



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

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Transportation Commission**

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**Clint Lorimore, Eastvale**

Community, Economic &  
Human Development  
**Jorge Marquez, Covina**

Energy & Environment  
**David Pollock, Moorpark**

Transportation  
**Sean Ashton, Downey**

MEETING NO. 639

## REGIONAL COUNCIL

### REMOTE PARTICIPATION ONLY

**Thursday, January 6, 2022**  
**12:30 p.m. – 2:00 p.m.**

#### **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**

***Please see next page for detailed  
instructions on how to participate in the meeting.***

#### **PUBLIC ADVISORY**

Given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A), the meeting will be held telephonically and electronically.

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: [www.scag.ca.gov/committees](http://www.scag.ca.gov/committees).

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 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 Public Comments

*You may submit public comments in two (2) ways:*

1. **In Writing:** Submit written comments via email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) by 5pm on Wednesday, January 5, 2022. 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, January 5, 2022 will be announced and included as part of the official record of the meeting.

2. **In Real Time:** 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. SCAG staff will unmute your line when it is your turn to speak. 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.

If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov).

***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.***

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## Instructions for Participating in the Meeting

SCAG is providing multiple options to view or participate in the meeting:

**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 Participate and Provide Verbal Comments 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.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

### **To Listen and Provide Verbal Comments 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.
5. During the Public Comment Period, press \*9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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### RC - Regional Council *Members – January 2022*

1. **Hon. Clint Lorimore**  
President, Eastvale, RC District 4
2. **Hon. Jan C. Harnik**  
1st Vice President, RCTC Representative
3. **Sup. Carmen Ramirez**  
2nd Vice President, Ventura County
4. **Hon. Rex Richardson**  
Imm. Past President, Long Beach, RC District 29
5. **Hon. Cindy Allen**  
Long Beach, RC District 30
6. **Hon. Adele Andrade-Stadler**  
Alhambra, RC District 34
7. **Hon. Sean Ashton**  
Downey, RC District 25
8. **Hon. Phil Bacerra**  
Santa Ana, RC District 16
9. **Hon. Kathryn Barger**  
Los Angeles County
10. **Hon. Megan Beaman-Jacinto**  
Coachella, RC District 66
11. **Hon. Ben Benoit**  
Air District Representative
12. **Hon. Elizabeth Becerra**  
Victorville, RC District 65
13. **Hon. Bob Blumenfield**  
Los Angeles, RC District 50
14. **Hon. Mike Bonin**  
Los Angeles, RC District 58
15. **Hon. Drew Boyles**  
El Segundo, RC District 40

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- 16. Hon. Art Brown**  
Buena Park, RC District 21
- 17. Hon. Lorrie Brown**  
City of Ventura, RC District 47
- 18. Hon. Wendy Bucknum**  
Mission Viejo, RC District 13
- 19. Hon. Joe Buscaino**  
Los Angeles, RC District 62
- 20. Hon. Juan Carrillo**  
Palmdale, RC District 43
- 21. Hon. Michael Carroll**  
Irvine, RC District 14
- 22. Hon. Gilbert Cedillo**  
Los Angeles, RC District 48
- 23. Hon. Letitia Clark**  
Tustin, RC District 17
- 24. Hon. Jonathan Curtis**  
La Canada Flintridge, RC District 36
- 25. Hon. Kevin de León**  
Los Angeles, District 61
- 26. Hon. Steve DeRuse**  
La Mirada, RC District 31
- 27. Hon. Paula Devine**  
Glendale, RC District 42
- 28. Hon. Diane Dixon**  
Newport Beach, RC District 15
- 29. Hon. Margaret Finlay**  
Duarte, RC District 35
- 30. Hon. Alex Fisch**  
Culver City, RC District 41
- 31. Hon. Eric Garcetti**  
Member-at-Large

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- 32. Hon. James Gazeley**  
Lomita, RC District 39
  
- 33. Sup. Curt Hagman**  
San Bernardino County
  
- 34. Hon. Ray Hamada**  
Bellflower, RC District 24
  
- 35. Hon. Marqueece Harris-Dawson**  
Los Angeles, RC District 55
  
- 36. Hon. Mark Henderson**  
Gardena, RC District 28
  
- 37. Hon. Laura Hernandez**  
Port Hueneme, RC District 45
  
- 38. Hon. Peggy Huang**  
TCA Representative
  
- 39. Hon. Mike Judge**  
VCTC Representative
  
- 40. Hon. Joe Kalmick**  
Seal Beach, RC District 20
  
- 41. Hon. Kathleen Kelly**  
Palm Desert, RC District 2
  
- 42. Hon. Paul Koretz**  
Los Angeles, RC District 52
  
- 43. Hon. Paul Krekorian**  
Los Angeles, RC District 49
  
- 44. Hon. John Lee**  
Los Angeles, RC District 59
  
- 45. Randall Lewis**  
Business Representative, Non-Voting Member
  
- 46. Hon. Patricia Lock Dawson**  
Riverside, RC District 68
  
- 47. Hon. Steven Ly**  
Rosemead, RC District 32

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- 48. Hon. Marisela Magana**  
Perris, RC District 69
- 49. Hon. Steve Manos**  
Lake Elsinore, RC District 63
- 50. Hon. Jorge Marquez**  
Covina, RC District 33
- 51. Hon. Ray Marquez**  
Chino Hills, RC District 10
- 52. Hon. Nury Martinez**  
Los Angeles, RC District 53
- 53. Hon. Andrew Masiel**  
Tribal Govt Regl Planning Board Representative
- 54. Hon. Larry McCallon**  
Highland, RC District 7
- 55. Hon. Marsha McLean**  
Santa Clarita, RC District 67
- 56. Hon. L.Dennis Michael**  
Rancho Cucamonga, RC District 9
- 57. Hon. Fred Minagar**  
Laguna Niguel, RC District 12
- 58. Hon. Maria Nava-Froelich**  
ICTC Representative
- 59. Hon. Frank Navarro**  
Colton, RC District 6
- 60. Hon. Kim Nguyen**  
Garden Grove, RC District 18
- 61. Hon. Mitch OFarrell**  
Los Angeles, RC District 60
- 62. Hon. Trevor O'Neil**  
Anaheim, RC District 19
- 63. Sup. Luis Plancarte**  
Imperial County

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- 64. Hon. David Pollock**  
Moorpark, RC District 46
- 65. Hon. Michael Posey**  
Huntington Beach, RC District 64
- 66. Hon. Curren Price**  
Los Angeles, RC District 56
- 67. Hon. Randall Putz**  
Big Bear Lake, RC District 11
- 68. Hon. Nithya Raman**  
Los Angeles, RC District 51
- 69. Hon. Mark Ridley-Thomas**  
Los Angeles, RC District 57
- 70. Hon. Deborah Robertson**  
Rialto, RC District 8
- 71. Hon. Monica Rodriguez**  
Los Angeles, RC District 54
- 72. Hon. Ali Saleh**  
Bell, RC District 27
- 73. Hon. Tim Sandoval**  
Pomona, RC District 38
- 74. Hon. Rey Santos**  
Beaumont, RC District 3
- 75. Hon. Zak Schwank**  
Temecula, RC District 5
- 76. Hon. David J. Shapiro**  
Calabasas, RC District 44
- 77. Hon. Tim Shaw**  
OCTA Representative
- 78. Hon. Marty Simonoff**  
Brea, RC District 22
- 79. Hon. Jose Luis Solache**  
Lynwood, RC District 26

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- 80. Sup. Karen Spiegel**  
Riverside County
  
- 81. Hon. Steve Tye**  
Diamond Bar, RC District 37
  
- 82. Hon. Cheryl Viegas-Walker**  
El Centro, RC District 1
  
- 83. Sup. Donald Wagner**  
Orange County
  
- 84. Hon. Alan Wapner**  
SBCTA Representative
  
- 85. Hon. Frank A. Yokoyama**  
Cerritos, RC District 23

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## REGIONAL COUNCIL AGENDA

Southern California Association of Governments  
Remote Participation Only  
**Thursday, January 6, 2022**  
**12:30 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 Clint Lorimore, President)*

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

This is the time for persons to comment on any matter pertinent to SCAG's jurisdiction that is *not* listed on the agenda. 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. Public comment for items listed on the agenda will be taken separately as further described below.

**General information for all public comments:** Members of the public are encouraged, but not required, to submit written comments by sending an email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) by 5pm on Wednesday, January 5, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Regional Council regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov). Written comments received after 5pm on Wednesday, January 5, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Regional Council in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing \*9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a 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 legislative body so requests, in which event, the item will be considered separately.

### **ACTION ITEMS**

1. Findings to Continue Holding Virtual Regional Council and Committee Meetings Under AB 361  
*(Ruben, Duran, BB&K Board Counsel)*



**RECOMMENDED ACTION:**

That the Regional Council (RC): (1) ratify the prior actions of the Executive/Administration Committee taken at its December 1, 2021 and January 5, 2022 meetings relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the RC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (3) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the RC, EAC and all committees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

## 2. Community Planning Voter Initiative

*(Javiera Cartagena, Director of Government and Public Affairs)*

**RECOMMENDED ACTION:**

Support

## 3. SCAG-Sponsored Legislation

*(Javiera Cartagena, Director of Government and Public Affairs)*

**RECOMMENDED ACTION:**

Approve

**CONSENT CALENDAR**Approval Items

4. Minutes of the Meeting – November 4, 2021
5. Resolution No. 22-639-1 Authorizing Acceptance of One-Time Funds from Electric Power Research Institute (EPRI) on Behalf of the California Energy Commission (CEC) in the Amount of \$600,048 to Support SCAG's Study of Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks
6. Resolution No. 22-639-2 Authorizing Acceptance of One-Time Funds from the California Emerging Technology Fund to Support SCAG's Broadband Program
7. Contracts \$200,000 or Greater: Contract No. 21-020-C01 Go Human Safety Strategies



8. Contract Amendment Greater Than 30% of the Contract's Original Value and \$75,000 or Greater: Contract No. 22-005-C01, Gartner IT Leaders
9. Inclusion of Project Budget in Requests for Proposals
10. SCAG Memberships and Sponsorships

Receive and File

11. Transmittal to South Coast Air Quality Management District of Draft 2022 Air Quality Management Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measure
12. Regional Early Action Plan (REAP) Bi-Annual Status Report
13. 2021 Student Showcase
14. Executive/Administration Committee Strategic Work Plan Progress Report Quarter Ending December 31, 2021
15. January 2022 State and Federal Legislative Update
16. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999
17. CFO Monthly Report

**BUSINESS REPORT**

*(Randall Lewis, Ex-Officio Member; Business Representative)*

**PRESIDENT'S REPORT**

*(The Honorable Clint Lorimore, President)*

**EXECUTIVE DIRECTOR'S REPORT**

*(Kome Ajise, Executive Director)*

**FUTURE AGENDA ITEM/S**

**ANNOUNCEMENT/S**

**ADJOURNMENT**



AGENDA ITEM 1  
REPORT

Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

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

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

**Subject:** Findings to Continue Holding Virtual Regional Council and Committee Meetings Under AB 361

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EAC:**

That the Executive/Administration Committee (EAC): (1) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the EAC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (2) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the EAC, RC and all committees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

**RECOMMENDED ACTION FOR RC:**

That the Regional Council (RC): (1) ratify the prior actions of the Executive/Administration Committee taken at its December 1, 2021 and January 5, 2022 meetings relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the RC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (3) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the RC, EAC and all committees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

**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 4, 2020, Governor Newsom issued a Proclamation of State of Emergency pursuant to Government Code Section 8625 in relation to the COVID-19 public health crisis. Urgency legislation was enacted in October amending the Brown Act to add Government Code section 54953(e) (hereafter, "Section 54953(e)"). Section 54953(e) allows legislative bodies to conduct remote/teleconferenced meetings without posting the location of teleconferenced meeting sites or making such sites available to the public (as is required by Section 54953(b)(3)), provided that certain conditions facilitating "real time" public participation and other requirements are satisfied. SCAG's Regional Council Policy Manual permits the holding of remote and teleconferenced meetings in the manner permitted by Section 54953(e).*

*Since the enactment of Section 54953(e), the EAC, SCAG's Policy Committees, its other committees and the RC have been meeting pursuant to Section 54953(e), subdivision (1)(A). SCAG's legislative bodies may continue meeting pursuant to Section 54953(e) provided that certain findings are made to continue doing so. Further, to continue meeting in such manner, the meetings must be held pursuant to the requirements of subdivision (e) of Section 54953.*

*This staff report includes findings that the EAC and RC can make to continue meeting remotely. Action by the EAC and RC will facilitate and authorize all of SCAG's legislative bodies (the RC, EAC, Policy Committees, other committees and task forces) to continue utilizing teleconference/videoconference meetings for a thirty-day period. Further continuation of this practice would require the EAC and/or RC to reconsider the then-current circumstances and make findings accordingly.*

**BACKGROUND:**

As has been previously reported in prior staff reports, on January 31, 2020, the United States Secretary of Health and Human Services declared a public health emergency based on the threat cause by COVID-19. The President of the United States issued a Proclamation Declaring a National State of Emergency Concerning COVID-19 beginning March 1, 2020. Thereafter, in response to COVID-19, the Governor of California issued a Proclamation of State of Emergency pursuant to Government Code Section 8625 in relation to the COVID-19 public health crisis on March 4, 2020. This proclamation has not been repealed or rescinded and a state of emergency continues to be declared in California with respect to COVID-19.

Following the March 2020 state of emergency declaration, Governor Newsom issued Executive Orders N-29-20 and N-08-21. These executive orders suspended specific provisions in the Brown Act relating to teleconferencing/videoconferencing and provided flexibility to public agencies as a

means of protecting the public from transmission of the virus, while maintaining openness and transparency. These Executive Orders expired on September 30, 2021. In October, the Governor signed urgency legislation, Assembly Bill 361 (AB 361), to amend the Brown Act's teleconferencing provisions. AB 361 adds Section 54953(e).

As previously summarized, Section 54953(e) allows legislative bodies to meet virtually without posting the remote meeting locations and without providing public access at such locations (as is generally required by section 54953(b)(3)), provided there is a state of emergency, and either (1) state or local officials have imposed or recommended measures to promote social distancing or (2) the legislative body determines by majority vote that meeting in person would present imminent risks to the health and safety of attendees. Additionally, Section 54953(e) imposes transparency requirements to the management of remote and teleconference public meetings held under this section. Specifically, Section 54953(e) imposes two new requirements for remote public meetings:

1. Public agencies hosting teleconference meetings pursuant to Section 54953(e) in lieu of traditional in-person or teleconferenced meetings must permit direct "real time" public comment during the teleconference and must leave open the opportunity for public comment until the comment period is closed during the ordinary course of the meeting. The opportunity to make public comment must be of a sufficient duration to allow actual public participation.
2. Any action by the governing body during a public teleconference meeting held under Section 54953(e) must occur while the agency is actively and successfully broadcasting to members of the public through a call-in option or an internet-based service option. If a technical disruption within the agency's control prevents members of the public from either viewing the meeting of the public agency, or prevents members of the public from offering public comment, the agency must cease all action on the meeting agenda until the disruption ends and the broadcast is restored.

SCAG has implemented the requirements for conducting public meetings in compliance with the prior executive orders and Section 54953(e). Teleconference accessibility via call-in option or an internet-based service option (via the Zoom Webinars platform) is listed on the published agenda for each meeting of SCAG legislative bodies, and on SCAG's website. Further, SCAG provides access for public comment opportunities in real time at the time noted on the agenda. The holding of remote meetings in compliance with Section 54953(e) promotes the public interests of facilitating robust public participation on a remote platform and, further, protecting the public, SCAG's members and its employees during the winter season when congregation indoors and newly identified variants (including Omnicron) pose health risk.

Since the enactment of Section 54953(e), the EAC, SCAG's Policy Committees, its other committees and the RC have been meeting pursuant to provisions in Government Code section 54953(e)(1)(A) because a declared state of emergency exists and County of Los Angeles Public Health Department currently imposes or recommends a variety of social distancing measures (including the recommendation to avoid crowded indoor spaces and to maintain six feet of social distancing, especially in cases where, as is the case here, the vaccination status of persons outside your household is unknown).

SCAG's legislative bodies may continue meeting pursuant to Section 54953(e) if certain findings are periodically made and provided, further, that such meetings continue to be held pursuant to the requirements of subdivision (e) of Section 54953. The required findings include: (1) the legislative body has reconsidered the circumstances of the state of emergency and (2) that either (i) state or local officials continue to recommend measures to promote social distancing or (ii) an in-person meeting would constitute an imminent risk to the safety of attendees.

SCAG's Regional Policy Manual permits holding teleconference/videoconference meetings and permits the President to waive certain requirements in the Policy Manual where state law permits such waiver. Likewise, SCAG's Bylaws authorize the EAC to make decisions and take actions binding on SCAG if such decisions or actions are necessary prior to the next regular meeting of the Regional Council. (Art. V.C(3)(a).) Given the Regional Council's regular meeting on January 6th will occur following the meetings of the Policy meetings held earlier that day, SCAG's Bylaws authorize the EAC to make the findings contained in this staff report.

If the findings below are made by the EAC, all SCAG legislative bodies (i.e., the RC, EAC, Policy Committees and other SCAG committees and task forces) are authorized to meet pursuant to Section 54953(e) for thirty days. Further continuation beyond this period would require the EAC and/or RC to reconsider the then-current circumstances.

