance equity through the policies and strategies in the plan.

**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 2022-2023 Overall Work Program (020.0161.06: Environmental Justice Outreach and Policy Coordination).

**ATTACHMENT(S):**

1. Proposed Equity Performance Measures (March 2023)
2. PowerPoint Presentation - Equity Analysis Update



# Connect SoCal 2024

## Draft Performance Measures: Equity\*

Category	Subcategory**	Performance Measures	Plan Evaluation Measure***	Definition	New, Existing, Revised, Removed	Changes/Notes
Economy	Revenue Sources In Terms of Tax Burdens	Proportion of Connect SoCal revenue sources		Proportion of Connect SoCal revenue sources (taxable sales, income, and gasoline taxes) generated from low income households and people of color	Revised	Adding racial/ethnic disaggregation
Economy	Investments vs. Benefits	Transportation system investment benefit/cost ratio	X	Analysis of Connect SoCal investments by income quintile and race/ethnicity	Existing	Continue to 2024.
Economy	Geographic Distribution of Transportation Investments	Geographic distribution of transportation investments by mode	X	Evaluation of Connect SoCal transit, roadway, and active transportation infrastructure investments in various communities throughout the region	Existing	Continue to 2024.
Economy	Impacts from Mileage-Based User Fees (MBUF)	MBUF impacts		Examination of potential impacts from implementation of a mileage-based user fee on low income households and people of color in the region	Revised	Adding racial/ethnic disaggregation
Communities	Jobs-Housing Imbalance	Jobs-house balance		Comparison of median earnings for intra-county vs intercounty commuters for each county; analysis of relative housing affordability and jobs throughout the region	Revised	Adding racial/ethnic disaggregation
Communities	Neighborhood Change and Displacement	Neighborhood change trends		Examination of demographic changes within gentrifying neighborhoods	Revised	Adding racial/ethnic disaggregation; Added gentrifying neighborhoods definition
Communities	Neighborhood Change and Displacement	Eviction filings		Examination of eviction filings and households threatened with eviction within gentrifying neighborhoods	New	
Communities	Rail-Related Impacts	Proximity to rail corridors	X	Demographic analysis for areas in close proximity to rail corridors	Revised	
Communities	Rail-Related Impacts	Proximity to planned grade separations	X	Demographic analysis for areas in close proximity to planned grade separations	Revised	
Communities	Rail-Related Impacts	Proximity to railyards	X	Demographic analysis for areas in close proximity to railyards	New	
Mobility	Access to Everyday Destinations	Job access	X	Number of employments reachable within 15/30 minutes by automobile and 15/45 minutes by transit during morning peak period (6 - 9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	Revised	Added walkshed and bikeshed analyses; Removing bus-only transit analysis
Mobility	Access to Everyday Destinations	Shopping access	X	Number of retail establishments reachable within 15/30 minutes by automobile and 15/30 minutes by transit during morning peak period (6 - 9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	Revised	Added walkshed and bikeshed analyses; Removing bus-only transit analysis; Redefined transit travel time cost threshold; Revised access metric from number of retail employments
Mobility	Access to Everyday Destinations	Parks access	X	Percent of population that can reach a park location within 15/30 minutes by automobile and 15/30 minutes by transit during morning peak period (6 - 9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	Revised	Added walkshed and bikeshed analyses; Revising access metric from park acreage
Mobility	Access to Everyday Destinations	School access	X	Number of schools within 15/30 minutes by automobile and 15/30 minutes by transit during morning peak period (6 - 9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	New	
Mobility	Access to Everyday Destinations	Health care access	X	Number of health care facilities within 15/30 minutes by automobile and 15/30 minutes by transit during morning peak period (6 - 9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	New	
Mobility	Bicycle and Pedestrian Collisions	Bike and pedestrian collisions		Percent of Bicycle/Pedestrian HINs that fall within Priority Equity Communities	Revised	Renaming from "Active Transportation Hazards"; adding overlay with High Injury Network
Mobility	Travel Time and Travel Distance Savings	Distribution of travel time	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel time for 30 minutes auto and 45 minute transit	Existing	Continue to 2024.
Mobility	Travel Time and Travel Distance Savings	Distribution of travel distance	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel distance savings for 30 minutes auto and 45 minute transit	Existing	Continue to 2024.
Mobility	Share of Transportation System Usage	Mode share	X	Comparison of transportation system usage by mode for low income households and people of color relative to each group's regional population share	Existing	Continue to 2024.
Environment	Resilience and Climate Vulnerabilities	Climate risk areas	X	Assessment of overlay between Priority Equity Communities and Climate Risk Areas, including flood hazard zones, sea level rise, wildfire risk, substandard housing, extreme heat, drought, and earthquake hazard zones	Revised	Renaming from "Climate Vulnerability" indicators; Adding extreme heat, drought, and earthquake hazard zones
Environment	Emissions Impacts Analysis	Emissions impacts (CO and PM2.5)	X	Examination of change in air pollutant emissions region-wide as a result of the Plan in region and Priority Equity Communities	Existing	
Environment	Emissions Impacts Analysis	Proximity to freeways and highly traveled corridors	X	Examination of change in air pollutant emissions, focusing on demographics of areas in close proximity to freeways and highly traveled corridors, as a result of the Plan in region and Priority Equity Communities	Revised	Combining "Emissions Impacts Along Freeways and Highly Traveled Corridors" indicator into the "Emissions Impact Analysis"
Environment	Noise Impacts	Roadway Noise		Qualitative assessment of the disproportionate impacts of roadway noise impacts and the policies, programs, and plans to address project-level impacts	Revised	Combining with "Aviation Noise Impacts"; Shifting to qualitative analysis
Environment	Noise Impacts	Aviation Noise		Qualitative assessment of the disproportionate impacts of aviation noise impacts and the policies, programs, and plans to address project-level impacts	Revised	Combining with "Roadway Noise Impacts"
Environment	Public Health	N/A		Summary of historical emissions and health data for areas with high concentrations of minority and low income population	Removed	Public health topics (e.g., life expectancy, health insurance, and health risks) are incorporated throughout the Equity Analysis

\*Formerly referenced as "Environmental Justice (EJ)"

\*\*Subcategories are different from the Draft Performance Measures subcategories to account for alignment with previous EJ Analysis Measures.

\*\*\*Plan Evaluation Measures are metrics that involve modeling outcomes to forecast regional performance with and without the implementation of the Plan. All other measures are "on-going" measures used to assess progress being made over time.



# CONNECT SoCal

## Equity Analysis Update

Anita Au and Annaleigh Ekman

April 6, 2023

## Key Definitions



### Environmental Justice

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

### Racial Equity

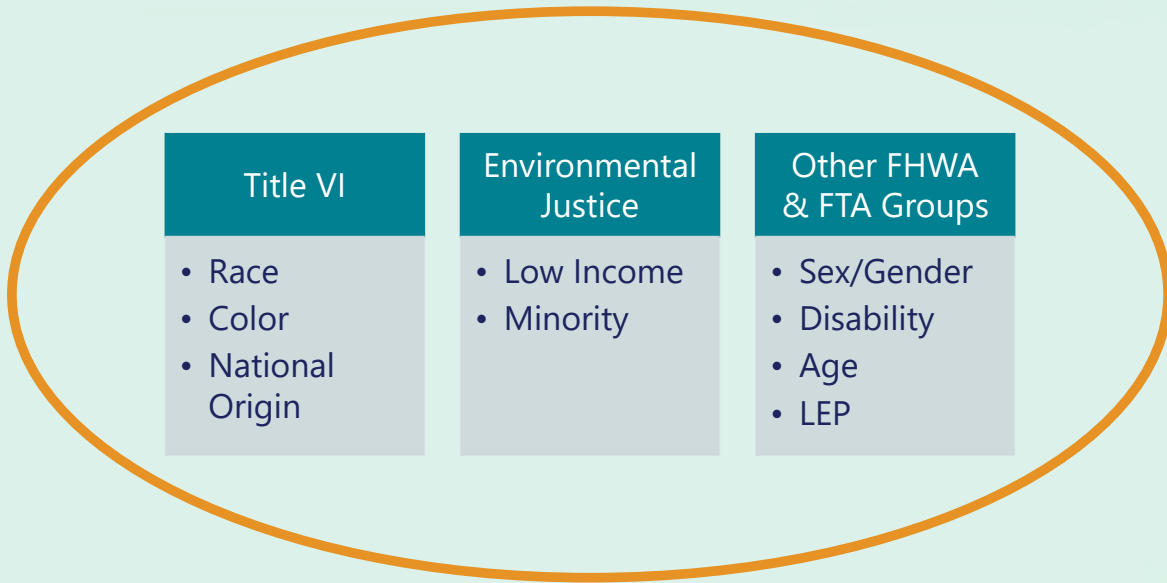
As central to SCAG's work, racial equity describes the actions, policies, and practices that eliminate bias and barriers that have historically and systemically marginalized communities of color, to ensure all people can be healthy, prosperous, and participate fully in civic life.



# Incorporating Equity into Analysis

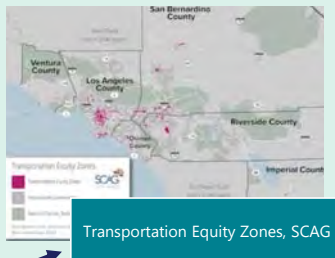
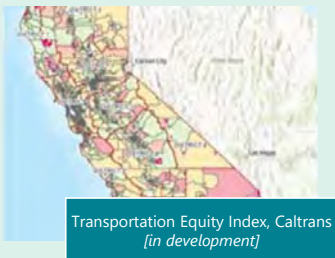
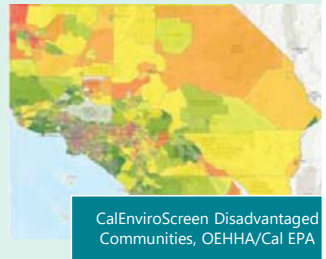
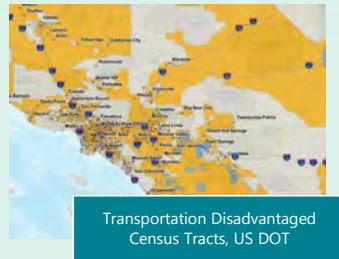
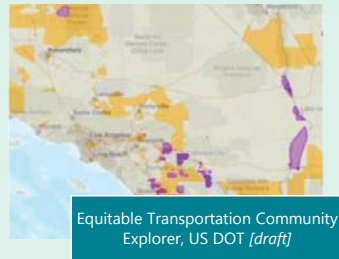