**FINDINGS:**

The recommendations in this staff report are based on the following facts and findings, made pursuant to Government Code Section 54953(e)(3), which are incorporated into the recommended action taken by the EAC and RC, as noted above:

1. The EAC and RC have reconsidered the circumstances of the state of emergency initially declared by the Governor on March 4, 2020, pursuant to section 8625 of the California Emergency Services Act, relating to the COVID-19 public health crisis and find that the declaration remains in effect. The continuation of virtual meetings will allow for full participation by members of the public, while social distancing recommendations remain in effect, and will facilitate the purposes of such social distancing recommendations by



preventing large crowds from congregating at in indoor facilities for extended periods of time. Given that the vaccination status of meeting participants (including members of the public) is not known, colder wintertime weather leads to more congregation indoors, and recent variants of concern (including Omnicron) have been identified that are being studied, it is prudent to use caution in protecting the health of the public, SCAG's employees and its membership where, as here, adequate virtual means exist to permit the meeting to occur by teleconference/videoconference with the public being afforded the ability to comment in real time.

2. The EAC and RC find that state and local officials continue to impose or recommend measures to promote social distancing. The Department of Industrial Relations' issuance of COVID-19 Prevention regulations through Title 8 of the California Code of Regulations, section 3205 *et seq.*, includes informing employees that masking and social distancing in the workplace are most effective when used in combination because particles containing the virus can travel more than six feet. Further the Los Angeles County Department of Public Health continues to recommend measures to promote social distancing, including recommendations to avoid crowded indoor spaces and to maintain six feet of social distancing, especially in cases where the vaccination status of persons outside a person's household is unknown. Because colder weather tends to increase congregating indoors, it is prudent for SCAG to do its part to provide flexibility to meet remotely where possible. Finally, SCAG's primary offices and its regional offices remain closed to the public in relation to the COVID-19 emergency declaration.

**CONCLUSION:**

Staff recommends the actions described above be taken based on the findings contained in this staff report. Should further remote meetings pursuant to Section 54953(e) be warranted, the EAC and/or RC are required to reconsider the circumstances and make findings to continue holding meetings in this manner.

**FISCAL IMPACT:**

None.



Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Javiera Cartagena, Director of Government and Public Affairs  
(213) 236-1980, cartagena@scag.ca.gov  
**Subject:** Community Planning Voter Initiative

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Support

**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:**

*At its November 16, 2021, meeting, Members of the Legislative/Communications and Membership Committee (LCMC) received an informational update on the proposed "Community Planning Voter Initiative" that may appear on the November 8, 2022, General Election ballot. After robust discussion, Members of the LCMC voted to forward a "support" position on the Community Planning Voter Initiative to the Regional Council (RC) by a vote of 13 to two with one abstention.*

**BACKGROUND:**

On August 25, 2021, proponents of the Community Planning Voter Initiative submitted the draft text for a proposed measure and filing fee to the Attorney General of California, kicking off the ballot initiative process. The initiative was then posted for 30 days to allow for public comment. That period concluded on September 27, 2021.

On November 1, 2021, the Attorney General issued the official title and summary for the proposed initiative. The title reads, "Provides that local land-use and zoning laws override conflicting state laws." The Community Planning Voter Initiative would amend California's Constitution in a manner that specifies that city and county land-use and zoning laws override all conflicting State laws. It provides exceptions in certain circumstances related to three areas of statewide concern: (1) coastal land-use regulations, (2) siting of power plants of a certain capacity, and (3) development of water, communication, or transportation infrastructure projects. Furthermore, it prevents the Legislature and local legislative bodies from passing laws invalidating voter-approved local land-use

or zoning initiatives. Lastly, the proposed measure would prohibit the State from changing, granting, or denying funding to local governments based on their implementation of this measure.

Now that the title and summary have been prepared, proponents have 180 days to gather sufficient signatures from registered voters to qualify the initiative. For measures proposing a constitutional amendment, like the Community Planning Voter Initiative, the number of signatures must be equal to at least eight percent of the total votes cast for the office of Governor at the last gubernatorial election. In this case, proponents will need to collect 997,139 signatures. Signatures will then be verified by county election officials, and the initiative will either qualify or be failed by the Secretary of State. If proponents collect the requisite number of valid signatures, California voters will then vote on the ballot initiative at the November 8, 2022, General Election.

#### Action by the League of California Cities (Cal Cities)

The League of California Cities Board of Directors met over a two-day period starting on December 2, 2021, to adopt the organization's 2022 Action Plan and 2022 Budget and considered positions on potential ballot initiatives that would impact cities. During the meeting, the board voted unanimously, with one abstention, to take no position—or remain neutral—for the time being on the pending Community Planning Voter Initiative and Assembly Constitutional Amendment (ACA) 7, which is a similar measure that was introduced in the California State Assembly by Assemblymember Al Muratsuchi (D-Torrance) on March 16, 2021. ACA 7 would provide that with regard to the zoning or use of land within the boundaries of a county or general law or charter city, local ordinances, regulations, or charter provisions would prevail over state law if a conflict exists.

The discussions included that further review of the initiative may raise questions regarding the potential for unintended or other consequences of the proposed measure on other areas of State law. Planning and Zoning Law requires the legislative body of a city or county to adopt a comprehensive, long-term General Plan that includes various elements like a Safety Element and Environmental Justice Element. Some commentators asserted that passage of the initiative may result in communities addressing in different ways the Safety Element and management of potential natural disasters, such as seismic hazards, wildland and urban fires, and floods. Furthermore, some commentators have indicated the proposed initiative could also impact the Environmental Justice Element, efforts that seek to mitigate health risks, and other issues in disadvantaged communities.

The proposed initiative may also impact the development of the Regional Housing Needs Assessment (RHNA), which is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. RHNA quantifies the need for housing within each jurisdiction during specified planning periods. Communities use RHNA in land-use planning and prioritizing local resource allocation.

In the end, Cal Cities' Board of Directors reaffirmed its strong desire to protect local decision-making authority over land-use, housing, and zoning. It further directed its staff to develop a menu of near-, mid-, and long-term strategies to reform state housing laws and to bring recommendations to the Board of Directors for consideration in spring 2022.

The Cal Cities' board's action was informed by the work of the organization's ACA 7 Working Group. After review, the working group raised concerns that the measures may have significant unintended consequences, including pitting local jurisdictions against each other, and that additional feedback from cities is needed prior to taking a position.

#### **Prior Committee Action**

At its September 21, 2021, meeting, Members of the LCMC received a written report and verbal update on the Community Planning Voter Initiative. The committee unanimously voted to forward the report to share information about the proposed initiative with the Regional Council and other policy committees at their meetings on October 7, 2021.

Subsequently, the Attorney General released the title and summary to the proposed initiative, so SCAG staff presented an informational report on the latest actions to the LCMC at its meeting on November 16, 2021. Members of the LCMC had a robust discussion and subsequently voted to forward a "support" recommendation on the proposed initiative to the Regional Council by a vote of 13-2-1.

Should a support position be taken by the RC, as required by state law, no public funds would be spent by SCAG to advocate for the passage of this measure.

#### **FISCAL IMPACT:**

Work associated with the staff report on the Community Planning Voter Initiative is contained in the Indirect Cost budget, Legislation 810-0120.10.

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

1. Community Planning Voter Initiative Language
2. Community Planning Voter Initiative AG Title and Summary
3. Community Planning Voter Initiative LAO Fiscal Impact Estimate Report

SECTION 1. The people of the State of California find and declare all of the following:

- (a) The circumstances and environmental impacts of local land use decisions vary greatly across the state from locality to locality.
- (b) The infrastructure required to maintain appropriate levels of public services, including police and fire services, parklands and public open spaces, transportation, water supply, schools, and sewers varies greatly across the state from locality to locality.
- (c) Land use decisions made by local officials must balance development with public facilities and services while addressing the economic, environmental, and social needs of the particular communities served by those local officials.
- (d) Thus, it is in the best interests of the state and local communities for these complex decisions to be made at the local level to ensure that the specific, unique characteristics, constraints, and needs of those communities are properly analyzed and addressed.
- (e) Gentrification of housing adjacent to public transportation will reduce or eliminate the availability of low or very low income housing near public transit, resulting in the loss of access by low or very low income persons to public transit, declines in public transit ridership, and increases in vehicle miles travelled.
- (f) The State Legislature cannot properly assess the impacts upon each community of sweeping centralized and rigid state land use rules and zoning regulations that apply across the state without regard to community impacts and, as a result, statewide land use and zoning will do great harm to local communities with differing circumstances and concerns.
- (g) Community development should not be controlled by state planners, but by local governments that know and can address the needs of, and the impacts upon, local communities. Local initiatives approved by voters pertaining to land use and zoning restrictions should not be nullified or superseded by the actions of any local or state legislative body.
- (h) Numerous state laws that target communities for elimination of zoning standards have been enacted, and continue to be proposed, that eliminate or erode local control over local development and circumvent the California Environmental Quality Act ("CEQA"), creating the potential for harmful environmental impacts to occur.
- (i) The purpose of this measure is to ensure that all decisions regarding local land use controls, including zoning law and regulations, are made by the affected communities in accordance with applicable law, including but not limited to CEQA (Public Resources Code § 21000 et seq.), the California Fair Employment and Housing Act (Government Code §§ 12900 – 12996), prohibitions against discrimination (Government Code § 65008), and affirmatively furthering fair housing (Government Code § 8899.50). This constitutional amendment would continue to provide for state control in the coastal zone, the siting of a power plant that can generate more than 50 megawatts of electricity, or the development or construction of water, communication or transportation infrastructure projects which the Legislature declares are matters of statewide concern and are in the best interests of the state. For purposes of this measure, it is the intent that a transportation infrastructure project shall not include a transit-oriented development project that is residential, commercial, or mixed-use.

SECTION 2. Section 4.5 is added to Article XI of the California Constitution, to read:

SEC. 4.5. (a) Except as provided in subdivision (b), in the event of a conflict with a state statute, a county charter provision, general plan, specific plan, ordinance or a regulation adopted pursuant to a county charter, that regulates the zoning, development or use of land within the boundaries of an unincorporated area of the county shall be deemed a county affair within the meaning of Section 4 and shall prevail over a conflicting state statute. No voter approved local initiative that regulates the zoning, development or use of land within the boundaries of any county shall be overturned or otherwise nullified by any legislative body.

(b) A county charter provision, general plan, specific plan, ordinance or a regulation adopted and applicable to an unincorporated area within a county, may be determined only by a court of competent jurisdiction, in accordance with Section 4, to address either a matter of statewide concern or a county affair if that provision, ordinance, or regulation conflicts with a state statute with regard to only the following:

- (1) The California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), or a successor statute.
- (2) The siting of a power generating facility capable of generating more than 50 megawatts of electricity and the California Public Utilities Commission has determined that a need exists at that location that is a matter of statewide concern.
- (3) The development or construction of a water, communication or transportation infrastructure project for which the Legislature has declared in statute the reasons why the project addresses a matter of statewide concern and is in the best interests of the state. For purposes of this paragraph, a transportation infrastructure project does not include a transit-oriented development project, whether residential, commercial, or mixed-use.

(c) No modification to appropriations for state funded programs shall occur, and no state grant applications or funding shall be denied as a result of the application of this section. No benefit or preference in state appropriations or grants shall be given to an entity that opts not to utilize the provisions of this section.

(d) The provisions of this section are severable. If any provision of this section or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

SECTION 3. Section 5.5 is added to Article XI of the California Constitution, to read:

SEC. 5.5. (a) Except as provided in subdivision (b), in the event of a conflict with a state statute, a city charter provision, general plan, specific plan, ordinance or a regulation adopted pursuant to a city charter, that establishes land use policies or regulates zoning or development standards within the boundaries of the city shall be deemed a municipal affair within the meaning of Section 5 and shall prevail over a conflicting state statute. No voter approved local initiative that regulates the zoning, development or use of land within the boundaries of any city shall be overturned or otherwise nullified by any legislative body.

(b) A city charter provision, general plan, specific plan, ordinance or a regulation adopted pursuant to a city charter, may be determined only by a court of competent jurisdiction, in accordance with Section 5, to address either a matter of statewide concern or a municipal affair



if that provision, ordinance, or regulation conflicts with a state statute with regard to only the following:

- (1) The California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), or a successor statute.
- (2) The siting of a power generating facility capable of generating more than 50 megawatts of electricity and the California Public Utilities Commission has determined that a need exists at that location that is a matter of statewide concern.
- (3) The development or construction of a water, communication or transportation infrastructure project for which the Legislature has declared in statute the reasons why the project addresses a matter of statewide concern and is in the best interests of the state. For purposes of this paragraph, a transportation infrastructure project does not include a transit-oriented development project, whether residential, commercial, or mixed-use.

(c) No modification to appropriations for state funded programs shall occur, and no state grant applications or funding shall be denied as a result of the application of this section. No benefit or preference in state appropriations or grants shall be given to an entity that opts not to utilize the provisions of this section.

(d) The provisions of this section are severable. If any provision of this section or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

SECTION 4. Section 7 of Article XI of the California Constitution is amended to read:

SEC. 7. (a) A county or city may make and enforce within its limits all local, police, sanitary, and other ordinances and regulations ~~not~~ that are not, except as provided in subdivision (b), in conflict with general laws. A county or city may not supersede or otherwise interfere with any voter approved local initiative pertaining to land use or zoning restrictions.

(b) A county or city general plan, specific plan, ordinance or regulation that regulates the zoning, development or use of land within the boundaries of the county or city shall prevail over conflicting general laws, except for only the following:

(A) A coastal land use plan, ordinance or regulation that conflicts with the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), or a successor statute.

(B) An ordinance or regulation that addresses the siting of a power generating facility capable of generating more than 50 megawatts of electricity and the California Public Utilities Commission has determined that a need exists at that location that is a matter of statewide concern.

(C) An ordinance or regulation that addresses the development or construction of a water, communication or transportation infrastructure project for which the Legislature has declared in statute the reasons why the project addresses a matter of statewide concern and is in the best interests of the state. For purposes of this subparagraph, a transportation infrastructure project does not include a transit-oriented development project, whether residential, commercial, or mixed-use.

(c) No modification to appropriations for state funded programs shall occur, and no state grant applications or funding shall be denied as a result of the application of this section. No benefit or preference in state appropriations or grants shall be given to an entity that opts not to utilize the provisions of this section.

(d) The provisions of this subdivision are severable. If any provision of this subdivision or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

The Attorney General of California has prepared the following title and summary of the chief purpose and points of the proposed measure:

**PROVIDES THAT LOCAL LAND-USE AND ZONING LAWS OVERRIDE**

**CONFLICTING STATE LAWS. INITIATIVE CONSTITUTIONAL AMENDMENT.**

Provides that city and county land-use and zoning laws (including local housing laws) override all conflicting state laws, except in certain circumstances related to three areas of statewide concern: (1) the California Coastal Act of 1976; (2) siting of power plants; or (3) development of water, communication, or transportation infrastructure projects. Prevents state legislature and local legislative bodies from passing laws invalidating voter-approved local land-use or zoning initiatives. Prohibits state from changing, granting, or denying funding to local governments based on their implementation of this measure. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local governments: **Fiscal effects of the measure depend on future decisions by the cities and counties and therefore are unknown.**

(21-0016A1.)



October 15, 2021

RECEIVED

OCT 15 2021

Hon. Rob Bonta  
Attorney General  
1300 I Street, 17<sup>th</sup> Floor  
Sacramento, California 95814

INITIATIVE COORDINATOR  
ATTORNEY GENERAL'S OFFICE

Attention: Ms. Anabel Renteria  
Initiative Coordinator

Dear Attorney General Bonta:

Pursuant to Elections Code Section 9005, we have reviewed the proposed initiative regarding local land use (A.G. File No. 21-0016, Amendment #1).

**Background**

**State-Local Responsibilities.** The state, counties, and cities generally have different responsibilities, and fund and administer different services. Cities are responsible for local needs, such as planning, to accommodate needed housing, police and fire protection, and local roads. Counties provide similar services in areas outside of cities—unincorporated areas. Counties also administer countywide services on behalf of the state, such as health and human services programs, jails, and elections. Cities and counties provide these services using a combination of local, state, and federal funding. In some cases, such as for many human services programs operated by counties, the state provides certain revenue sources to local governments. In other cases, such as some housing programs, the state sets aside grant funding for cities and counties based on varying programmatic requirements.

**Local Initiatives.** Local voters generally have the authority to enact initiatives that override laws passed by local legislative bodies—city councils or boards of supervisors. Laws enacted by voters through a local initiative can only be modified by subsequent voter approved local initiatives, except if the initiative allows otherwise. Although local initiatives can override laws passed by local legislative bodies, they do not override state laws.

**Authority of General Law and Charter Cities and Counties.** The State Constitution allows for city and county local affairs to be governed under either the general laws of the state or under a charter adopted by local voters. Charter cities for local matters generally, and charter counties only for certain local matters, have authority to adopt their own laws which generally supersede state law. Although the State Constitution does not define local affairs, case law suggests that they include local elections, and local government contracting and employees. Despite a charter, cities and counties are subject to the U.S. Constitution, federal laws, the California Constitution, and state laws regarding matters of statewide concern. In contrast, general law cities and counties have less

Legislative Analyst's Office  
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Gabriel Petek, Legislative Analyst  
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Attachment: Community Planning Voter Initiative LAO Fiscal Impact Estimate Report (Community Planning Voter Initiative)

authority to act locally as local actions must be consistent with state law. Of California's 58 counties, 14 currently are charter counties. Of California's 482 cities, 121 are charter cities.