## EQUITY



3

# Existing Equity Area Definitions



Note: TEZs to be used in pricing discussion in Equity Analysis

4

Attachment: PowerPoint Presentation - Equity Analysis Update (Equity Analysis Update - Priority Equity Communities)

# Priority Equity Communities

## Priority Equity Communities

### Definition

Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

# Priority Equity Communities

## Definition



Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

7

# Priority Equity Communities

## Definition



Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

8

# Priority Equity Communities

## Definition



Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

# Priority Equity Communities



Census tracts that have a concentration **above county average** of:

A.  People of Color &  Low-Income Households

B.  People of Color **OR**  Low-Income Households

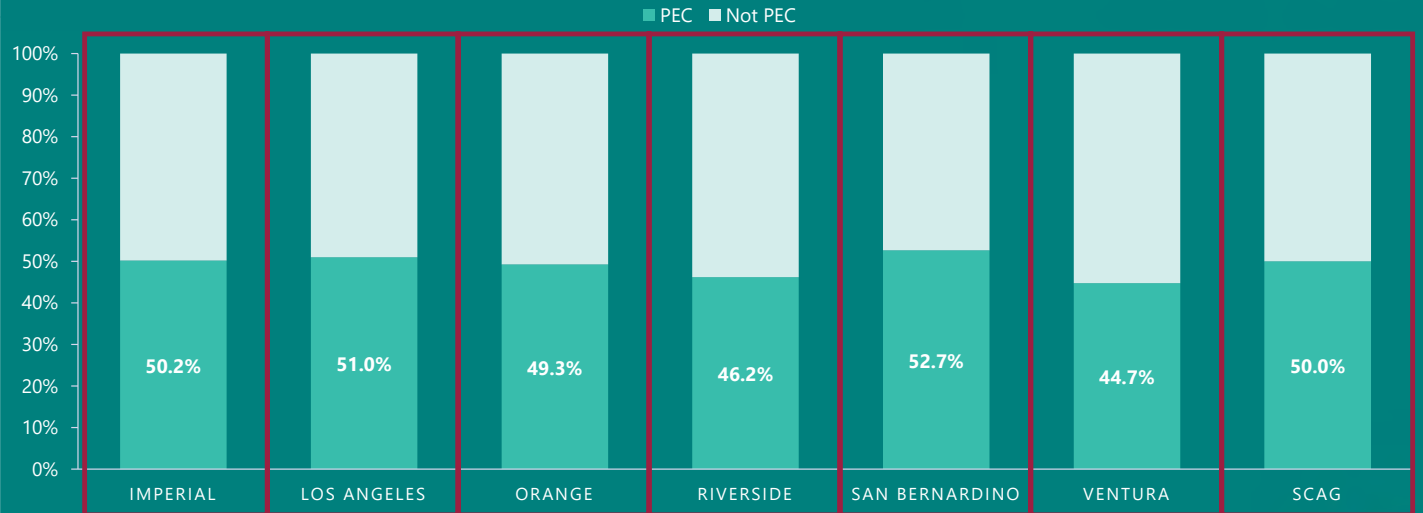
**AND** 4+ of the 7 other priority population criteria:

 Limited Vehicle and Transit Access	 Vulnerable Ages	 Single Parent Households
 People without a High School Diploma	 People with Disabilities	 Housing Cost Burdened Households
 People with Limited English Proficiency		

# Priority Equity Communities Identification



## PERCENT OF POPULATION IN PRIORITY EQUITY COMMUNITIES (PEC)



# Equity Performance Measures

# Equity Performance Measures



## Economy

- Geographic Distribution of Transportation Investments
- Investments vs. Benefits
- Revenue Sources In Terms of Tax Burdens
- Impacts from Mileage-Based User Fee

## Communities

- Jobs-Housing Imbalance
- Neighborhood Change and Displacement
- Rail-Related Impacts

## Mobility

- Share of Transportation System Usage
- Travel Time and Travel Distance Savings
- Access to Everyday Destinations
- Bicycle and Pedestrian Collisions

## Environment

- Resilience and Climate Vulnerabilities
- Emissions Impacts Analysis
- Noise Impacts

13

# Next Steps

# Timeline



# Questions? Comments?

FOR MORE INFORMATION, PLEASE VISIT  
[SCAG.CA.GOV/CONNECT-SOCAL](http://SCAG.CA.GOV/CONNECT-SOCAL)





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

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Cindy Giraldo, Chief Financial Officer  
(213) 630-1413, giraldo@scag.ca.gov

**Subject:** Purchase Orders, Contract and Amendments below Regional Council's  
Approval Threshold

**RECOMMENDED ACTION:**

Information Only - No Action Required

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**BACKGROUND:**

**SCAG executed the following Purchase Orders (PO's) for more than \$5,000 but less than \$500,000**

<u>Consultant/Contract #</u>	<u>PO' Purpose</u>	<u>Amount</u>
National Association of Regional Councils	FY23 Membership	\$27,500
The Milken Institute	FY23 Catalyst Conference	\$10,000
Futureports	FY23 Membership	\$5,000

**SCAG executed the following Contracts more than \$25,000 but less than \$500,000**

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
1. Mark Thomas & Company, Inc. (22-065-C01)	In Partnership with the City of Santa Monica (City), the consultant shall design, implement, and evaluate a Quick Build project on East Pico Boulevard in the. The East Pico Blvd Quick Build Safety Project is funded with Active Transportation Program (ATP) funds through the Sustainable	\$437,466





**SCAG executed the following Contracts more than \$25,000 but less than \$500,000**

<b><u>Consultant/Contract #</u></b>	<b><u>Contract's Purpose</u></b>	<b><u>Contract Amount</u></b>
	Communities Program and shall serve as a model for Quick Build implementation for the region. Quick Builds are defined by the California Transportation Commission as an interim capital improvement project. These projects further the goals of the ATP and serve as design/build opportunities based on community feedback.	
2. CPCS Transcom, Inc. (23-030-C01)	This study is meant to establish a framework for assessing and developing regional strategies, that will be incorporated as feasible into the 2024 Connect SoCal Update. The framework and strategies will then be built upon and detailed further into concrete strategies and solutions for implementation consideration during a subsequent future Comprehensive Regional Goods Movement Plan and Implementation Strategy Update.	\$274,812
3. Rapid7 at Carahsoft Technology Corporation (23-038-C01)	This software service will rapidly detect, investigate, contain, and eradicate cyber threats in the work environment. Service will include security expertise through a direct customer advisor and operations and incident response team responsible for 24/7 monitoring.	\$126,825
4. Green Translations, (23-022-C01)	The consultant shall provide translation and interpretation services of technical and standard content to support the development and	\$70,000



**SCAG executed the following Contracts more than \$25,000 but less than \$500,000**

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
	adoption process of agency programs and services, including Connect SoCal, SCAG's Regional Transportation Plan/Sustainable Communities Strategy.	

**SCAG executed these Amendments for more than \$5,000 but less than \$150,000 and less than 30% of the original contract value**

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

**ATTACHMENT(S):**

1. Contract Summary 22-065-C01
2. Contract Summary 23-030-C01
3. Contract Summary 23-038-C01
4. Contract Summary 23-022-C01

**CONSULTANT CONTRACT NO. 22-065-C01**

**Recommended Consultant:** Mark Thomas & Company, Inc.

**Background & Scope of Work:** In Partnership with the City of Santa Monica (City), the consultant shall design, implement, and evaluate a Quick Build project on East Pico Boulevard in the. The East Pico Blvd Quick Build Safety Project is funded with Active Transportation Program (ATP) funds through the Sustainable Communities Program and shall serve as a model for Quick Build implementation for the region. Quick Builds are defined by the California Transportation Commission as an interim capital improvement project. These projects further the goals of the ATP and serve as design/build opportunities based on community feedback. They require minor construction activities, support workforce development needs, and are typically built with durable, low to moderate cost materials. The purpose of a Quick Build project is to respond to an identified safety need and implement safety treatments, enabling a community to benefit quickly from the improvements. Quick Builds facilitate opportunities for communities to provide input and test the project improvements prior to full project construction.

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

- Providing a model for the design, implementation, and evaluation of Quick Build projects in the SCAG Region;
- Leading a comprehensive engagement process as part of the Project design which includes walk audits and a Go Human event; and
- Engineering design plans with cost estimates.

**Strategic Plan:** This item supports SCAG’s Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians

<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$437,466</b>
	Mark Thomas & Company (prime consultant)	\$232,451
	CalWalks	\$71,230
	Circle Point	\$45,000
	KOA (subconsultant)	\$53,285
	Leslie Scott Consulting (subconsultant)	\$35,500

**Contract Period:** February 27, 2023 thru February 28, 2026

**Project Number(s):** 275-4892X9.02 \$437,466  
Funding source(s): Active Transportation Program (ATP) Cycle 5 Santa Monica

Funding of \$437,466 is available in the FY 2022-23 Overall Work Program (OWP) Budget in Project Number 275-4892X9.02 and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.

**Request for Proposal (RFP):** SCAG staff notified 2,685 firms of the release of RFP 22-065 via SCAG’s Solicitation Management System website. A total of 47 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

<b>Mark Thomas &amp; Company, Inc, (2 subconsultants)</b>	<b>\$437,466</b>
Psomas – (4 subconsultants)	N/A – A&E
Sam Schwartz - (2 subconsultants)	N/A – A&E

Note: This solicitation was conducted as an Architectural and Engineering (A&E) procurement and therefore as required by law each offeror was evaluated based on qualifications and not cost. The Proposal Review Committee ranked Mark Thomas & Company, Inc. as the highest (most qualified) proposer and the other two (2) offeror’s cost proposals were kept sealed.