**Zoning, Land Use, and Housing.** Both general law and charter cities and counties in California make most decisions about when, where, and what type of housing will be built. Cities and counties enact zoning ordinances to set property-specific land use requirements. A community's zoning ordinance typically defines how each property can be used and its form. Use dictates the category of development that is permitted on the property—such as single-family residential, multifamily residential, or commercial. Form dictates building height and width, the share of land covered by buildings, and the distance of buildings from neighboring properties and roads. Rules about use and form effectively determine how many housing units can be built on a particular site. A site with one- or two-story height limits and requirements for large distances from surrounding properties typically can accommodate only single-family homes. Conversely, a site with height limits over 100 feet and relatively smaller required distances between properties can accommodate higher-density housing such as multistory apartments. By dictating how many sites housing can be built on and at what densities, zoning controls how much housing a community can accommodate.

**State Has Special Jurisdiction Over Land Use Decisions in Areas of Statewide Concern.** Currently, the local affairs rule does not prohibit the state from regulating zoning or land use when necessary to address a statewide concern. For example, state law requires cities and counties to carry out certain planning exercises that attempt to ensure they can accommodate needed home building. In addition, recent housing legislation requires, in some limited cases, local governments to streamline housing approvals and build more dense housing. This legislation declares that ensuring access to affordable housing is a matter of statewide concern and not a local affair. In recent years, the state increasingly has seen issues of zoning and land use as matters of statewide concern. Nevertheless, local governments retain significant control over zoning, land use, and housing.

## Proposal

**Specifies Local Laws Related to Zoning or Land Use Generally Prevail Over Conflicting State Laws.** This measure would amend the California Constitution to specify that actions by a charter city or county related to zoning, development, or land use—hereafter referred to as local laws—would be a local affair and prevail over conflicting state laws. The measure also specifies that zoning and land use laws in general law cities and counties would prevail over conflicting state general law. Consequently, under the measure, local laws that currently conflict with state law generally would become enforceable. Moreover, local initiatives related to zoning or land use not only would prevail over laws passed by local governing bodies but also state law. While the state could continue to enact legislation related to local zoning and land use, rather than follow state law, cities and counties could enact conflicting laws. These local laws generally would prevail over state law.

**Identifies Areas of Statewide Concern Where State Law Could Continue to Prevail.** The measure identifies certain areas in which courts could determine whether state laws could continue to prevail over local laws. This authority extends to zoning or land use in: (1) the coastal zone; (2) the siting of a power plant that can generate more than 50 megawatts of electricity; or (3) the development of water, communications, or transportation infrastructure projects that the state declares are matters of statewide concern. These same exemptions apply to general law cities and counties, although no court ruling is necessary.

**Limits State’s Discretion When Appropriating State Funds.** The measure amends the California Constitution to specify that the state could not modify how it appropriates state funding as a result of this measure. Specifically, the state could not deny funding to cities or counties that opt to enact zoning or land use laws that conflict with state law. Furthermore, the state could not provide a preference in appropriating state funding to local governments that choose to conform with state law related to zoning or land use.

**Major Fiscal Effects**

**Some Existing State Allocations to Local Governments Likely Would Need to Change.** Some funding provided by the state to local governments is based on local governments’ progress toward meeting state goals for housing. Because the measure could restrict the state’s ability to distribute funds in this manner, the state likely would need to reallocate funding among local governments differently.

**Broader Fiscal Effects of the Measure Unknown.** The measure would make significant changes to state and local authority over zoning and land use decisions. In some cases, previously unenforceable laws could become operative at the local level immediately. In other cases, local governments could enact new laws. If cities and counties adopt zoning and land use laws that restrict housing development, housing costs could increase and potentially constrain economic growth. Alternatively, if cities and counties adopt laws that spur housing development, economic growth could accelerate. The ultimate fiscal effects of the measure on the state and local governments will depend on decisions by the state’s 482 cities and 58 counties.

**Summary of Fiscal Effects.** We estimate that this measure would have the following major fiscal effects.

- Fiscal effects of the measure depend on future decisions by the cities and counties and therefore are unknown.

Sincerely,



\_\_\_\_\_  
for Gabriel Petek  
Legislative Analyst



\_\_\_\_\_  
for Keely Martin Bosler  
Director of Finance





AGENDA ITEM 3  
REPORT

Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Kevin Gilhooley, Legislation Manager  
(213) 236-1878, Gilhooley@scag.ca.gov  
**Subject:** SCAG-Sponsored Legislation

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve

**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 December 21, 2021 meeting, the Legislative/Communications and Membership Committee (LCMC) voted to forward a recommendation to the Regional Council (RC) that the agency proceed with a first and second choice concept for a SCAG-sponsored legislative bill for the 2022 state legislative session. The LCMC recommends sponsoring legislation that would expand the Infill Infrastructure Grant Program as its first-choice legislative proposal and the legislation creating incentives to produce RHNA housing units and its second choice. Additionally, the Committee recommends that the agency pursue a long-term legislative goal of serving as a leader and convener of an effort to modernize the California Environmental Quality Act (CEQA).*

**BACKGROUND:**

The Process and Concept Selection:

During a strategic work plan discussion led by President Lorimore on June 24, 2021, members of the SCAG Executive Administration Committee (EAC) expressed a desire to increase the agency’s leadership and legislative advocacy on important policy issues in Sacramento, including the possible sponsorship of a legislative bill. As part of this effort, President Lorimore subsequently tasked members of the LCMC with discussing and making a recommendation to the RC on a concept for potential legislative sponsorship.

The LCMC discussed this topic in depth at its September 21, 2021 meeting and members of the Committee were asked to return to the November 16, 2021 meeting with their ideas. In the fall, staff conducted outreach to committee members to understand their policy interests and legislative needs. From those outreach conversations, staff identified several recurring themes and unique ideas which were then presented and discussed at the November 16, 2021 meeting. It worth noting that almost half of the responses from LCMC members expressed support for funding tools to help cities implement their local housing programs.

At the November 16, 2021 meeting, LCMC members discussed the presented ideas, however, due to time constraints the committee did not achieve consensus on a path forward. At the conclusion of the agenda item, the Chair advised that the December 21, 2021 meeting would be used to evaluate legislative proposals and provide specific direction to staff on how to proceed.

In consultation with the Chair, staff developed five concepts for the LCMC to consider. At the December 21, 2021 meeting, LCMC members received a report on those concepts with a recommendation to select a first and second choice. The report included an overview of the following five concepts:

- 1) Transportation Consistency Legislation;
- 2) Infill Infrastructure Grant Program Expansion;
- 3) Fixing Tax Increment Financing Tools;
- 4) CEQA Reform; and
- 5) Incentives for RHNA production.

After robust discussion on the five proposals, information from SCAG staff, and feedback from SCAG's state lobbyists, LCMC members recommended an Infill Infrastructure Grant Program Expansion as its first-choice legislative proposal and the creation of Incentives for RHNA production as its second choice. Additionally, the Committee recommended that the agency pursue a long-term legislative goal of serving as a leader and convener to modernize the California Environmental Quality Act (CEQA).

The Selected Legislative Concepts:

At its December 21, 2021 meeting, the LCMC made a recommendation to the EAC and RC to direct staff to pursue opportunities to introduce "Infill Infrastructure Grant Program Expansion" as its first-ranked concept for a SCAG-sponsored legislative bill and "Incentives for RHNA Production" as its second choice.

- (2) Infill Infrastructure Grant Program Expansion** – Advocate for a major expansion and investment in the existing Infill Infrastructure Grant (IIG) Program to provide state funding for infrastructure improvements that support infill housing development.

The Health and Safety Code establishes the Infill Incentive Grant Program to promote infill housing development by providing financial assistance for capital investment, such as rehabilitation, demolition, relocation, preservation, and acquisition of infrastructure necessary to facilitate the development of infill housing. From time to time, the Legislature and Governor allocate funding toward this program. The IIG program received a \$250 million allocation in the Fiscal Year 2021-22 Budget Act, however, the program does not always receive funding on an annual basis.

Under the program, grants are available as gap funding for infrastructure improvements necessary for specific residential or mixed-use infill development projects or areas. Both infill projects and areas must have either been previously developed or be largely surrounded by development. Eligible improvements include development or reconstruction of parks or open space, water, sewer or other utility service improvements, streets, roads, parking structures, transit linkages, transit shelters, traffic mitigation features, sidewalks, and streetscape improvements. Cities, counties, housing authorities, non-profit and for-profit housing developers, and redevelopment successor agencies are eligible entities.

In the absence or redevelopment, this existing program is a promising option to provide funding to local governments to address their infrastructure needs in areas that have been prioritized for housing development – namely infill locations. A sizeable budget expansion is a responsible use of a one-time budget surplus. Additionally, the program could be reformed to promote geographic equity targets, allow transportation agencies to apply, and more.

- (5) Incentives for RHNA Production** – Support the establishment of new incentives that serve as a motivating force for local communities to approve new housing development in the face of “not in my back yard” or “NIMBY” opposition.

Recently, Governor Newsom announced the creation of a new Housing Accountability Unit (HAU) at the Department of Housing and Community Development. The goal of the new unit is to work with cities and counties to provide technical assistance to jurisdictions to aid their efforts to comply with state legislation mandating housing development, including rezoning and permitting. The HAU will also be authorized to take enforcement steps to bring municipalities into compliance with their RHNA goals in the event of persistent non-compliance. To complement this “stick” approach to housing development, the state should also consider a suite of carrots to assist municipalities in approving development, especially those that may elicit some community opposition.

Ideas could include focusing the tax increment (or the incremental growth in property tax revenues) gained from new housing development to local government, the creation of a one-time financial grant for the first cities in each region to meet housing production associated with their RHNA allocations, or other ideas.

If the first-ranked concept proves infeasible, redundant with existing law, or fails to attract legislative support, staff would pursue the second-ranked concept, though members of the LCMC were also open to the idea of using the Infill Infrastructure Grant Program as a RHNA production incentive.

Furthermore, the Committee recommended that the agency pursue a long-term legislative goal of serving as a leader and convener to modernize CEQA.

- (4) CEQA Reform** – Support modernization of the California Environmental Quality Act (CEQA) that would both expedite and streamline project development and delivery, especially for infill, transit-oriented, and housing projects.

The California Environmental Quality Act (CEQA) was signed into law by Governor Ronald Reagan in 1970 and since that time the law has had no major reform. Moreover, CEQA has not been modernized to account for the hundreds of other environmental laws passed since then, including SB 375, the Sustainable Communities and Climate Protection Act of 2008, which requires SCAG and other Metropolitan Planning Organizations in California to prepare regional Sustainable Communities Strategies that are additionally environmentally reviewed.

Petitioners or those using CEQA to challenge projects often do not identify the true social, economic or business interests that are behind a CEQA challenge. Over the decades, CEQA has become a tool for organizations to threaten, halt, or indefinitely stop responsible community improvements, such as housing, public transit, infill development, renewable energy, and other crucial projects throughout California. These projects benefit both the environment and the economy and are precisely the types of projects that must be built if the state is to achieve its climate goals.

For several years, the SCAG legislative platform has expressed support for modernizing CEQA to preserve the original intent of the law—environmental protection and public participation—while limiting CEQA abuses. Governor Newsom recognizes this problem and has supported a categorical exemption to CEQA for activities funded by Project Homekey and an exemption for Low Barrier Navigation Centers. These actions may be the entry point

to explore additional types of projects that should be considered for CEQA exemption or streamlining.

Such an effort would not be without its challenges and would likely require a multi-year and extensive engagement process with environmental, labor, business and housing, and other stakeholders.

#### Next Steps:

Upon EAC's and RC's approval of the LCMC's recommendation, staff will pursue opportunities to introduce the first-ranked concept as a legislative bill. Regular updates on the progress of this effort will be shared at future LCMC meetings.

Last, it is important to keep in mind the following legislative deadlines:

- January 3, 2022 – The Legislature reconvenes for the second year of the 2021-22 Legislative Session.
- January 31, 2022 – Deadline for a two-year bill to advance from its house of origin.
- February 18, 2022 – Bill introduction deadline.

#### **Prior Committee Action:**

At the December 21, 2021 LCMC meeting, the Committee voted to forward a recommendation to the EAC and RC, as follows:

- (1) Approve "Infill Infrastructure Grant Program Expansion" and "Incentives for RHNA Production" as first and second choice concepts, respectively, for a SCAG sponsored legislative bill for the 2022 state legislative year.
- (2) Direct staff to pursue opportunities to introduce the first-ranked concept as a legislative bill; and, to pursue opportunities to introduce the second-ranked concept as a legislative bill if the first-ranked concept proves infeasible, redundant with existing law, or fails to attract legislative support.
- (3) Pursue a long-term legislative goal of serving as a leader and convener to modernize the California Environmental Quality Act (CEQA).
- (4) Direct staff to provide regular updates to the LCMC on the progress of the legislative concept and advise on partnership, coalition building, and advocacy opportunities and efforts.

#### **FISCAL IMPACT:**

Work associated with the "Legislative Bill Concepts" staff report is contained in the General Fund budget, Legislation 800-0160.02.



Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

**NO. 637  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL  
MINUTES OF THE REGULAR MEETING  
THURSDAY, NOVEMBER 4, 2021**

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 virtually (telephonically and electronically), given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A). A quorum was present.

**Members Present**

<b>Hon. Clint Lorimore, President</b>	<i>Eastvale</i>	<b>District 4</b>
<b>Hon. Jan Harnik, 1st Vice President</b>		<b>RCTC</b>
<b>Sup. Carmen Ramirez, 2<sup>nd</sup> Vice President</b>		<b>Ventura County</b>
Supervisor Holly Mitchell		Los Angeles County
Supervisor Don Wagner		Orange County
Supervisor Karen Spiegel		Riverside County
Supervisor Curt Hagman		San Bernardino County
Hon. Maria Nava-Froelich		ICTC
Hon. Alan Wapner		SBCTA
Hon. Peggy Huang		TCA
Hon. Mike T. Judge		VCTC
Hon. Ben Benoit		Air District Representative
Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
Hon. Kathleen Kelly	<i>Palm Desert</i>	District 2
Hon. Rey Santos	<i>Beaumont</i>	District 3
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Deborah Robertson	<i>Rialto</i>	District 8



**Members Present – continued**

Hon. Randall Putz	<i>Big Bear Lake</i>	District 11
Hon. Fred Minagar	<i>Laguna Niguel</i>	District 12
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Michael Carroll	<i>Irvine</i>	District 14
Hon. Diane Dixon	<i>Newport Beach</i>	District 15
Hon. Phil Bacerra	<i>Santa Ana</i>	District 16
Hon. Leticia Clark	<i>Tustin</i>	District 17
Hon. Kim Nguyen	<i>Garden Grove</i>	District 18
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Ray Hamada	<i>Bellflower</i>	District 24
Hon. Sean Ashton	<i>Downey</i>	District 25
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Cindy Allen	<i>Long Beach</i>	District 30
Hon. Steve De Ruse	<i>La Mirada</i>	District 31
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. Alex Fisch	<i>Culver City</i>	District 41
Hon. Paula Devine	<i>Glendale</i>	District 42
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. David Pollock	<i>Moorpark</i>	District 46
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Michael Posey	<i>Huntington Beach</i>	District 64
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Megan Beaman Jacinto	<i>Coachella</i>	District 66
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Marisela Magana	<i>Perris</i>	District 69
Mr. Randall Lewis	<i>Business Representative</i>	Ex-Officio Member
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.

**Members Not Present**

<b>Hon. Rex Richardson, Imm. Past President</b>	<b><i>Long Beach</i></b>	<b>District 29</b>
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**Members Not Present**

Supervisor Luis Plancarte  
 Supervisor Kathryn Barger  
 Hon. Tim Shaw  
 Hon. L. Dennis Michael  
 Hon. Ray Marquez  
 Hon. Trevor O’Neil  
 Hon. Ali Saleh  
 Hon. Adele Andrade-Stadler  
 Hon. Steven Ly  
 Hon. Jorge Marquez  
 Hon. Margaret E. Finlay  
 Hon. Jonathan Curtis  
 Hon. Drew Boyles  
 Hon. Juan Carrillo  
 Hon. Laura Hernandez  
 Hon. Lorrie Brown  
 Hon. Gilbert Cedillo  
 Hon. Paul Krekorian  
 Hon. Bob Blumenfield  
 Hon. Nithya Raman  
 Hon. Paul Koretz  
 Hon. Nury Martinez  
 Hon. Monica Rodriguez  
 Hon. Marqueece Harris-Dawson  
 Hon. Curren D. Price, Jr.  
 Hon. Mark Ridley-Thomas  
 Hon. Mike Bonin  
 Hon. John Lee  
 Hon. Mitch O’Farrell  
 Hon. Kevin de León  
 Hon. Eric Garcetti

**Members Not Present**

*Rancho Cucamonga*  
*Chino Hills*  
*Anaheim*  
*Bell*  
*Alhambra*  
*Rosemead*  
*Covina*  
*Duarte*  
*La Cañada Flintridge*  
*El Segundo*  
*Palmdale*  
*Port Hueneme*  
*Ventura*  
*Los Angeles*  
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**Members Not Present**

Imperial County  
 Los Angeles County  
 OCTA  
 District 9  
 District 10  
 District 19  
 District 27  
 District 34  
 District 32  
 District 33  
 District 35  
 District 36  
 District 40  
 District 43  
 District 45  
 District 47  
 District 48  
 District 49/Public Transit Rep.  
 District 50  
 District 51  
 District 52  
 District 53  
 District 54  
 District 55  
 District 56  
 District 57  
 District 58  
 District 59  
 District 60  
 District 61  
 Member-at-Large

**Staff Present**

Kome Ajise, Executive Director  
 Darin Chidsey, Chief Operating Officer  
 Debbie Dillon, Chief Strategy Officer  
 Cindy Giraldo, Chief Financial Officer

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Sarah Jepson, Director of Planning  
Carmen Fujimori, Human Resources Director  
Javiera Cartagena, Director of Government and Public Affairs  
Julie Shroyer, Chief Information Officer  
Michael Houston, Chief Counsel, Director of Legal Services  
Jeffery Elder, Deputy Legal Counsel  
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 Lorimore called the meeting to order at 12:31 p.m. and asked Regional Councilmember Rey Santos, Beaumont, District 3, to lead the Pledge of Allegiance.

### **PUBLIC COMMENT PERIOD**

President Lorimore opened the Public Comment Period and outlined instructions for public comments. He noted the total time period for all public comments related to items on the agenda and any other matter within the agency's subject matter jurisdiction was five minutes and the public comment period would be held open for at least five minutes to afford the public the ability to comment on all items on this agenda.

He reminded the public to submit comments via email to [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov). Board Counsel Ruben Duran acknowledged there were no written public comments received by email before or after the deadline. The Public Comment period was open for five minutes.

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

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

There were no requests to prioritize agenda items.

### **ACTION ITEM**

1. Findings to Continue Holding Virtual Regional Council and Committee Meetings Under AB 361

Board Counsel Duran reported that they were asking the Regional Council to 1) ratify the prior action of the Executive/Administration Committee (EAC) taken at its November 3, 2021 meeting regarding the findings to continue holding virtual Regional Council and Committee meetings under AB 361; and 2) make similar findings as the EAC and as noted in the staff report.

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A MOTION was made (Hagman) to (1) ratify the prior action of the Executive/Administration Committee taken at its November 3, 2021 meeting relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the RC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (3) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the RC, EAC and all committees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings for a period of thirty (30) days pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e). Motion was SECONDED (Ashton). The motion passed by the following roll call votes:

**AYES:** ALLEN, ASHTON, BACERRA, BEAMAN JACINTO, BECERRA, BENOIT, A. BROWN, BUCKNUM, BUSCAINO, CARROLL, CLARK, DE RUSE, DEVINE, DIXON, FISCH, GAZELY, HAGMAN, HAMADA, HARNIK, HENDERSON, HUANG, JUDGE, KALMICK, KELLY, LOCK DAWSON, LORIMORE, MCCALLON, MCLEAN, MINAGAR, NAVA-FROELICH, NAVARRO, NGUYEN, POLLOCK, POSEY, PUTZ, RAMIREZ, ROBERTSON, SANDOVAL, SANTOS, SCHWANK, SHAPIRO, SIMONOFF, SPIEGEL, TYE, VIEGAS-WALKER, WAGNER, WAPNER and YOKOYAMA (48)

**NOES:** MANOS (1)

**ABSTAIN:** NONE (0)

## 2. Last Mile Freight Program: Phase 1 Selected Projects & Contingency List

Annie Nam, Deputy Director of Transportation provided a brief update on how the Last Mile Freight Program was established through a partnership with the Mobile Source Air Pollution Reduction Review Committee (MSRC).

Scott Strelecki, Senior Transportation Planner, provided a presentation on the Last Mile Freight Program: Phase 1 Call for Projects to which SCAG is serving as the implementor for the Last Mile component of the MSRC Goods Movement Program. His presentation included an update on the 40 applications received totaling \$46.5 million in funding award requests, and \$146.5 million in total project cost. He further noted that the MSRC Technical Advisory Committee Last Mile Subcommittee confirmed the Review Panel's determination and recommended that the Selected Projects be awarded \$10 million, and, further that the Contingency List Projects be considered for award should additional funding become available through the MSRC.

Regional Councilmember Larry McCallon, Highland, District 7, indicated he was the Chair of the MSRC and a member of the Air Quality Management District governing board. He stated he was very pleased with the response they had received and especially with the projects brought forward for funding. He noted that when this item was brought forward to the MSRC he would see if they could fund the rest of the project requests.

Regional Councilmember Ramirez, Ventura County, expressed support for Agenda Item 2 and stated they really needed cleaner vehicles.

A MOTION was made (McCallon) to approve the Last Mile Freight Program Phase 1 Selected Projects to be awarded \$10 million and, further, that the Contingency List Projects be considered for award should additional funding become available through the Mobile Source Air Pollution Reduction Review Committee. Motion was SECONDED (Ramirez). The motion passed by the following roll call votes:

**AYES:** ALLEN, ASHTON, BACERRA, BEAMAN JACINTO, BECERRA, BENOIT, A. BROWN, CARROLL, CLARK, DE RUSE, DEVINE, DIXON, FISCH, GAZELY, HAGMAN, HAMADA, HARNIK, HENDERSON, HUANG, JUDGE, KALMICK, KELLY, LOCK DAWSON, LORIMORE, MANOS, MCCALLON, MCLEAN, NAVA-FROELICH, NAVARRO, POLLOCK, POSEY, PUTZ, RAMIREZ, ROBERTSON, SANDOVAL, SANTOS, SCHWANK, SHAPIRO, TYE, VIEGAS-WALKER, WAGNER, WAPNER and YOKOYAMA (43)

**NOES:** NONE (0)

**ABSTAIN:** NONE (0)

**CONSENT CALENDAR**

3. Minutes of the Special Meeting – October 7, 2021
4. Approval for Additional Stipend Payments
5. Resolution No. 21-637-1 Authorizing Acceptance of Funds from the CA Workforce Development Board for Implementation of the Inclusive Economic Recovery Strategy
6. Resolution No. 21-637-2 Connect SoCal CEQA Addendum No. 2 to Programmatic Environmental Impact Report (State Clearinghouse No. 2019011061)

7. Resolution No. 21-637-3 Adoption of Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05
8. Amending Contract Greater Than 30% of the Contract's Original Value: Bench Contract No. 19-052-C01 through C10 Information Technology (IT) Application Development and Support
9. Amending Contract Greater Than 30% of the Contract's Original Value and \$75,000: Contract No. 20-002-C01, with Best Best & Krieger LLP for Board Counsel Services and as Needed Litigation Services

Receive and File

10. November 2021 State and Federal Legislative Update
11. Orange County Equity Map and Social Progress Index
12. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 \$74,999
13. CFO Monthly Report

Board Counsel Duran noted for the record that pursuant to the Political Reform Act he had recused himself from any action related to Consent Calendar Item No. 9, which involved his law firm to which he was a partner. He further noted that he did not participate in the preparation of the item with staff or in any communications with any decision makers at SCAG.

A MOTION was made (Navarro) to approve Consent Calendar Items 3 through 9; Receive and File Items 10 through 13. Motion was SECONDED (Posey). The motion passed by the following roll call votes:

**AYES:** ALLEN, ASHTON, BACERRA, BEAMAN JACINTO, BECERRA, BENOIT, A. BROWN, CARROLL, CLARK, DE RUSE, DEVINE, DIXON, FISCH, GAZELY, HAGMAN, HAMADA, HARNIK, HENDERSON, HUANG, JUDGE, KALMICK, KELLY, LOCK DAWSON, LORIMORE, MANOS, MCCALLON, MCLEAN, NAVA-FROELICH, NAVARRO, NGUYEN, POLLOCK, POSEY, PUTZ, RAMIREZ, ROBERTSON, SANDOVAL, SANTOS, SCHWANK, SHAPIRO, TYE, VIEGAS-WALKER, WAGNER, WAPNER and YOKOYAMA (44)

**NOES:** NONE (0)

**ABSTAIN:** NONE (0)

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**INFORMATION ITEM****14. Assessing the Potential Impacts of Senate Bill 9 on Housing Supply**

Kome Ajise, Executive Director provided a brief update on SB 9, the duplex bill that allows for by-right lot split and duplex developments on single-family residential parcels, statewide. He noted that the bill was the subject of much discussion and debate at the Legislative/Communications and Membership Committee (LCMC), EAC, and Regional Council and that SCAG originally took an oppose unless amended position back in May, but after their recommendations were not included in the bill, they updated that position to an outright oppose in September. He indicated that the LCMC recommended to the Regional Council that SCAG study SB 9's impacts and potential mitigation strategies, which the Regional Council approved last month. In response to this action, staff welcomed Dr. Ian Carlton, CEO and Co-Founder of MapCraft Labs to provide a presentation on the impacts of SB 9.

Dr. Ian Carlton of MapCraft Labs presented on research conducted by UC Berkeley's Turner Center for Housing Innovation on a study which used parcel-level data and an economic model to assess the potential impacts of SB 9's provisions on housing in the SCAG region. The presentation also noted that by assessing both physical constraints and market feasibility, the model estimates that a small percentage of the region's single-family parcels would meet the criteria for development under SB 9's provisions. Additionally, the model does not consider whether landowners would be willing to execute on feasible development sites.

Regional Councilmember Mike Posey, Huntington Beach, District 64, indicated that in Huntington Beach they took an oppose position of SB 9 and SB 10. He further noted they would have to learn from it, work with it and figure it out.

Regional Councilmember Ramirez asked Dr. Carlton if there had been any study on the trend of investors buying single family homes, not to split them up, but to turn them into rentals. She expressed concern that people would never be able to be homeowners, because if would be financially difficult. Dr. Carlton acknowledged the question and indicated he was not aware of any studies on this.

Regional Councilmember McLean, Santa Clarita, District 67, expressed concern over SB 9 and indicated that it was turning single family residences into downtown areas where there was overdevelopment and too many people living in one area. She stated that they needed to be very vigilant and not give in to Sacramento. Regional Councilmember Posey indicated he did not disagree with Regional Councilmember McLean and opposed SB 9 and 10.

President Lorimore stated that the presentation provided very helpful data to help contextualize what they were facing. He indicated there continued to be an infringement from Sacramento upon local control.

Regional Councilmember Alex Fisch, Culver City, District 41, stated he echoed Regional Councilmember Posey's comments about their responsibility and stated they need to step up and this was a great forum for it. He also asked Dr. Carlton if there was anything cities could do to sort of ease this to make investment more predictable for the financial and development communities, while they were still exercising their local control and shaping how it looks. Dr. Carlton acknowledged the question.

President Lorimore asked Dr. Carlton if they planned on doing a follow-up study on their predictions. Dr. Dr. Carlton acknowledged the question and noted they were not in the process of doing a follow-up analysis.

Regional Councilmember Peggy Huang asked Dr. Carlton if during their analysis they looked at the enforceability of the owner occupancy requirements. Dr. Carlton acknowledged the question.

#### **BUSINESS REPORT**

A business report was not provided.

#### **PRESIDENT'S REPORT**

President Lorimore provided a brief update on the SoCal Greenprint and noted that he appointed the Advisory Task Group (ATG), which will consist of Councilmembers Ashton, Hagman, Huang, Pollock and himself. He indicated that they anticipated the first ATG meeting to take place in January 2022 and would meet approximately three times through Spring 2022 to fulfill the Regional Council's direction before concluding the work of the task force. He also announced that SCAG was hosting its 12<sup>th</sup> Annual Southern California Economic Summit virtually on Thursday, December 2 at 9:00 a.m. and this year's event would focus on supporting inclusive economic recovery and continuing to build strength and resilience in the region. President Lorimore extended heartfelt congratulations and a thank you to Mark Baza who was retiring from his role as Executive Director of the Imperial County Transportation Commission (ICTC). He indicated that Executive Director Kome Ajise would be presenting Mr. Baza with a proclamation at his retirement celebration. Lastly, he reported that there would not be a meeting of the Regional Council in December and that the next meeting of the Regional Council would be held on Thursday, January 6 at 12:30 p.m.



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**EXECUTIVE DIRECTOR'S REPORT**

Executive Director Ajise announced that Javiera Cartagena had been appointed as the new Director of Government and Public Affairs, who previously served as the Manager of Regional Services. He reported there was a Swiss Transportation Seminar in which there would be an opportunity for up to 15 Regional Council and Policy Committee members to participate in a virtual tour and class on the Swiss public transportation system. He also highlighted that on this day the Regional Council adopted a resolution to accept a one-time funding earmark of \$3.5 million that was to implement key recommendations of the Inclusive Economic Recovery Strategy. He indicated that the grant funded work would kick off in early 2022 and would advise on the progress through the policy committees and special reports. He noted that on November 1, both President Lorimore and him, welcomed an audience of almost 300 to SCAG's first Housing Policy Forum. Lastly, he provided an update on Pedestrian Safety month and SCAG's Go Human Traffic Safety Pledge campaign.

President Lorimore suggested that the Regional Councilmembers should visit the San Pablo improvements in Palm Desert if they get a chance.

**FUTURE AGENDA ITEM/S**

There were no future agenda items requested.

First Vice President Harnik, RCTC provided a brief update on the background of the San Pablo improvements and CV link, which were part of a Go Human demonstration project.

**ANNOUNCEMENT/S**

There were no announcements.

**ADJOURNMENT**

President Lorimore announced that he would be adjourning the meeting in honor of Mayor Bryan Urias from the city of Duarte, who sadly passed away on October 24.

There being no further business, President Lorimore adjourned the Regional Council meeting in memory of Mayor Brian Urias of Duarte at 2:10 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Alison Linder, Senior Regional Planner  
(213) 236-1934, linder@scag.ca.gov

Subject: Resolution No. 22-639-1 Authorizing Acceptance of One-Time Funds from Electric Power Research Institute (EPRI) on Behalf of the California Energy Commission (CEC) in the Amount of \$600,048 to Support SCAG's Study of Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks

**RECOMMENDED ACTION FOR EAC:**

That the Regional Council approve Resolution No. 22-639-1 authorizing SCAG to accept one-time grant funds from Electric Power Research Institute (EPRI) on behalf of the California Energy Commission (CEC) in the amount of \$600,048.00 to support SCAG's study of Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks.

**RECOMMENDED ACTION FOR RC:**

Approve Resolution No. 22-639-1 authorizing SCAG to accept one-time grant funds from EPRI on behalf of the CEC in the amount of \$600,048.00 to support SCAG's study of Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks.

**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:**

*Connect SoCal, SCAG's adopted 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), includes a technology advancement plan for the regional goods movement system, as well as action steps to be taken by SCAG and its regional partners. This includes a focus on the long-term goal of a zero emission goods movement system where technically feasible and economically viable, while also integrating near-zero emissions technologies that serve as bridging options to continue to reduce emissions below current levels.*

*SCAG is a sub-recipient of the CEC Research Hub for Electric Technologies in Truck Applications (RHETTA) Grant, for which EPRI is the lead grant recipient. This grant was designed by the CEC to*

*fund applied research and development (AR&D) and technology demonstration and deployment (TD&D) activities through the creation of a Research Hub for Electric Technologies in Truck Applications. Specifically, the grant funds in the amount of \$600,048 will be applied to support SCAG's study of Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks, which was approved under Contract 21-017-C01 with Gladstein, Neandross & Associates, LLC by the Regional Council on July 1, 2021. Through this contract, SCAG will develop a zero emission charging and fueling infrastructure plan for medium and heavy duty trucks.*

**BACKGROUND:**

SCAG is about to initiate a planning study to help envision a regional network of zero emission charging and fueling infrastructure. This study will create a phased blueprint and action plan towards realizing this goal, and answer key questions about how stations in the region may operate to serve different truck markets and business functions. Though convened by SCAG, this study will be guided by a Technical Advisory Committee of key stakeholders, who will ultimately be instrumental in implementing this plan. Details related to the quantity, distribution and characteristics of charging and fueling stations will be quantified to the extent possible to help visualize and plan for infrastructure needs and investments.

This study will support the development of this infrastructure by helping to better understand what is needed, where, how to go about it, the roles of critical stakeholders, and to create a regional action plan to develop it. Up to 10 sites will be selected to provide a closer look at the needs of deploying an individual station.

To better support this work, SCAG applied for and received a CEC RHETTA grant as a sub-recipient to EPRI. The larger grant effort was designed to fund applied research and development (AR&D) and technology demonstration and deployment (TD&D) activities through the creation of a Research Hub for Electric Technologies in Truck Applications. The larger study will demonstrate and evaluate corridor based charging strategies for zero emission truck solutions. Phase 1 of the larger project has been funded for \$13,000,000. Of this, SCAG will receive \$600,048 associated with its study of supporting infrastructure for medium and heavy duty zero emission trucks. EPRI may authorize SCAG to proceed with limited pre-award project management and outreach/engagement related tasks in support of the EPRI-CEC scope of work and in accordance with all applicable terms, pending final execution of the grant agreement.

The benefits and key deliverables of this study include, but are not limited to:

1. Determining the demand for stations based on truck market operational characteristics and travel behavior and assessing the potential supply of land for stations;
2. Planning the distribution of future stations throughout the region based on a variety of factors, (travel demand, need for public, private, and privately accessible stations, power

and fueling supply, potential impacts to surrounding communities, and other factors to yet to be determined);

3. A micro-level site assessment for roughly 10 stations to understand the factors to get one up and running; and
4. A regional action plan supported by participating stakeholders showing the extent of the needed infrastructure and a sequence for phased development and recommendations that partners can take to facilitate the goal of a regional charging and fueling network

**FISCAL IMPACT:**

If approved by the Regional Council, SCAG will receive \$600,048 in one-time grant funds from EPRI on behalf of the CEC. The funds will be programmed in a future amendment of the FY 2021-22 Overall Work Program (OWP).