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

The PRC consisted of the following individuals:

Cory Wilkerson, Principal Regional Planner, SCAG  
 Hannah Brunelle, Senior Regional Planner, SCAG  
 Jack Moreau, Senior Transportation Planner, City of Santa Monica

**Basis for Selection:** The PRC recommended Mark Thomas and Company for the contract award because the consultant:

- Demonstrated the best qualifications, specifically, extensive engagements with underserved communities. Outreach subconsultants demonstrated extensive experience with similar transportation projects;
- Demonstrated the best understanding of the project, specifically having a nuanced understanding of community engagement needs and the strong correlation between community outreach and the design process. Communicated a very clear understanding of the project’s needs for a strong focus on outreach and reaching Spanish-speaking communities; and
- Provided the best technical approach, for example identifying important challenges, such as conflicts at freeway off ramps and how to coordinate with Caltrans. Further, discussed positioning the City for success in future grant opportunities.

**CONSULTANT CONTRACT NO. 23-030-C01**

**Recommended Consultant:**

CPCS Transcom, Inc.

**Background & Scope of Work:**

The Southern California goods movement system and supporting infrastructure and facilities are regularly being impacted by numerous variables outside of the control of local government agencies. These impacts range from global supply chain factors like trade relationships and geopolitical issues, to the COVID-19 pandemic serving as the most current unpredictable variable. Based on these recent events and developments, it is important to compare and consider the approach to regional strategies that have been undertaken over the course of the past couple of Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS). The overarching intent of this project is to revisit areas where there have been substantial impacts affecting freight corridors, transportation infrastructure, and facilities, while also considering a universal approach to future opportunities from where we stand today.

This study is meant to establish a framework for assessing and developing regional strategies, that will be incorporated as feasible into the 2024 Connect SoCal Update. The framework and strategies will then be built upon and detailed further into concrete strategies and solutions for implementation consideration during a subsequent future Comprehensive Regional Goods Movement Plan and Implementation Strategy Update.

**Project's Benefits & Key Deliverables:**

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

- Contributing to the 2024 Connect SoCal Goods Movement Technical Report, which will be used by regional partners and member cities;
- Contributing to freight strategies that will be built upon further by SCAG and its member agencies; and
- Providing stakeholders a better understand the freight needs of the region.

**Strategic Plan:**

This item supports SCAG's Strategic Plan Goals:

- Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.
- Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.
- Goal 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

**Contract Amount:**

<b>Total not to exceed</b>	<b>\$274,812</b>
CPCS Transcom, Inc. (prime consultant)	\$161,052
Fehr & Peers (subconsultant)	\$77,937
3COTECH, Inc. (subconsultant)	\$35,823

**Contract Period:**

March 8, 2023 through November 3, 2023

**Project Number(s):** 130-0162B.18 \$224,812  
130-0162B.02 \$50,000

Funding source(s): Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA 5303)

Funding of \$274,812 is available in the Fiscal Year (FY) 2022-23 Overall Work Program (OWP) Budget in Project Numbers 130-0162B.18 (\$224,812) and 130-0162B.02 (\$50,000) and the remaining balance will be requested in future fiscal year budgets, subject to budget availability.

**Request for Proposal (RFP):** SCAG staff notified 4,382 firms of the release of RFP 23-030-C01 via SCAG’s Solicitation Management System website. A total of 45 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

<b>CPCS Transcom, Inc. (2 subconsultants)</b>	<b>\$274,812</b>
Berkeley Economic Advising & Research (BEAR - one subconsultant)	\$226,277

**Selection Process:** The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

- Prithvi Deore, Associate Regional Planner, SCAG
- Stephen Yoon, Senior Regional Planner, SCAG
- James Shankel, Senior Freight Planning Specialist, Caltrans – District 7

**Basis for Selection:** The PRC recommended CPCS for the contract award because the consultant best demonstrated that they understood the timeline challenges and the complexity of the SOW listed in the published RFP, which assured the PRC that they were capable of completing the project within the timeline given. The selected firm established their expertise in freight as well as an understanding of regional issues in their proposal. They also have a sub-consultant team who possess a broad range of experience that will add value to SCAG’s project. CPCS’ previous projects in the region with local, regional, and state agencies have similar elements in comparison to the current project. Most of the included projects have some level of base work that involved framework development.

The lower priced firm, Berkeley Economic Advising & Research-BEAR, did not equate an adequate number of hours to the amount of work outlined in the Scope of Work (SOW). The selected firm, CPCS, had a reasonable per unit cost, offered a cost proposal far below the independent cost estimated (ICE) and showed a greater understanding of the complexity of time and hours needed to complete the project. The lower priced firm did not incorporate the entirety of the SOW and did not go into depth with respect to what was required in the SOW and its possible challenges. Furthermore, they did not have freight specific experts who possessed a clear understanding of the regional and local issues.