**ATTACHMENT(S):**

1. Resolution No. 22-639-1 - Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks



RESOLUTION NO. 22-639-1

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

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) AUTHORIZING SCAG TO ACCEPT CALIFORNIA ENERGY COMMISSION ONE TIME GRANT FUNDS IN THE AMOUNT OF \$600,048 TO SUPPORT SCAG'S STUDY OF SUPPORTING INFRASTRUCTURE FOR MEDIUM AND HEAVY DUTY ZERO EMISSION TRUCKS

REGIONAL COUNCIL OFFICERS

- President: Clint Lorimore, Eastvale
First Vice President: Jan C. Harnik, Riverside County Transportation Commission
Second Vice President: Carmen Ramirez, County of Ventura
Immediate Past President: Rex Richardson, Long Beach

COMMITTEE CHAIRS

- Executive/Administration: Clint Lorimore, Eastvale
Community, Economic & Human Development: Jorge Marquez, Covina
Energy & Environment: David Pollock, Moorpark
Transportation: Sean Ashton, Downey

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;

WHEREAS, Connect SoCal, SCAG's adopted 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), includes a technology advancement plan for the regional goods movement system, as well as action steps to be taken by SCAG and its regional partners;

WHEREAS, Connect SoCal includes a focus on the long-term goal of a zero emission goods movement system where technically feasible and economically viable;

WHEREAS, SCAG was awarded one-time grant funds in the amount of \$600,048 ("Funds") through the California Energy Commission's (CEC) Research Hub for Electric Technologies in Truck Applications (RHETTA) Solicitation as a sub-recipient to the Electric Power Research Institute (EPRI); and

WHEREAS, the Funds will be used to advance regional zero emission goods movement strategies in Connect SoCal, which will involve consulting services to study supporting infrastructure for medium and heavy duty zero emission trucks.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council that SCAG is authorized to accept and administer the Funds to support SCAG's study of Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks.

BE IT FURTHER RESOLVED THAT:

- 1. The Regional Council hereby authorizes SCAG to accept funds in the amount of \$600,048 to support SCAG's study of Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks; and
2. SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to implementing the activities funded through the Funds. This includes agreements with EPRI,

Consultants, and/or the CEC related to this contract, inclusive of any work that may be preauthorized by EPRI, consistent with the grant scope of work and prior to January 6, 2022.

**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 January, 2022.

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Clint Lorimore  
President, SCAG  
Mayor Pro Tem, Eastvale

Attested by:

---

Kome Ajise  
Executive Director

Approved as to Form:

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Michael R.W. Houston  
Chief Counsel



AGENDA ITEM 6  
REPORT

Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Roland Ok, Regional Planner Specialist  
(213) 236-1819, ok@scag.ca.gov

Subject: Resolution No. 22-639-2 Authorizing Acceptance of One-Time Funds from  
the California Emerging Technology Fund (CETF) to Support SCAG's  
Broadband Program

**RECOMMENDED ACTION FOR EAC:**

That the Regional Council approve Resolution No. 22-639-2 to accept one-time funds from the CETF in the amount of \$250,000 for overall general support for SCAG's Broadband Program.

**RECOMMENDED ACTION FOR RC:**

Approve Resolution No. 22-639-2 to accept one-time funds from the CETF in the amount of \$250,000 for overall general support for SCAG's Broadband Program

**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. 5: Recruit, support, and develop a world-class workforce and be the workplace of choice. 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 adopted Resolution No. 21-629-2, which pledges SCAG to assist in bridging the digital divide in underserved communities. To support this endeavor, the CETF has provided a grant of \$250,000 for overall general support for SCAG's Broadband Program. Funding would assist in the procurement and development of general broadband strategic services and technical studies to develop solutions to assist in rapid deployment of broadband infrastructure and technology.*



**BACKGROUND:**

On February 2, 2021, SCAG's Regional Council adopted Resolution No. 21-629-2, which pledges SCAG to assist in bridging the digital divide in underserved communities. To support this work, SCAG received a grant from the CETF for overall general support for SCAG to promote Digital Inclusion among the Local Government Members, including participation in the Southern California Transformation Initiative, and to achieve Digital Equity in the SCAG Region with a focus on deliverables set forth in the Scope of Work to serve as models for other regional organizations throughout the state. CETF will provide one-time grant funds of \$250,000 to implement the following scope of work and deliverables set forth under Resolution No. 21-629-2.

- Assist in securing funding for local jurisdictions and ISPs to invest in broadband infrastructure in underserved communities.
- Conduct studies to develop solutions and strategies to assist in rapid deployment of broadband technology

Grant funding would support the following key deliverables:

- Strategic advisory services for SCAG's "Request for Qualifications of Broadband Partnerships" -which would serve as a potential vehicle to engage with internet providers, both public and private, as funding opportunities arise.
- Technical Business Partnership Report – which will provide strategic advisory services regarding recommended approaches to partnerships between public and private entities to facilitate broadband deployment and bridge the digital divide.
- Permit Streamlining Report – which develops solutions to lower the cost of entry and operation of broadband systems, reduce the risk of delays during the planning, permitting and construction phases, provides opportunities for increasing revenue, and creating new avenues for competitive entries.

SCAG's scope of work listed above will fulfill CETF's objectives and deliverables set forth under the grant agreement:

- Completion of the Request for Qualifications for Prospective Partnership process, including analysis of the proposals and exploratory conversations with responders to develop concept designs for specific projects.
- Development of a model policy and process for streamlining broadband project approvals and permitting.



- Promotion of the Local Government Best Practices Check List among the SCAG Members, including 6 Counties and the 191 Cities.

**FISCAL IMPACT:**

If approved by the Regional Council, SCAG will receive \$250,000 in one-time funds from the California Emerging Technology Fund (CETF). The funds will be programed in a future amendment of the FY-2021-22 Overall Work Program (OWP).

**ATTACHMENT(S):**

1. Resolution 22-639-2 - California Emerging Technology Fund (CETF) to Support SCAG's Broadband 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. 22-639-2**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) AUTHORIZING ACCEPTANCE OF ONE-TIME GRANTFUNDS FROM THE CALIFORNIA EMERGING TECHNOLOGY FUND IN THE AMOUNT OF \$250,000 FOR OVERALL GENERAL SUPPORT FOR SCAG’S BROADBAND PROGRAM**

**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;

**WHEREAS**, On February 2, 2021, SCAG’s Regional Council adopted Resolution No. 21-629-2, which pledges SCAG to assist in bridging the digital divide in underserved communities;

**WHEREAS**, SCAG was awarded one-time funding in the amount of \$250,000 (funds) from the California Emerging Technology Fund (CETF) for overall general support for SCAG’s broadband program;

**WHEREAS**, grant funding would assist in securing funding for local jurisdictions and ISPs to invest in broadband infrastructure in underserved communities, and conduct studies to develop solutions and strategies to assist in rapid deployment of broadband infrastructure and technologies;

**WHEREAS**, grant funding would support the following key deliverables: strategic advisory services, technical business partnership report, and permit streamlining report; and

**WHEREAS**, SCAG’s scope of work will fulfil CETF’s objectives and deliverables set forth under the grant agreement: completion of the request for qualifications for prospective partnership process, development of model policies and process for broadband streamlining, and promotion of local government best practices checklist.

**NOW, THEREFORE, BE IT RESOLVED**, by the Regional Council that SCAG is authorized to accept funds in the amount of \$250,000 to support SCAG’s Broadband Program;

**BE IT FURTHER RESOLVED THAT:**

- 1. SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to implementing activities through the funds.

**REGIONAL COUNCIL OFFICERS**

- President  
**Clint Lorimore, Eastvale**
- First Vice President  
**Jan C. Harnik, Riverside County Transportation Commission**
- Second Vice President  
**Carmen Ramirez, County of Ventura**
- Immediate Past President  
**Rex Richardson, Long Beach**

**COMMITTEE CHAIRS**

- Executive/Administration  
**Clint Lorimore, Eastvale**
- Community, Economic & Human Development  
**Jorge Marquez, Covina**
- Energy & Environment  
**David Pollock, Moorpark**
- Transportation  
**Sean Ashton, Downey**

Attachment: Resolution 22-639-2 - California Emerging Technology Fund (CETF) to Support SCAG’s Broadband Program (Resolution No. 22-

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 6th day of January, 2022.

---

Clint Lorimore  
President, SCAG  
Mayor Pro Tem, Eastvale

Attested by:

---

Kome Ajise  
Executive Director

Approved as to Form:

---

Michael R.W. Houston  
Chief Counsel



AGENDA ITEM 7  
REPORT

Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Cindy Giraldo, Chief Financial Officer  
(213) 630-1413, giraldo@scag.ca.gov  
**Subject:** Contracts \$200,000 or Greater: Contract No. 21-020-C01 Go Human  
Safety Strategies

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve Contract No. 22-020-C01 in an amount not to exceed \$869,857(subject to negotiation) with Toole Design Group, LLC implement traffic safety strategies for SCAG's *Go Human* Active Transportation Safety and Encouragement Campaign. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

**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:**

*The consultant will implement traffic safety strategies for SCAG's Go Human Active Transportation Safety and Encouragement Campaign. The consultant will implement four (4) strategies that in summary are designed to help promote traffic safety in the region.*

**BACKGROUND:**

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Toole Design Group. (22-020-C01)	The consultant shall provide implement traffic safety strategies for SCAG's <i>Go Human</i> Active Transportation Safety and Encouragement Campaign.	\$869,857

**FISCAL IMPACT:**

Funding of \$869,857 is available in the Fiscal Year (FY) 2021-2022 Overall Work Program (OWP) in Project Number 225-3564.17.



**ATTACHMENT(S):**

1. Contract Summary 22-020-C01
2. Contract Summary 22-020-C01 COI

**CONSULTANT CONTRACT NO. 22-020-C01**

**Recommended Consultant:**

Toole Design Group, LLC

**Background & Scope of Work:**

Consistent with the requirements of the Pedestrian and Bicycle Safety Program grant from the California Office of Traffic Safety, the consultant shall provide SCAG with the implementation of traffic safety strategies for SCAG’s *Go Human* Active Transportation Safety and Encouragement Campaign. The consultant will implement four (4) strategies.

- 1) The consultant shall develop and implement Communications Campaign & Storytelling Strategies. This shall include creative, dynamic tactics to promote *Go Human* activities throughout the region.
- 2) The Consultant shall administer Community Funding Opportunities, which comprises the distribution of funding to community-based organizations, non-profit organizations that work with community members, and social enterprises to perform work that advances traffic safety.
- 3) The consultant shall coordinate up to six (6) deployments of the *Go Human* Kit of Parts to provide temporary traffic safety demonstrations in local jurisdictions.
- 4) The Consultant shall implement the *Go Human* Advertisement Campaign. It shall produce and distribute co-branded *Go Human* safety advertisements for local jurisdictions and coordinate media buys of *Go Human* advertisements.

This project supports a regional transportation nexus by implementing neighborhood- and community-level engagement strategies focused on traffic safety.

**Project’s Benefits & Key Deliverables:**

- The project’s benefits and key deliverables include, but are not limited to:
- Communication Plan for six (6) counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura);
  - Final reports and documentation for at least twenty-five (25) projects funded through the Community Streets Mini-Grants Program;
  - Coordination for six (6) deployments of the *Go Human* Kit of Parts to support temporary demonstrations of traffic safety infrastructure;
  - Co-branded safety advertisements for a minimum of twenty-five (25) partners; and
  - Draft and final report.

**Strategic Plan:**

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

**Contract Amount:**

<b>Total not to exceed</b>	<b>\$869,857</b>
Toole Design Group, LLC (prime consultant)	\$668,700
Dakota Communications (subconsultant)	\$,83,522
City Fabrick (subconsultant)	\$77,480
Safe Routes to Schools National Partnership(subconsultant)	\$40,155

Note: The not to exceed amount of \$869,857 is subject final negotiation.

Attachment: Contract Summary 22-020-C01 (Contracts \$200,000 or Greater: 22-020C01, Go Human Safety Strategies)

**Contract Period:** Notice to Proceed through September 30, 2022

**Project Number(s):** 225-3564.17      \$869,857  
Funding source(s): Pedestrian and Bicycle Safety Program Grant from California Office Transportation Safety (OTS)

Funding of \$869,857 is available in the Fiscal Year (FY) 2021-2022 Overall Work Program (OWP) in Project Number 225-3564.17.

**Request for Proposal (RFP):** SCAG staff notified 1,923 firms of the release of RFP 22-020-C01 via SCAG’s Solicitation Management System website. A total of 38 firms downloaded the RFP. SCAG received the one (1) proposal in response to the solicitation:

**Toole Design Group, LLC (3 subconsultants)      \$869,857**

After receiving only one (1) proposal, staff surveyed 38 firms that downloaded the RFP to determine why each did not submit a proposal. Four (4) firms responded to staff’s inquiry, which disclosed the main reason these firms did not respond was scope of work was not a good fit the firms. Although staff only received 1 proposal, staff proceeded with the evaluation process given:

- The solicitation process and requirements were not overly restrictive;
- We adequately advertised the procurement. RFP was advertised for 6 weeks; and
- The one (1) firm that responded was capable of performing the scope of work.

Staff believes that resoliciting was not likely to yield a different result and needed to maintain the project’s schedule and therefore proceed to evaluate the one offer received.

**Selection Process:** The Proposal Review Committee (PRC) evaluated the 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 proposal, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award and the consultant has previous experience with SCAG.

The PRC consisted of the following individuals:

- Andres Carrasquillo, Community Engagement Specialist, SCAG
- Alina Borja, Junior Planner, SCAG
- Julia Lippe-Klein, Program Manager I, SCA
- Dorothy Le Suchkova, Senior Regional Planner, SCAG

**Basis for Selection:** The PRC recommended Toole Design Group, LLC for the contract award because the consultant:

- Demonstrated an excellent understanding of the project, specifically regarding execution of tasks and deliverables, as well as the regional context and the project’s intent to reach and serve impacted communities;



- Provided a good technical approach, for example, they propose utilizing the activities of the project to build long-term partnerships and trust between local organizations and SCAG; and
- Detailed creative innovations to enhance the project, for example they propose to create a “how-to” video to complement the existing SCAG Kit of Parts Playbook;

**Conflict of Interest (COI) Form - Attachment  
For January 6, 2022 Regional Council Approval**

Approve Contract No. 22-020-C01 in an amount not to exceed \$869,857(subject to negotiation) with Toole Design Group, LLC to implement traffic safety strategies for SCAG’s Go Human Active Transportation Safety and Encouragement Campaign. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment 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)?
Toole Design Group, LLC (prime consultant)	Yes - form attached
Dakota Communications (subconsultant)	No - form attached
City Fabrick (subconsultant)	No - form attached
Safe Routes National Partnership (subconsultant)	No - form attached

# SCAG CONFLICT OF INTEREST FORM

RFP No. 22-020

RFP No./Contract No. 22-020

## 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:** Toole Design Group, LLC  
**Name of Preparer:** Lauren Feit  
**Project Title:** Human Go Safety Strategies  
**RFP Number:** No. 22-020      **Date Submitted:** 10.27.2021

## 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
Hon. Mike Bonin	2017	\$100
Hon. Eric Garcetti	2017	\$200

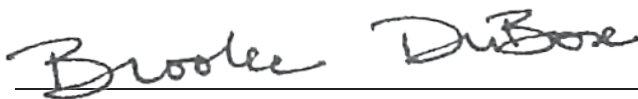
\*a hired manager of a local office made these contributions prior to employment at Toole Design, this person is no longer employed at Toole Design.

**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) Brooke DuBose, AICP, hereby declare that I am the (position or title) Director of Operations, Western U.S. of (firm name) Toole Design Group, LLC, 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 October 27, 2021 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.



Signature of Person Certifying for Proposer  
(original signature required)

October 27, 2021

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.

# SCAG CONFLICT OF INTEREST FORM

RFP No. 22-020

RFP No./Contract No. 22-020

## 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: Safe Routes to School National Partnership

Name of Preparer: Cassandra Isidro

Project Title: Go Human Safety Strategies

RFP Number: 22-020 Date Submitted: October 28, 2021

## 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) Cassandra Isidro, hereby declare that I am the (position or title) Executive Director of (firm name) Safe Routes to School National Partnership, 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 10/15/2021 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.

\_\_\_\_\_  
Signature of Person Certifying for Proposer  
(original signature required)

10/15/21  
\_\_\_\_\_  
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.



# SCAG CONFLICT OF INTEREST FORM

RFP No. 22-020

RFP No./Contract No. 22-020

## 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: City Fabrick  
Name of Preparer: Brian Ulaszewski  
Project Title: Community First Engagement  
RFP Number: 22-020 Date Submitted: 10/14/2021

## 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:

<b>Name</b>	<b>Position</b>	<b>Dates of Service</b>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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:

<b>Name</b>	<b>Relationship</b>
_____	_____
_____	_____
_____	_____
_____	_____

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:

<b>Name</b>	<b>Relationship</b>
_____	_____
_____	_____
_____	_____
_____	_____

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) Brian Ulaszewski, hereby declare that I am the (position or title) Executive Director/Principal of (firm name) City Fabrick, 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 10/14/2021 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.

  
 \_\_\_\_\_      \_\_\_\_\_  
 Signature of Person Certifying for Proposer      Date  
 (original signature required)

**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.

# SCAG CONFLICT OF INTEREST FORM

RFP No. 22-020

RFP No./Contract No. 22-020 Go Human Safety Strategies

## 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: Dakota Communications

Name of Preparer: Kerman Maddox

Project Title: Go Human Safety Strategies

RFP Number: No. 22-020 Date Submitted: 10/28/2021

## 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) Kerman Maddox, hereby declare that I am the (position or title) Managing Partner of (firm name) Dakota Communications, 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 10/28/2021 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.


October 28, 2021  
 \_\_\_\_\_  
 Signature of Person Certifying for Proposer Date  
 (original signature required)

**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.



AGENDA ITEM 8  
REPORT

Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

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  
and \$75,000 or Greater: Contract No. 22-005-C01, Gartner IT Leaders

**RECOMMENDED ACTION:**

Approve Amendment No. 1 to Contract No. 22-005-C01, with Gartner, Inc., in an amount not-to-exceed \$158,237, increasing the contract value from \$257,738 to \$415,975, to provide access to Gartner Research and Research Experts in an advisory service to directly support SCAG's Project Management Office. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal

**EXECUTIVE SUMMARY:**

*On September 2, 2021, SCAG awarded Contract 22-005-C01 to Gartner, Inc. to provide Enterprise IT leaders Research and Advisory Services support. Under this agreement, Gartner, Inc. provides additional capacity, best practice knowledge, and depth to guide SCAG's processes and support SCAG's evolving IT environment.*

*This increase is due to the addition of two (2) team member licenses. These licenses enable SCAG to access Gartner Research and Research Experts to directly support SCAG's Project Management Office.*

*This amendment exceeds \$75,000, as well as 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 the contract's original value:**

<b><u>Consultant/Contract #</u></b>	<b><u>Contract Purpose</u></b>	<b><u>Amendment Amount</u></b>
Gartner, Inc. (22-005-C01)	The consultant shall provide Enterprise IT leaders Research and Advisory Services as well as Gartner Research and Research Expert support to provide additional capacity, best practice knowledge, and depth to guide SCAG's process, support SCAG's evolving IT environment and Project Management Office.	<b>\$158,237</b>

**FISCAL IMPACT:**

Funding of \$38,467 is available in the FY 2021-22 Overall Work Program (OWP) in Project Numbers 811-1163.08. The remaining \$119,770 is expected to be available in FY 2022-23 and FY 2023-34. Specifically, \$59,144 is expected to be available in the FY 2022-23 budget in Project Number 811-1163.08, and \$60,626 is expected to be available in the FY 2023-24 budget in Project Number 811-1163.08, subject to budget availability.

**ATTACHMENT(S):**

1. Contract Summary 22-005-C01 Amendment No. 1
2. Contract Summary 22-005-C01 Amendment No. 1 COI



## CONSULTANT CONTRACT NO. 22-005-C01 AMENDMENT NO. 1

<b>Recommended Consultant:</b>	Gartner, Inc.						
<b>Background &amp; Scope of Work:</b>	<p>On September 2, 2021 SCAG awarded Contract 22-005-C01 to Gartner, Inc. to provide Enterprise IT leaders Research and Advisory Services support. Under this agreement, Gartner, Inc. provides additional capacity, best practice knowledge, and depth to guide SCAG’s processes and support SCAG’s evolving IT environment.</p> <p>This amendment also increases the contract value from \$257,738 to \$415,975 (\$158,237).</p> <p>This increase is due to the addition of two (2) team member licenses. These licenses enable SCAG to access Gartner Research and Research Experts to directly support implementation of SCAG’s Enterprise Project Management Office.</p>						
<b>Project’s Benefits &amp; Key Deliverables:</b>	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"><li>• Consultant providing industry leading research and advisory services;</li><li>• Tools and Templates;</li><li>• Peer &amp; Practitioner Research; and</li><li>• Knowledgebase.</li></ul>						
<b>Strategic Plan:</b>	<p>This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region. 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.</p>						
<b>Contract Amount:</b>	<table border="0" style="width: 100%;"><tr><td style="width: 80%;">Amendment 1</td><td style="text-align: right;">\$158,237</td></tr><tr><td>Original contract value</td><td style="text-align: right;"><u>\$257,738</u></td></tr><tr><td><b>Total contract value is not to exceed</b></td><td style="text-align: right;"><b>\$415,975</b></td></tr></table> <p>This amendment exceeds \$75,000, as well as 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.</p>	Amendment 1	\$158,237	Original contract value	<u>\$257,738</u>	<b>Total contract value is not to exceed</b>	<b>\$415,975</b>
Amendment 1	\$158,237						
Original contract value	<u>\$257,738</u>						
<b>Total contract value is not to exceed</b>	<b>\$415,975</b>						
<b>Contract Period:</b>	September 2, 2021 through August 31, 2024						
<b>Project Number(s):</b>	811-1163.08 \$38,467 811-1163.08 \$119,770						
	<p>Funding source(s): Indirect Cost.</p> <p>Funding of \$38,467 is available in the FY 2021-22 Overall Work Program (OWP) in Project Number 811-1163.08. The remaining \$119,770 is expected to be available in FY 2022-23 and FY 2023-24. Specifically, \$59,144 is expected to be available in the FY 2022-23 budget in Project Number 811-1163.08, and \$60,626 is expected to be available in the FY 2023-24 budget in Project Number 811-1163.08, subject to budget availability.</p>						

Attachment: Contract Summary 22-005-C01 Amendment No. 1 (Contract Amendment Greater Than 30% of the Contract’s Original Value and

**Basis for Selection:**

In accordance with SCAG’s Contract Manual Section 6.3, dated 12/1/16, to foster greater economy and efficiency, SCAG’s federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services by entering into State and local intergovernmental agreements (Master Service Agreements – MSA’s). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially “piggy backing” on the agreement.) SCAG utilized an MSA with The 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 January 6, 2022 Regional Council Approval**

Approve Amendment No. 1 to Contract No. 22-005-C01, with Gartner, Inc., in an amount not-to-exceed \$158,237, increasing the contract value from \$257,738 to \$415,975, to provide access to Gartner Research and Research Experts in an advisory service to directly support SCAG’s Project Management Office. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment 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. (prime consultant)	No - form attached

# SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 22-005-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:** \_\_\_\_\_  
**Project Title:** \_\_\_\_\_  
**Date Submitted:** June 22, 2021

## 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) **Karoline Bonacci**, hereby declare that I am the (position or title) **VP, Contracts** 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 **June 22, 2021** 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.



\_\_\_\_\_  
Signature of Person Certifying for Proposer  
(original signature required)

June 22, 2021

\_\_\_\_\_  
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.



AGENDA ITEM 9  
REPORT

Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Cindy Giraldo, Chief Financial Officer  
(213) 630-1413, giraldo@scag.ca.gov  
**Subject:** Inclusion of Project Budget in Requests for Proposals

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

That the Regional Council approve inclusion of the project budget within a Request for Proposal (RFP) and authorize staff to do so when including the project budget is deemed by staff to be in the best interest of SCAG.

**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 Regional Council approve including the project budget amount with the RFP and authorize staff to do so when including the project budget is deemed by staff to be in the best interest of SCAG. With additional flexibility and professional judgment used to evaluate whether to include the project budget in the RFP, SCAG aims to both further the goals of the Regional Council's Racial Equity Action Plan by reducing barriers for small, woman-owned, Disabled Veteran Business Enterprises (DVBE), Disadvantaged Business Enterprises (DBE), and minority-owned businesses and incentivize existing service providers to complete for SCAG contracts, thus leading to a larger pool of SCAG contracted service providers, a reduction in failed procurements, and improved pricing through more competition.*

**BACKGROUND:**

The SCAG Bylaws assign specific powers and duties to the Executive Director. In part, the Bylaws assign to the Executive Director, subject to the authority of the General Assembly and Regional Council, oversight, and approval of the procurement manual. At the February 18, 2009, Contracts Audit and Personnel (CAP) Subcommittee meeting, the subcommittee directed staff to end the practice of including project budgets in RFPs. The subcommittee based its direction on the review of RFPs in which proposers typically bid at or within a few hundred dollars of the project's budget. Based on that concern, it was determined that this practice may result in SCAG not receiving the true economic benefits from competitive offers. The Regional Council considered the

subcommittee's recommendation to change this procurement practice at its March 5, 2009, meeting. Following discussion, the Regional Council approved a motion to exclude the project budget from RFPs. As a result of this action, SCAG's procurement manual was updated to disallow including the project budget in RFPs.

**DISCUSSION:**

SCAG staff agrees that holding back budget information can, in many circumstances, help drive competition between suppliers and service providers leading to the delivery of more value. This is particularly true when the project requires a low degree of complexity/resources to prepare the RFP response. However, in cases where more complex proposals are necessary to respond to an RFP adequately, the lack of project budget information may dissuade potential bidders from responding, leading to fewer proposals and less competition. Staff has noted a reduction in the number of proposals received for specific projects, which has led to the delay of REAP (Regional Early Action Planning Grant) program deliverables. Including the project budget in more complex RFPs or in RFPs for services where SCAG has experienced low response (fewer than three bidders) may provide the additional incentive needed to attract more bidders.

As part of the Regional Council's Racial Equity Action plan, staff was directed to assess and align procurement procedures with diversity goals. Service providers will consider the best use of their limited staffing resources when deciding whether to respond to RFPs, and the evaluation of the adequacy of project funding is a key consideration. Small, woman-owned, DVBE, DBE, and minority-owned businesses are more likely to face the challenge of limited staffing resources, thus RFPs that do not provide project budget information may disproportionately disincentivize or prohibit these service providers from bidding.

Another factor to consider is the limited benefit SCAG receives from excluding project budget information. SCAG proposers who are more familiar and experienced with SCAG's procurement and workplan processes can obtain budget information from our published Overall Work Program (OWP). This fact is a competitive advantage for these providers, as they can assess the adequacy of the project budget and or choose to modify their proposal accordingly (for example, assigning lower-level staff to reduce project execution costs). Ultimately, in certain cases, our current practice of not including project budget information may limit the diversity of proposers and provide an unintended competitive advantage to some who are more familiar with our processes. Providing the project budget in specific RFPs may incentivize more providers to respond, thus increasing the diversity of SCAG's providers and leading to better economic value through more competition.

Including the project budget in the RFP is a common practice, one that is shared by similar agencies including, SACOG and the Metropolitan Transportation Commission. Further, the practice does not conflict with Federal or State regulations.





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Delivering the overall highest value to SCAG and the region requires thoughtful consideration and use of judgment to determine when it is appropriate to convey some financial parameters within an RFP. As such, staff requests that the Regional Council authorize staff to use professional judgment to consider including the project budget in an RFP and to do so only when it is deemed in the overall best interest of SCAG. Approval of the recommended action contained in this staff report would have the effect of rescinding the March 5, 2009, action.

**FISCAL IMPACT:**

There is no immediate fiscal impact. However, by allowing more flexibility to include the project budget in an RFP, SCAG aims to expand the diversity of our service providers and incentivize existing service providers to compete for SCAG contracts leading to a larger pool of SCAG contracted service providers, a reduction in failed procurements, and improved pricing through more competition.



AGENDA ITEM 10  
REPORT

Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

**To:** Executive/Administration Committee (EAC)  
Regional Council (RC)  
**From:** Javiera Cartagena, Director of Government and Public Affairs  
(213) 236-1980, cartagena@scag.ca.gov  
**Subject:** SCAG Memberships and Sponsorships

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve up to \$57,500 for memberships with 1) Mobility 21 (\$25,000); 2) the Southern California Leadership Council (\$20,000); and 3) the METRANS Transportation Center Associations Program (\$12,500).

**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 December 21, 2021, meeting, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to \$57,500 to retain memberships with 1) Mobility 21 (\$25,000); 2) the Southern California Leadership Council (\$20,000); and 3) the METRANS Transportation Center Associations Program (\$12,500).*

**BACKGROUND:**

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

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

- Support practical solutions to Southern California's transportation challenges;
  - Mobilize regional support for transportation funding and legislative priorities at the federal and state levels;
-

- 
- Unite political leaders around common priorities for transportation; and
  - Bring together residents, civic leaders, business groups, and industry experts to inspire them to act and educate them on how to effectively speak out in support of transportation initiatives.

SCAG is a founding member of Mobility 21, and Kome Ajise, SCAG's Executive Director, is a member of the coalition's board of directors.

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**Item 2:** Southern California Leadership Council  
**Type:** Membership      **Amount:** \$20,000

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Established in 2005, The Southern California Leadership Council (SCLC) is comprised of business and community leaders from throughout the seven counties of Southern California, including three former California Governors. The SCLC is currently partnered with many business organizations in the SCAG region, including the LA County BizFed, Inland Empire Economic Partnership, LA Area Chamber of Commerce, Orange County Business Council, and the Ventura County Economic Development Association, among others. The SCLC's work and strategic partnerships focus on shaping and solving public policy issues such as business vitality, resources (energy, water, and environment), and transportation (goods and people) that are critical to SCAG and the region's economic vitality and quality of life. The SCLC also co-hosted (with SCAG) the 9<sup>th</sup> and 10<sup>th</sup> annual Southern California Economic Summits. SCAG Chief Operating Officer Daring Chidsey serves on the SCLC Board, and SCAG Board officers and executive leadership regularly attend SCLC meetings.

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**Item 3:** METRANS Transportation Center Associations Program  
**Type:** Membership      **Amount:** \$12,500

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The METRANS Transportation Center is one of the key transportation research, education, and outreach centers in the United States. With its focus on solving transportation problems of large metropolitan areas, it has used Southern California as a laboratory and developed methods to increase the efficiency and sustainability of the region's transportation systems. As a partnership of two of the largest universities in the region—University of Southern California (USC) and California State University, Long Beach (CSULB)—the Center trains the region's transportation professionals in engineering, urban planning, logistics, economics, and public policy. METRANS serves as the regional focus for research dissemination and policy outreach through conferences, workshops, and comprehensive media programs. METRANS is a United States Department of Transportation-designated University Transportation Center.

The METRANS Associates Program provides the core support for METRANS. It serves as a model of collaboration between the University community, corporations, and government agencies who come together to study emerging trends and forecasts in goods movement and international trade, discuss relevant and timely developments in transportation policy and share best practices in the

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field. METRANS Associates enjoy unparalleled access to USC and CSULB faculty and other policy experts and leaders in transportation. Additionally, METRANS Associates receive access to exclusive educational opportunities and outreach programming that explore timely and relevant topics in transportation and provide access to an elite network of professionals working in the field. METRANS Associates also have access to the intellectual capital provided by graduate students and faculty at USC and CSULB, who are available to assist with a variety of planning and analysis projects within transportation.

SCAG staff is recommending that the agency maintain membership at the "Silver Partner" level in the amount of \$12,500, which will provide SCAG with the following:

- Membership on the METRANS Advisory Board;
- METRANS approved/recommended intern (master's student) for one semester (20 hours per week);
- Opportunities to propose special topical events related to current transportation issues;
- Customized opportunities for student engagement and recruitment;
- Sponsorship acknowledgment and participation in the annual Careers in Transportation panel;
- Feature article in various METRANS/CITT publications and online media;
- Admission to all METRANS events and VIP receptions, including four (4) complimentary admissions to the biennial International Urban Freight Conference (I-NUF); and
- Recognition on METRANS website and other communication materials and at all METRANS events, including: I-NUF, Town Hall meetings, and the annual Seminar Series.

**PRIOR COMMITTEE ACTION:**

Staff presented the memberships for 1) Mobility 21 (\$25,000), 2) the Southern California Leadership Council (\$20,000), and 3) the METRANS Transportation Center Associations Program (\$12,500) to the LCMC at its meeting on December 21, 2021. The LCMC approved all three items as part of its consent calendar.

**FISCAL IMPACT:**

\$57,500 for SCAG's memberships with Mobility 21, the Southern California Leadership Council, and METRANS is included in the approved FY 21-22 General Fund budget.



Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Rongsheng Luo, Program Manager II  
(213) 236-1994, luo@scag.ca.gov  
**Subject:** Transmittal to South Coast Air Quality Management District of Draft 2022  
Air Quality Management Plan Appendix IV-C Regional Transportation  
Plan/Sustainable Communities Strategy and Transportation Control  
Measures

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED EEC ACTION:**

Recommend that the Regional Council (RC) approve transmittal to the South Coast Air Quality Management District of the Draft 2022 Air Quality Management Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures.

**RECOMMENDED CEHD, TC, AND RC 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.

**EXECUTIVE SUMMARY:**

*Pursuant to the California Health and Safety Code, SCAG is responsible for preparing a portion of the Air Quality Management Plan (AQMP) for the South Coast Air Basin relating to the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and transportation control measures (TCMs), which is commonly known as "Appendix IV-C" of the AQMP. The Draft 2022 AQMP Appendix IV-C contains the key policies and strategies of the adopted Connect SoCal (2020 RTP/SCS) as well as a review of reasonably available TCMs. SCAG staff will present to the EEC an overview of the Draft Appendix IV-C and seek EEC's recommendation that the RC approve transmittal of the Draft Appendix IV-C to the South Coast Air Quality Management District (AQMD) for inclusion in the Draft 2022 AQMP, which is anticipated to be released for public review and comment in February 2022 and, pending EEC recommendation, will be presented to the RC to approve transmittal at its February 3, 2022 meeting.*



**BACKGROUND:**

Pursuant to the Federal Clean Air Act (CAA), the 2022 AQMP is being prepared primarily to attain the federal 2015 8-hour ozone national ambient air quality standard in the South Coast Air Basin. The 2022 AQMP is being jointly prepared by three responsible agencies: the South Coast Air Quality Management District (South Coast AQMD), the lead agency, the California Air Resources Board (ARB), and SCAG. The 2022 AQMP is required to be submitted to the U.S. Environmental Protection Agency (EPA) by August 3, 2022.

SCAG’s role in the 2022 AQMP development process includes providing the socio-economic growth forecast and regional transportation demand model output data to the South Coast AQMD for use in estimating and forecasting emission inventories and airshed modeling; and vehicle activity data to the ARB for use in developing on-road emissions. SCAG has provided these data to the respective agencies. In addition to the technical data, SCAG is also responsible for writing a portion of the 2022 AQMP on the region’s RTP/SCS and TCMs as they relate to air quality. The document, commonly referred to as “Appendix IV-C,” primarily includes an overview of the adopted Connect SoCal (2020 RTP/SCS); a list of committed TCMs in the South Coast Air Basin that are federally enforceable and subject to timely implementation; and, pursuant to Clean Air Act requirements, an analysis of reasonably available TCMs. Appendix IV-C is attached to this staff report.