**CONSULTANT CONTRACT NO. 23-038-C01**

<b>Recommended Consultant:</b>	Rapid7 at Carahsoft Technology Corporation
<b>Background &amp; Scope of Work:</b>	On February 27, 2023 SCAG awarded contract 23-038-C01 to provide staff with Rapid7 Managed Detection and Response Service. Under this agreement, Carahsoft Technology Corporation acts as the channel partner and reseller for the purchase of Rapid7 software and support.
<b>Project's Benefits &amp; Key Deliverables:</b>	This software service will rapidly detect, investigate, contain, and eradicate cyber threats in the work environment. Service will include security expertise through a direct customer advisor and operations and incident response team responsible for 24/7 monitoring.
<b>Strategic Plan:</b>	This item supports SCAG's Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective: Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies.
<b>Contract Amount:</b>	<b>Total not to exceed: <span style="float: right;">\$126,825</span></b>
<b>Contract Period:</b>	February 27, 2023 through February 28, 2024
<b>Project Number(s):</b>	811-1163.08 \$42,391 Funding source(s): Indirect Cost Program Budget  Funding of \$42,391 is available in the Fiscal Year (FY) 2022-23 Indirect Cost Program Budget in Project Number 811-1163.08, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.
<b>Basis for Selection:</b>	In accordance with SCAG's Procurement Manual (January 2021) Section 9.3, to foster greater economy and efficiency, SCAG's federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services by using an Intergovernmental Agreement (Master Service Agreement – MSA, also known as a Leveraged Purchase Agreement – LPA). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially "piggy-backing" on the agreement.). SCAG utilized an MSA with Rapid7 at Carahsoft (NASPO Contract No. #AR2472) that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.

## CONSULTANT CONTRACT 23-022-C01

<b>Recommended Consultant:</b>	Green Translations, LLC
<b>Background &amp; Scope of Work:</b>	The consultant shall provide translation and interpretation services of technical and standard content to support the development and adoption process of agency programs and services, including Connect SoCal, SCAG’s Regional Transportation Plan/Sustainable Communities Strategy.
<b>Project’s Benefits &amp; Key Deliverables:</b>	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"><li>• Provide written translation for various key documents in Spanish, Chinese, Korean and Vietnamese; and</li><li>• Provide interpretation services, including American Sign Language, for public events as needed.</li></ul>
<b>Strategic Plan:</b>	This item supports SCAG’s Strategic Plan Goal 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.
<b>Contract Amount:</b>	<b>Total not to exceed <span style="float: right;">\$70,000</span></b> Green Translations, LLC (prime consultant) Contract amount includes approximately \$10,000 for all foreseen expenses for delivering translation and interpretation services. Consultant will be reimbursed by their labor hourly rates on an as needed basis (see note in Request for Proposal section below).
<b>Contract Period:</b>	February 1, 2023 through February 1, 2026
<b>Project Number(s):</b>	090-0148B.01 \$7,000 Funding source(s): Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA 5303).  Funding of \$7,000 is available in the Fiscal Year (FY) 2022-23 Overall Work Program (OWP) Budget in Project Number 090-0148B.01, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.
<b>Request for Proposal (RFP):</b>	SCAG staff notified 84 firms of the release of RFP 20-008 via SCAG’s Solicitation Management System website. A total of 25 firms downloaded the RFP. SCAG received the following seven (7) proposals in response to the solicitation.  Note. The figures below include staff’s estimate of \$10,000 for minimum interpreter and translation fees, equipment, technician and set up fees, as these costs won’t be known until the exact scope of work is determined at a future date, during the life of this three (3) year Time and Materials contract. The rates differ between firms. However, the selected consultant has the lowest technician hourly fee and the most reasonable minimum charge per assignment.



<b>Green Translations, LLC (no subconsultants)</b>	<b>\$70,000</b>
Homeland Language Services (1 subconsultant)	\$66,467
Focus Language International; (no subconsultants)	\$70,090
Translating Services, Inc. (dba Lazer Translating & Interpreting - no subconsultants)	\$72,865
Day Translations. (1 subconsultant)	\$79,235
Language Network (no subconsultants)	\$111,523
TransLinguist Inc. (disqualified, mandatory Caltrans Disadvantaged Business Enterprise goal not met)	N/A

**Selection Process:**

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC conducted two (2) interviews of the highest ranked proposals.

The PRC consisted of the following individuals:

Margaret de Larios, Public Affairs Specialist IV, SCAG  
 Ana Vallianatos, Manager of Media and Public Affairs, SCAG  
 Francesca Ramos, Public Affairs Specialist II, SCAG  
 Rongsheng Luo, Program Manager II, SCAG

**Basis for Selection:**

The PRC recommended Green Translations, LLC for the contract award because the consultant:

- Demonstrated an exemplary technical approach, including a clear workflow and robust quality control process;
- Provided high-quality sample translations demonstrating the caliber of their work product;
- Have a highly qualified staff and project team with extensive experience handling similar/relevant work with other clients in our same field;
- Their rates for translation and interpretation services are very competitive, and among the lowest of all proposers;

Although two other firms proposed lower prices in some categories, the PRC did not recommend these firms for contract award because these firms:

- Did not clearly demonstrate understanding of translating subject matter as it relates to SCAG; and
- Did not include sample translations or sufficient explanation of quality control process.