The Draft 2022 AQMP is anticipated to be released by SCAQMD in February 2022 for public review. Staff plans to invite South Coast AQMD staff to present to the EEC on the Draft 2022 AQMP in March or April 2022.

After the public review, the Draft Appendix IV-C will be revised as appropriate and the Final Appendix IV-C will be presented to the Regional Council for final adoption, anticipated in May or June of 2022. Upon adoption by the Regional Council, the Final Appendix IV-C will be transmitted to South Coast AQMD for inclusion into the Final 2022 AQMP.

Note that additional air quality plans are also being developed by the other four local air districts within the SCAG region in collaboration with ARB. Staff has been closely participating in and monitoring these air quality planning efforts and will report on any significant issues to EEC as appropriate.

**FISCAL IMPACT:**

Work associated with this item is included in the current FY 2021-22 Overall Work Program (22-025.0164.01: Air Quality Planning and Conformity).

**ATTACHMENT(S):**

1. Draft 2022 AQMP Appendix IV-C
2. PowerPoint Presentation - Draft 2022 AQMP Appendix IV-C

# **DRAFT 2022 Air Quality Management Plan (AQMP) APPENDIX IV-C**

## **Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures**

**JANUARY 2022**



## SCAG MISSION STATEMENT

*Under the guidance of the Regional Council and in collaboration with our partners, our mission is 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.*

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## Executive Summary

This Appendix IV-C (Appendix) describes the Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures (TCMs) to address the 2015 8-hour ozone standards in the South Coast Air Basin as part of South Coast Air Quality Management District's (South Coast AQMD) Draft 2022 Air Quality Management Plan (AQMP). This Appendix IV-C is based on SCAG's Final 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS, also known as Connect SoCal) and 2021 Federal Transportation Improvement Program (FTIP) as amended. The RTP/SCS and FTIP were developed in consultation with federal, state and local transportation and air quality planning agencies and other stakeholders. The four County Transportation Commissions (CTCs) in the South Coast Air Basin, namely Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, Orange County Transportation Authority and the San Bernardino Associated Governments, were actively involved in the development of the regional transportation measures of this Appendix.

This Appendix consists of the following three Sections.

### Section I. Introduction

As required by federal and state laws, SCAG is responsible for ensuring that the regional transportation plan, program, and projects are supportive of the goals and objectives of applicable AQMPs and State Implementation Plans (AQMPs/SIPs). SCAG is also required to develop demographic projections and regional transportation strategy and control measures for the South Coast AQMD's AQMP/SIP.

As the Metropolitan Planning Organization (MPO), SCAG develops the RTP/SCS every four years. The RTP/SCS is a long-range regional transportation plan that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG region. The RTP/SCS also outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and enhance transportation investments to achieve regional greenhouse gas (GHG) reduction targets set by the California Air Resources Board (CARB) pursuant to SB 375 (codified in California Government Code §65080(b)(2)(B)). The RTP/SCS addresses GHG reductions, however it should be noted that there are co-benefits of criteria pollutants emission reductions that will contribute to the overall emission reductions needed for the draft 2022 AQMP.

In addition, SCAG develops the biennial FTIP. The FTIP is a list of multimodal capital improvement projects to be implemented over a six year period. The FTIP implements the programs and projects in the RTP/SCS.

### Section II. Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures (TCMs)

The SCAG region faces many critical challenges including demographics, transportation system preservation, transportation funding, goods movement, housing, air quality, climate change, and public health. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, Connect SoCal was developed to provide a blueprint to integrate land use and transportation strategies to help

achieve a coordinated and balanced regional transportation system. Connect SoCal represents the culmination of more than three years of work involving dozens of public agencies, 197 local jurisdictions in the SCAG region, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations. Connect SoCal was adopted by SCAG's governing board, the Regional Council, on May 7, 2020 for transportation conformity purposes only and on September 3, 2020 for all purposes.

To realize a sustainable and connected region, Connect SoCal includes a Core Vision that centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets; five Key Connections that augment the Core Vision to address trends and emerging challenges while closing the gap between what can be accomplished through intensification of core planning strategies alone and what must be done to meet increasingly aggressive greenhouse gas reduction goals; as well as action-oriented transportation strategies and Sustainable Communities Strategy.

### Core Vision

- Sustainable Development
- System Preservation and Resilience
- Demand & System Management
- Transit Backbone
- Complete Streets
- Goods Movement

### Key Connections

- Smart Cities and Job Centers
- Housing Supportive Infrastructure
- Go Zones
- Accelerated Electrification
- Shared Mobility and Mobility as a Service

### Transportation Strategies

- Preserve and Optimize Our Current System
  - Congestion Management
  - Congestion Pricing
  - Transportation Demand Management (TDM)
  - Transportation System Management (TSM)
- Completing Our Transportation System
  - Transit
  - Passenger Rail
  - Active Transportation
  - Transportation Safety
  - Highway and Arterial Network

- Regional Express Lane Network
- Goods Movement
- Aviation
- Technological Innovations and Emerging Technology

### **Sustainable Communities Strategy**

- Focus Growth Near Destinations & Mobility Options
- Promote Diverse Housing Choices
- Leverage Technology Innovations
- Support Implementation of Sustainability Policies
- Promote a Green Region

### **Transportation Control Measures (TCMs)**

Connect SoCal includes, as a subset of transportation strategies, SIP-committed transportation programs and projects that reduce vehicle use or change traffic flow or congestion conditions for the purposes of reducing emissions from transportation sources and improving air quality, better known as Transportation Control Measures or “TCMs.” In the South Coast Air Basin, TCMs include the following three main categories of transportation improvement projects and programs that have funding programmed for right-of-way and/or construction in the first two years of the 2021 FTIP:

1. Transit and non-motorized modes;
2. High Occupancy Vehicle (HOV) Lanes and their pricing alternatives; and
3. Information-based strategies.

Attachment A of Appendix IV-C is a list of transportation control measure projects that are from SCAG’s 2021 FTIP and specifically identified and committed to in the Draft 2022 AQMP/SIP. Per the federal Clean Air Act (CAA), these committed TCMs are required to receive funding priority and be implemented in a timely manner. In the event that a committed TCM cannot be delivered or will be significantly delayed, the TCM must be substituted for. It is important to note that as the SCAG’s FTIP is updated every two years, new committed TCMs are automatically added to the applicable SIP from the previous FTIP.

### **Plan Emissions Reduction Benefits**

If the future vehicle fleet mix and emission factors are held constant as those in the Connect SoCal base year 2016, Connect SoCal is estimated to yield a reduction in NOx emissions by about 1.5 tons per day (tpd) in 2025, 4.1 tpd in 2035, and 6.8 tpd in 2045 compared with their respective Baselines without Connect SoCal. However, if accounting for mandated future improvement in vehicle fleet mix and emission factors, the estimated NOx emission reduction from Connect SoCal is reduced by 60 to 73 percent, because the vehicles as a whole are becoming much cleaner and reduction of every vehicle mile traveled from Connect SoCal yields less reduction in NOx emissions.

### **Plan Investment**

The total expenditure for the various strategies in Connect SoCal is forecasted to be \$638.9 billion. Connect SoCal has identified the same amount of total revenues from both existing and several new funding sources that are reasonably expected to be available.

### Cost-Benefit Analysis

Implementation of Connect SoCal will secure a safe, efficient, sustainable and prosperous future for the SCAG region. To demonstrate how effective Connect SoCal would be toward achieving our regional goals, SCAG conducted a Connect SoCal vs. Connect SoCal Baseline cost-benefit analysis utilizing the Cal-B/C Model to calculate regional network benefits – essentially comparing how the region would perform with and without implementation of the Connect SoCal.

Compared with the alternative without the Plan, Connect SoCal would result in significant benefits to our region, not only with respect to mobility and accessibility, but also in the areas of air quality, economic growth and job creation, sustainability and environmental justice. Altogether, the transportation investments in Connect SoCal will provide a return of two dollars for every dollar invested compared with the Baseline alternative.

### Section III. TCM Reasonably Available Control Measure Analysis

As required by the CAA, a Reasonably Available Control Measure (RACM) analysis must be included as part of the overall control strategy in the ozone SIP to ensure that all potential control measures are evaluated for implementation and that justification is provided for those measures that are not implemented. This Appendix IV-C contains the TCM RACM component for the South Coast ozone control strategy. In accordance with the U.S. Environmental Protection Agency (EPA) procedures, this analysis considers TCMs in Connect SoCal, measures identified by the CAA, and relevant measures adopted in other ozone nonattainment areas of the country.

Based on this comprehensive review, it is determined that the TCMs being implemented in the South Coast Air Basin are inclusive of all TCM RACM.

## Section I. Introduction

### Federal and State Requirements

The transportation conformity requirements of the federal CAA establish a need to integrate air quality planning and regional transportation planning. This integration presents the challenge of balancing the real need for improved mobility and accessibility with the equally important goal of cleaner air. As the federally-designated MPO for the six-county Southern California region, SCAG is required by law to ensure that transportation activities “conform” to, and are supportive of, the goals of regional and state air quality plans to attain the National Ambient Air Quality Standards (NAAQS). In other words, transportation plans, programs, and projects are required to not create new violations, worsen the existing violations, or delay timely attainment of relevant NAAQS.

In addition, SCAG is a co-producer, with the South Coast AQMD and CARB, of the AQMP for the South Coast Air Basin. SCAG has the responsibility of providing the demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies, as well as analyzing and providing travel activity data related to its planning responsibilities (California Health and Safety Code §40460).

### Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The SCAG Region is the largest metropolitan planning area in the United States, encompassing 38,000 square miles. The region is divided into 15 subregions and is one of the largest concentrations of population, employment, income, business, industry and finance in the world. The six-county SCAG Region is home to about 19 million people, nearly half of the population of the State of California.

Federal and State regulations require SCAG, as the MPO and Regional Transportation Planning Agency, to develop an RTP/SCS every four years in order for our region's transportation projects to qualify for federal and state funding and approval. The RTP/SCS is updated to reflect changes in trends, progress made on projects, and to adjust the growth forecast for population and employment changes. The long-range RTP/SCS integrates land use and transportation strategies that will achieve CARB greenhouse gas emissions reduction targets and provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a period of more than 20 years, the RTP/SCS considers the role of transportation in the broader context of land use, economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies and Sustainable Communities Strategy to address our mobility needs, air quality and climate change challenges.

The RTP/SCS is developed through a collaborative process, guided by SCAG's governing board, the Regional Council, and its Policy Committees and Sub-committees, the Transportation Working Group, numerous technical advisory committees/working groups/task force, CTCs, subregions, local governments, state and federal agencies, environmental and business communities, tribal governments, non-profit groups, as well as the general public.



Adopted by SCAG’s Regional Council and approved by federal agencies, 2020 RTP/SCS or Connect SoCal is the currently conformity RTP/SCS for the SCAG region which includes the entire South Coast Air Basin.

### Federal Transportation Improvement Program (FTIP)

SCAG is also responsible for developing a biennial short-term (six year planning horizon) FTIP. SCAG develops the FTIP in partnership with the CTCs of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and Caltrans Districts 7, 8, 11, and 12. The FTIP is a multimodal list of capital improvement projects to be implemented over a six-year period. The FTIP identifies specific funding sources and fund amounts for each project. It is prioritized to implement the region’s overall strategy for providing mobility and improving both the efficiency and safety of the transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution. The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source. The FTIP is developed to incrementally implement the programs and projects in the RTP/SCS. TCMs that are committed to in the applicable SIP are derived from the first two years of the prevailing FTIP.

Adopted by SCAG’s Regional Council and approved for federal agencies, 2021 FTIP is the currently conformity FTIP for the SCAG region which includes the entire South Coast Air Basin.

## Section II. Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures (TCMs)

### Introduction

Connect SoCal is a long-range regional plan that provides a blueprint to integrate land use and transportation strategies to help achieve greater mobility and sustainable growth. Transportation projects in the SCAG region must be included in Connect SoCal in order to receive federal funding and approval. Connect SoCal is comprised of an Introduction, six Chapters and 20 Technical Reports listed below:

- Chapter 0: Making Connections
- Chapter 1: About the Plan
- Chapter 2: SoCal Today
- Chapter 3: A Path to Greater Access, Mobility & Sustainability
- Chapter 4: Paying Our Way Forward
- Chapter 5: Measuring Our Progress
- Chapter 6 Looking Ahead
  
- Active Transportation Technical Report
- Aviation and Airport Ground Access Technical Report
- Congestion Management Technical Report
- Demographics and Growth Forecast Technical Report
- Economic and Job Creation Analysis Technical Report
- Emerging Technology Technical Report
- Environmental Justice Technical Report
- Goods Movement Technical Report
- Highways and Arterials Technical Report
- Natural and Farm Lands Technical Report
- Passenger Rail Technical Report
- Performance Measures Technical Report
- Project List Technical Report
- Public Health Technical Report
- Public Participation and Consultation Technical Report
- Sustainable Communities Strategy (SCS) Technical Report
- Transit Technical Report
- Transportation Conformity Analysis Technical Report
- Transportation Finance Technical Report
- Transportation Safety and Security Technical Report

Connect SoCal represents the culmination of more than three years of work involving dozens of public agencies, 197 local jurisdictions in the SCAG region, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations, and was founded on a broad-based public outreach effort. The implementation of a comprehensive and coordinated public participation effort undertaken by SCAG is documented in the Public Participation and Consultation Technical Report<sup>1</sup>.

Connect SoCal was adopted by the SCAG Regional Council on May 7, 2020 for transportation conformity purposes only and on September 3, 2020 for all purposes. Connect SoCal constitutes the transportation control strategy portion of the Draft 2022 South Coast AQMP. A full list of the Connect SoCal projects can be found in the Project List Technical Report<sup>2</sup>.

### Key Challenges in the Region

Our region is facing many formidable challenges related to affordable housing, natural and farm land conservation, transportation safety and security, public health, transportation system preservation and resilience, transportation access and mobility, funding the transportation system, and planning for disruption. For example, the region experiences significant travel delays (the time an average motorist spends stuck in traffic is 100 hours per year) and approximately 15% of the region's bridges are in poor condition. The SCAG region lost 21 percent of its farmland between 1984 (the year the farmland tracking began) and 2016. There are approximately 1,500 traffic fatalities annually. The annual cost of treating chronic disease (such as heart disease, strokes, chronic lower respiratory disease & diabetes) is \$16.7 billion. Climate change adversely impacts traditionally underserved communities and 77% of residents in a flood hazard zones are minority.

Another regional challenge that is of key relevance to the 2022 AQMP is the region's inability to meet federal air quality standards. Although air quality has improved significantly over the past decades, the SCAG region still experiences the worst air quality in the country. Almost the entire SCAG region fails to meet the health-based federal air quality standards for one or more transportation-related air pollutants. In addition to public health impacts from unhealthy air quality, the challenge of meeting health based federal air quality standards has serious implications for the RTP/SCS, the Federal Transportation Improvement Program (FTIP) and transportation projects in the SCAG region.

A particularly pressing challenge is for the South Coast Region to meet the 2023 statutory deadline of attaining the 1997 ozone standard. Pursuant to the federal Clean Air Act, a Contingency Measure Plan was recently developed jointly by the South Coast Air Quality Management District (South Coast AQMD) and the California Air Resources Board (ARB) and subsequently submitted to the U.S. Environmental

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<sup>1</sup>[https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_public-participation-consultation.pdf?1606001825](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_public-participation-consultation.pdf?1606001825)

<sup>2</sup> [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_project-list\\_1.pdf?1606001744](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_project-list_1.pdf?1606001744)

Protection Agency (EPA). The Contingency Measure Plan<sup>3</sup> highlights the critical need for federal regulatory actions and/or funding to address emission sources under federal jurisdiction including aircraft, ships, trains and out-of-state trucks in order to meet the air quality standard. This is in addition to regulatory actions, programs and incentive funding South Coast AQMD and ARB have developed to achieve emission reductions.

If the U.S. EPA disapproves the Contingency Measure Plan, a federal sanctions clock will be triggered which will lead to federal highway sanctions if the underlying deficiency cannot be resolved within 24 months. Highway sanctions restrict federal funding to transportation projects that expand highway capacity, nonexempt project development activities and any other projects that do not explicitly meet exemption criteria. If imposed, highway sanctions have the potential to impact billions of dollars of federal funding and tens of billions of dollars of important transportation projects in the SCAG region.

Transportation, especially the goods movement sectors, contributes to the overwhelming majority of air pollutant emissions causing ozone pollution. A comprehensive and coordinated regional solution including aggressive regulations, advancements in clean technologies, innovative solutions, and integrated land use and transportation planning from all levels of government and all stakeholders will be required to achieve the needed emission reductions from the goods movement sectors.

Finally, the emission of air pollutants come from a wide range of sources and may be transported downwind. Therefore, a mitigation strategy should be in place to assist impacted communities, even if the emissions are not being locally produced.

## Regional Goals and Guiding Principles

The development of projects, programs, and strategies are guided by the following goals and guiding principles that help carry out Connect SoCal's vision for improved economy, mobility, environment and healthy/complete communities. The plan explicitly lays out goals related to housing, transportation technologies, equity and resilience in order to adequately reflect the increasing importance of these topics in the region, and where possible the goals have been developed to link to potential performance measures and targets. The plan's guiding policies take these goals and focus them, creating a specific direction for plan investments.