**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Cindy Giraldo, Chief Financial Officer  
(213) 630-1413, giraldo@scag.ca.gov  
**Subject:** CFO Monthly Report

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Information Only - No Action Required

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**ACCOUNTING:**

Membership Dues

As of March 20, 2023, 178 cities, 6 counties, 7 commissions, and 2 tribal governments have paid their FY23 membership dues. This represents 96.86% of the membership assessment. Final notices to collect unpaid dues were sent on February 7<sup>th</sup> and Government Affairs Officers are following-up with phone calls and emails.

Investments

As required by SCAG's investment policy adopted by the Regional Council in July 2018, staff will provide a monthly report of investments and interest earnings. During FY 2022-23, SCAG has moved all funds invested in the Los Angeles County Investment Pool to our Bank of the West operating account, except for any remaining interest earnings received in July 2022-February 2023. Alternatively, SCAG has established a new investment account in the Local Agency Investment Fund (LAIF) and invested \$5.07M as of February 28, 2023. SCAG has earned \$6,659.05 interest from funds invested in the Los Angeles County Investment Pool and \$71,463.98 interest from funds invested in the Local Agency Investment Fund account as of February 28, 2023.

**BUDGET & GRANTS (B&G):**

Staff completed the development of the FY 2023-24 Draft Comprehensive Budget and Overall Work Program (OWP). The proposed Comprehensive Budget of \$348.97 million was approved by the Executive Administration Committee (EAC) on March 1, 2023 and the Regional Council (RC) on



March 2, 2023. The Draft OWP was released for a 30-day public comment period ending April 3, 2023. The Final Budget will be presented to the EAC and RC for approval in May.

Staff also completed preparing Amendment 3 to the FY 2022-23 Overall Work Program, the second amendment to the Indirect Cost Budget, the second amendment to the FTA Discretionary and Formula Grant Budget, and an amendment to the TDA Budget. After approval by the EAC and RC in April 2023, Amendment 3 to the FY23 OWP will be submitted to Caltrans for final approval.

Lastly, on February 28, 2023, staff submitted a grant application to the Department of Transportation's Rebuild American Infrastructure with Sustainability and Equity (RAISE) program, requesting \$2 million in federal funds to perform comprehensive Goods Movement Plan update. In March 2023, staff also submitted a grant application for the FY 2023-24 Caltrans Sustainable Transportation Planning Grant Program, requesting \$345,250 in grant funding to conduct a planning study on sustainable tourism and mitigating housing, transportation and environmental impacts of the tourism in the SCAG region. The award announcement for the RAISE program as well as the FY 2023-24 Caltrans Sustainable Transportation Planning Grant Program are anticipated in Summer 2023.

#### **CONTRACTS**

In February 2023, the Contracts Department issued two (2) Request for Proposal; awarded seven (7) contracts; issued ten (10) contract amendments; and processed twenty-two (22) Purchase Orders to support ongoing business and enterprise operations. Staff also administered 207 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. This month Contracts' staff negotiated \$85,712 in budget savings, bringing the cumulative FY23 savings to \$1,116,407.



**To:** Regional Council (RC)

**From:** Lucy Dunn, Ex-Officio Member; Business Representative

**Subject:** Business Report – April 6, 2023

---

- 1. Energy—Space Solar Power Project.** As I have previously reported, a robust, abundant, all-of-the-above energy strategy is critical to meeting state and federal policy goals from climate change to housing to transportation to broadband and more. In a recent business leaders’ meeting with CARB Chair, Leane Randolph, energy supply was the thing that kept her up at night. Current solar energy power comes intermittently producing a “duck curve” where solar decreases as demand rises.

To that end, private sector innovation is key. Thanks to a \$100 million grant to CalTech by Donald and Brigit Bren, top scientists from around the nation are working to develop for the benefit of all humanity a space solar power solution. **Collecting solar power in space and transmitting the energy wirelessly to Earth through microwaves enables terrestrial power availability unaffected by weather or time of day. Solar power could be continuously available anywhere on earth.**

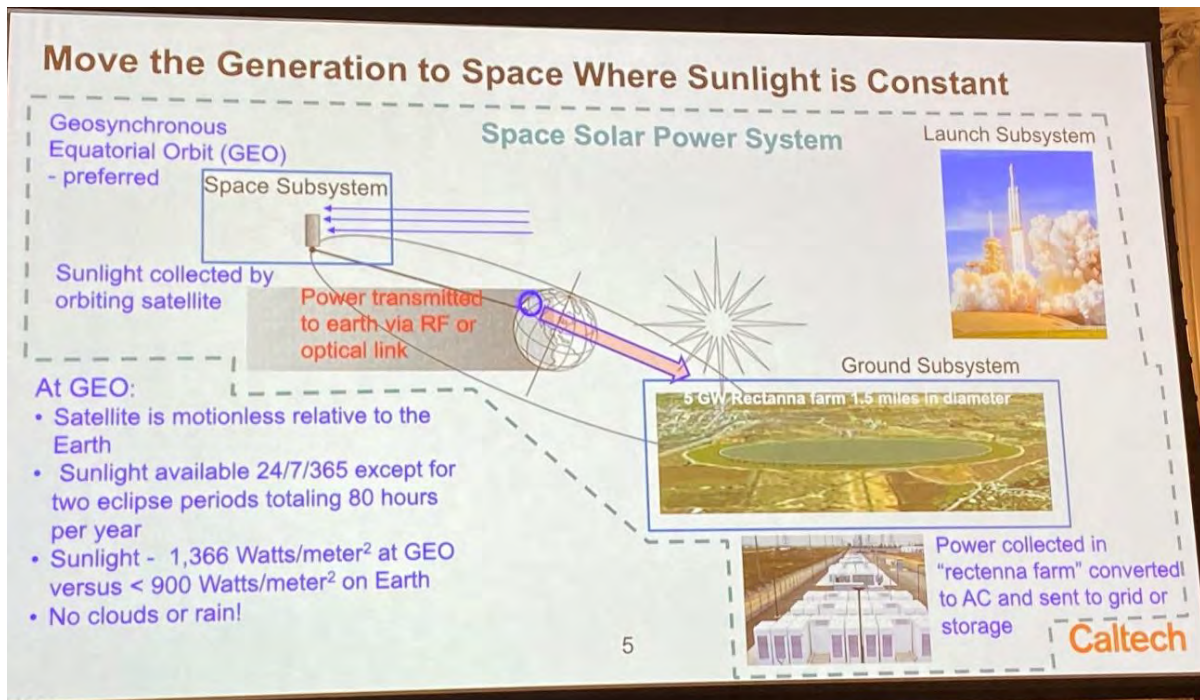
Orange County Council of Governments featured Dr. Richard Madonna of CalTech at its General Assembly on March 23, 2023, to introduce the concepts to a group of local elected officials and business leaders.

Governments around the world are exploring this technology and, unlike the US, funding it. Europe, the United Kingdom, Japan, China and even Saudi Arabia (knowing they will need to transition from an oil economy) are researching this for government/defense purposes. The CalTech project has no public funding at this point but perfecting the technology for private purposes and uses gives more flexibility than government constraints.

A successful satellite launch with Elon Musk’s SpaceX was made earlier this year, collecting data for analysis. For more information: <https://www.spacesolar.caltech.edu/>.

Here’s one of the slides from his presentation:

---



**2. Business Leaders Propose Housing Solutions to Governor.** The New California Coalition (NCC) is the non-partisan political home and voice for over 9.7 million “Common Sense” voters across California. The New California Coalition is organizing everyday voters, business leaders, and community organizations from across the state into a civic movement to demand change and action. NCC seeks triple-bottom-line solutions that grow the economy, sustain the environment and fix social inequities.

NCC leaders, including some of the members of SCAG’s Global Land Use and Economics Council (GLUE) Council, have worked for several months and presented to the Governor housing solutions for consideration. To date, legislative and regulatory solutions are making little to no impact. In fact, in many cases, are making matters worse.

NCC proposals include ideas such as “no CEQA for buildout of approved Housing Elements” — the sites are already designated for housing by local governments; capping fees and connection charges; and re-allocating property tax revenues to reward local governments that build housing, among others.

The Governor’s staff is evaluating these proposals.

- 
3. **GLUE Council.** SCAG’s GLUE Council of business leaders will meet on April 3, 2023, at 10 a.m. We will be hearing from SCAG staff on legislative updates, Connect SoCal progress, economic trends, Regional Advance Mitigation Program policy and Dr. Gigi Moreno will report on SCAG’s Job Quality Index. We will also hear from Tracy Hernandez of BIZFED LA on al fresco dining and small business issues post Covid. Please join us.
  
  4. **Norway.** Speaking of energy, I recently returned from a trip to Norway—a country of approximately 5 million people—but 98 percent reliant on clean energy, mostly hydroelectric power. However, Norway is economically dependent on a huge oil and gas industry yet it also supports global climate change goals. The population relies on industry funding for a host of social programs, including free university education for anyone anywhere with a passport. Norway is a powerhouse when it comes to clean energy start-ups, but the country is at odds with its position as a world leader in petroleum and natural gas exports. It is a contradiction that has come into sharper focus this year since the war in Ukraine and the energy crisis. A NATO ally and European Free Trade Association member, Norway has proven to be a lifeline to the European Union by becoming the 27-nation bloc’s biggest natural gas supplier since Russia cut its gas supplies.

There will be a lot to learn watching Norway struggle with supporting its population, Europe’s energy needs and meeting its own green energy future. Fun fact, Norwegians boast Tesla ownership numbers second to the US. With gas prices at \$12 per gallon, it’s no wonder.

---