### **Connect SoCal Goals**

1. Encourage regional economic prosperity and global competitiveness
2. Improve mobility, accessibility, reliability, and travel safety for people and goods
3. Enhance the preservation, security, and resilience of the regional transportation system
4. Increase person and goods movement and travel choices within the transportation system

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<sup>3</sup> South Coast AQMD, 2019, Contingency Measure Plan: Planning for Attainment of the 1997 80 ppb 8-Hour Ozone Standard in the South Coast Air Basin for the 1997 8-Hour Ozone NAAQS in the South Coast Air Basin, <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/1997-ozone-contingency-measure-plan/1997-8-hour-ozone-draft-contingency-measure-plan---120619.pdf?sfvrsn=10>

5. Reduce greenhouse gas emissions and improve air quality
6. Support healthy and equitable communities
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options
10. Promote conservation of natural and agricultural lands and restoration of habitats

### **Connect SoCal Guiding Principles**

1. Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act<sup>4</sup> regional targets
2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system
3. Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities
4. Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices
5. Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions
6. Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies
7. Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience

### **Plan Strategies and Transportation Control Measures**

To realize a more sustainable and connected region, Connect SoCal includes a Core Vision that centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets; five Key Connections that augment the Core Vision to address trends and emerging challenges while closing the gap between what can be accomplished through intensification of core planning strategies alone and what must be done to meet increasingly aggressive greenhouse gas reduction goals; as well as action-oriented transportation strategies and Sustainable Communities Strategy.

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<sup>4</sup> MAP-21 (The Moving Ahead for Progress in the 21st Century Act) was a two-year federal transportation authorization bill signed into law in 2012. Replacing MAP-21 in 2015, FAST Act (The Fixing America's Surface Transportation Act) authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

## Core Vision

Rooted in the 2008 and 2012 RTP/SCS plans, Connect SoCal’s “Core Vision” centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The Core Vision includes:

- **Sustainable Development:** Through our continuing efforts to better align transportation investments and land use decisions, we strive to improve mobility and reduce greenhouse gases by bringing housing, jobs and transit closer together.
- **System Preservation and Resilience:** “Fix it First” has been a guiding principle for prioritizing transportation funding in the RTP for the last decade. The cost of rebuilding roadways is eight times more than preventative maintenance. Preservation of the transportation system can extend the pavement life in a cost effective manner and can also improve safety
- **Demand & System Management:** Better managing the existing transportation system through demand management strategies and Intelligent Transportation Systems (ITS) yields significant mobility benefits in a cost-effective manner.
- **Transit Backbone:** Expanding the transit network and fostering development in transit-oriented communities is central to the region’s plan for meeting mobility and sustainability goals while continuing to grow the regional economy.
- **Complete Streets:** Creating “complete streets” that are safe and inviting to all roadway users is critical to increasing mobility choices, reducing traffic fatalities and serious injuries and meeting greenhouse gas reduction targets.
- **Goods Movement:** The efficient movement of goods is critical to a strong economy and improves quality of life in the SCAG region by providing jobs and access to markets through trade. However, increased volumes of goods moving across the transportation system contribute to greater congestion, safety concerns and harmful emissions. It is critical to integrate land use decisions and technological advancements to minimize environmental and health impacts while fostering continued growth in trade and commerce.

## Key Connections

Key Connections augment the Core Vision of the plan to address trends and emerging challenges while “closing the gap” between what can be accomplished through intensification of core planning strategies alone, and what must be done to meet increasingly aggressive greenhouse gas reduction goals. These Key Connections lie at the intersection of land use, transportation and innovation, aiming to coalesce policy discussions and advance promising strategies for leveraging new technologies and partnerships to accelerate progress on regional planning goals. The Key Connections include:

- **Smart Cities and Job Centers:** Smart Cities connect people, vehicles and infrastructure, allowing them to communicate in “real-time” through regional telecommunications networks. The Smart Cities and Job Centers strategy aims to catalyze investments across sectors to make “virtual access” a cost-effective and reliable option for all types of trips, expanding the air quality, congestion and VMT reduction benefits the region already realizes through teleworking. While Smart Cities strategies can be deployed universally, virtual access is particularly beneficial in rural communities where

destinations are far apart. Connect SoCal specifically envisions intensified deployment in sub-regional job centers to encourage more growth of both jobs and housing in areas with already high employment density. The Smart Cities and Job Centers strategy enables this by using integrated information and communication technologies to improve the efficiency and performance of the transportation system. It incorporates transit demand management (TDM) measures that encourage carpooling and transit, and parking strategies that reduce the cost to build new employment facilities within job centers. Also, this strategy builds upon promising trends in “co-working<sup>5</sup>” to promote alternatives for long-distance commuters who prefer not to telecommute. Strengthening these locally significant employment centers allows the region to capitalize on the economic and mobility benefits of compact development, where housing and jobs are closer together.

- **Housing Supportive Infrastructure:** The extraordinary cost of producing housing is a significant barrier to growth throughout Southern California, but also specifically, to achieving the level of infill and transit-oriented development anticipated in Connect SoCal. The Regional Housing Supportive Infrastructure strategy will help make it quicker for local jurisdictions to produce critically-needed housing. The costs of building parking, and sewer/water infrastructure through Development Fees can range from 10% to nearly 25% of construction costs. By implementing tax-increment finance districts, jurisdictions can plan and implement housing supportive infrastructure. With the increase in use of ridesourcing, right-sizing parking strategies, enabled by technology, can reduce the overall cost of housing construction in Connect SoCal’s Priority Growth Areas.
- **Go Zones:** Go Zones are geographic areas where a suite of mobility service options are provided together with incentives to reduce dependency on personal automobiles. This expanded mobility ecosystem can include increased transit, bike share, enhanced active transportation infrastructure and incentives—such as a fee on solo driving during peak traffic periods. Incentives would encourage the use of shared modes or shift less time sensitive trips to off-peak times. Revenues collected from the fee would be used to fund local transportation improvements and support sustainability goals by contributing to reductions in GHG emissions. Go Zones can be designed with policies and discounts that address equity concerns and promote mobility options for commuters of various income levels.
- **Accelerated Electrification:** The Accelerated Electrification strategy offers a holistic and coordinated approach to de-carbonizing or electrifying passenger vehicles, transit and goods movement vehicles. Through greater coordination and deeper collaboration, this strategy aims to go beyond benefits achieved through state mandates alone. In the light-duty sector, Connect SoCal plans for greater incentives to increase sales of electric vehicles and strategies to increase the availability of charging infrastructure. Electric vehicles (EVs) currently make up only seven percent of new car sales, but the growth is healthy: in 2013 EVs made up just 2.4 percent of all new car sales statewide. For transit, in 2018 the California Air Resources Board voted to mandate purchases of electric buses. We can facilitate that process by working with transit agencies to ensure adequate charging stations and electricity rates. In the goods movement sector, the goal is to achieve a zero-emissions system as soon as possible while fostering early adoption of near-zero-emissions technologies in the near-term.

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<sup>5</sup> Co-working refers to the shared use of an office space by employees of several different firms as an alternative to a home office or traditional fixed workplace location.



- **Shared Mobility and Mobility as a Service:** The future of transportation, like so many aspects of living in our region, will be shaped by technology and the ability to customize our choices. The rise of shared mobility and mobility as a service will allow residents to choose how to travel, depending on the time, distance or goal of their trip. “Shared mobility” refers to a broad range of transportation options, such as rental e-scooters and e-bikes, ridesourcing services like Uber and Lyft that some transit operators are partnering to provide first/last mile services or replace low performing bus routes, and on-demand app-based transit connections provided by vans and shuttles. “Mobility as a service,” or MaaS, allows travelers to research and compare different transportation options from one screen and plan their trip accordingly. MaaS will also allow the traveler to book and pay for different segments of a multimodal trip with one click. This will make it increasingly critical that dense urban areas manage their curb space smartly, in order to ensure safe access for low-speed modes, ridesourcing providers, parking and local deliveries.

### Transportation Strategies

The transportation strategies described in Connect SoCal are divided into two broad categories: Preserving and optimizing the region’s current and future system and capital improvements by mode for completing the region’s transportation system. In all, Connect SoCal includes \$638.9 billion in transportation system investments through 2045.

#### *Preserve and Optimize Our Current System*

A top priority for Connect SoCal is to maintain and preserve the transportation infrastructure through a “Fix it First” principle. Funding provided by Senate Bill 1 offers an opportunity to strategically reinvest in the transportation network to realize an improvement in the conditions of the existing system. Connect SoCal allocates approximately \$68 billion over the plan period to ensure a well maintained and resilient system for generations to come. Connect SoCal also seeks to optimize the existing transportation system to meet increased demand levels through the use of innovative strategies that leverage the existing transportation infrastructure. Key preservation and optimization strategies are:

**Congestion Management Process.** The Congestion Management Process (CMP) aims to provide effective management of the regional transportation system through monitoring and maintenance, demand reduction, analysis of local land use decisions, operational management strategies and strategic capacity enhancements. The CMP requires that roadway projects that significantly increase the capacity for single-occupancy Vehicles (SOVs) be addressed through a CMP. The CMP should provide an appropriate analysis of reasonable, multimodal travel demand reduction and operational management strategies for the corridor. If alternative strategies are neither practical nor feasible, appropriate management strategies must be considered for roadway capacity improvement projects that would increase SOV capacity.

**Congestion Pricing.** SCAG’s planning efforts have focused on integrating pricing strategies to optimize operation, improve travel time reliability and offer travelers greater choices. Connect SoCal has identified three promising congestion pricing strategies: 1) Develop a network of express lanes to accommodate growing inter-county travel; 2) Establish a mileage-based user fees to generate a funding source for aging infrastructure and construction of other travel options; and 3) Develop Cordon/Area Pricing which involves charging a variable or fixed fee to drive into or within a highly congested area.

**Transportation Demand Management.** Transportation Demand Management (TDM) is a set of strategies that aims to reduce the demand for roadway travel, particularly from single-occupancy Vehicles (SOVs). Connect SoCal allocates \$7.3 billion through 2045 to implement TDM strategies throughout the region, including ridesharing and providing first/last mile services to and from transit, supporting telecommuting and alternative work schedules, as well as use of other modes such as transit, rail, bicycling, and walking, or other micro-mobility modes.

**Transportation Systems Management.** Transportation Systems Management (TSM) employs a series of techniques designed to maximize the capacity and efficiency of the existing transportation system. Examples of TSM strategies include Corridor System Management Plans (CSMPs) and system management initiatives (e.g., variable speed limits, signal synchronization, ramp metering, etc.), High Occupancy Toll (HOT) lanes, collision avoidance systems, universal transit fare cards and improved data collection.

### *Complete Our Transportation System*

Strategies for improving and expanding the many modes of transportation that make up the regional network must be integrated closely with our strategies for how we use land. The success of transit, passenger rail, walking, bicycling and other forms of active transportation, our highways and arterials, the efficient movement of goods and our regional airport system all depend on a close relationship with how our region uses land and how we grow. This is particularly true when it comes to improving and building a transit system that can best serve people in communities throughout our region.

**Transit.** Since 1991, the region has spent more than \$77 billion on transit (in 2016 dollars). This trend is expected to continue, as the combined costs for transit capital projects and operations and maintenance (O&M) total nearly half of the investments in Connect SoCal. Connect SoCal includes significant investment across all transit modes, with \$66.8 billion toward transit capital projects, \$53.3 billion toward passenger rail, \$173.9 billion for transit O&M, and \$22.6 billion for passenger rail O&M from 2020 through 2045.

**Passenger Rail.** Connect SoCal vision for passenger rail in the SCAG region consists of four main elements: grow ridership, provide more frequent and new services, improve connectivity, and secure funding for Metrolink (commuter rail), Amtrak (intercity rail), and California High-Speed Rail and Southern California to Las Vegas (interregional rail).

**Transportation Safety.** Connect SoCal prioritizes the safety and mobility of the region's residents, including drivers and passengers, transit riders, pedestrians, and bicyclists. SCAG's Safety strategies are largely grounded in the State's Strategic Highway Safety Plan that helps member agencies interested in pursuing safety initiatives and strategies at the local level. SCAG outlines detailed strategies and actions that local jurisdictions and county transportation commissions can undertake to enhance safety in our region in the transportation safety and security report.

**Active Transportation.** Connect SoCal is expected to increase the number of people making active transportation trips by more than two million, increasing the mode share from 7.8 percent in 2016 to 10.4 percent in 2045. In order to achieve these outcomes, planned future investments are nearly doubled from \$12.9 billion in the 2016 RTP/SCS to \$22.5 billion in Connect SoCal. The active transportation investments

in Connect SoCal are allocated across a range of active transportation strategies that address planning, policy making and implementation for both short and regional trips. Additionally, they are designed to improve environmental justice outcomes and enhance the safety and comfort of people walking and bicycling.

**Highway and Arterial Network.** Connect SoCal includes capital improvements that will address the choke points and gaps in the system, to ensure the system is operating optimally and provides adequate and equitable access to opportunities. Connect SoCal emphasizes working with partner implementing agencies to prioritize projects that preserve and optimize the existing highway and arterial network. Projects include interchange improvements, auxiliary lanes, general purpose lanes, carpool lanes, toll lanes and Express/HOT lanes.

**Regional Express Lane Network.** The regional express lane network integrates congestion pricing to optimize existing capacity on freeways and offer users greater travel time reliability and choices. The regional express lane network included in Connect SoCal builds on the successful implementation of the I-10 and I-110 Express Lanes in Los Angeles County and the recent extension of the SR-91 Express Lanes between Orange and Riverside Counties. Additional efforts underway include planned express lanes on the I-105 in Los Angeles County, the I-15 in Riverside County, the I-15 and the I-10 in San Bernardino County and the I-405 in Orange County and Los Angeles County.

**Goods Movement.** SCAG has developed key strategies to realize a regional vision that maintains regional economic competitiveness, promotes job creation and retention, increased freight mobility and safety, and mitigating environmental impacts. The key strategies include:

- Infrastructure investments to improve freight mobility
- Last mile freight
- Workforce development
- Truck bottleneck relief strategies
- Goods movement warehouse distribution
- Goods movement environmental strategies

Specific details of these goods movement strategies can be found in the Goods Movement Technical Report<sup>6</sup>.

**Aviation.** Connect SoCal focuses on air passenger and cargo activity from the perspective of how the traffic coming and going from the airports affects the region's roads, highways, and transit systems, and how to improve ground transportation access to the airport. Strategies include working with airports and transportation agencies on airport ground access projects, effective analysis and planning, and facilitating ongoing communication and collaboration between airports, transportation agencies and government.

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<sup>6</sup> [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_goods-movement.pdf?1606001690](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_goods-movement.pdf?1606001690).

**Technological Innovations and Emerging Technologies.** Emerging technologies in transportation and mobility are primarily developed and advanced by the private sector but can be accelerated and promoted by government regulation and incentives, and it is important that public agencies monitor the development of such innovations. Emerging technology in transportation and mobility are themes threaded throughout Connect SoCal. SCAG has completed wide-ranging analysis of recent and emerging technologies principally associated with light-duty vehicles that could potentially impact travel behavior and location choices in the region over the next 25 years.

SCAG recognizes that many new technologies provide consumer solutions and have made inroads in public acceptance due to advancements in smartphones, mobile banking, navigational apps and social networking. Improvements in regional mobility will therefore be derived from how technology is used rather than from any individual technological development. Moreover, strategies to use the benefits of emerging technologies to advance Connect SoCal goals should be viewed through the lens of improving health, safety, equity and mobility outcomes.

### Sustainable Communities Strategy

As part of the state’s mandate to reduce per-capita GHG emissions from automobiles and light trucks, Connect SoCal presents strategies and tools that are consistent with local jurisdictions’ land use policies and incorporate best practices for achieving the state-mandated reductions in GHG emissions at the regional level through reduced per-capita vehicle miles traveled (VMT). The following strategies are intended to be supportive of implementing the regional Sustainable Communities Strategy. Several are directly tied to supporting related GHG reductions while others support the broader goals of Connect SoCal:

#### Focus New Growth Near Destinations and Mobility Options

- Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations
- Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets
- Plan for growth near transit investments and support implementation of first/last mile strategies
- Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses
- Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods
- Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations)
- Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)

#### Promote Diverse Housing Choices

- Preserve and rehabilitate affordable housing and prevent displacement
- Identify opportunities for new workforce and affordable housing development

- Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply
- Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions

#### Leverage Technology Innovations

- Promote low emission technologies such as neighborhood electric vehicles, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space
- Improve access to services through technology such as telework and telemedicine as well as commuter incentives such as a “mobility wallet”, an app-based system for storing transit and other multi-modal payments
- Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation

#### Support Implementation of Sustainability Policies

- Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions
- Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations
- Support cities in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects
- Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies
- Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region
- Continue to support long range planning efforts by local jurisdictions
- Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy

#### Promote a Green Region

- Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards
- Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration
- Integrate local food production into the regional landscape
- Promote more resource efficient development focused on conservation, recycling and reclamation
- Preserve, enhance and restore regional wildlife connectivity
- Reduce consumption of resource areas, including agricultural land
- Identify ways to improve access to public park space

## Transportation Control Measures (TCMs)

Connect SoCal includes, as a subset of transportation strategies, SIP-committed transportation programs and projects that reduce vehicle use or change traffic flow or congestion conditions for the purposes of reducing emissions from transportation sources and improving air quality, better known as Transportation Control Measures or “TCMs.” TCMs are either one of the types listed in CAA section 108, or any other measures for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Pursuant to U.S. EPA’s Transportation Conformity Regulations, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs. In the South Coast Air Basin, TCMs include the following three main categories of transportation improvement projects and programs that have funding programmed for right-of-way and/or construction in the first two years of the 2021 FTIP:

1. Transit and non-motorized modes;
2. High Occupancy Vehicle (HOV) Lanes their pricing alternatives; and
3. Information-based Transportation Strategies.

Connect SoCal includes TCM type projects throughout the entire planning horizon (i.e., 2045) and are all part of the regional transportation strategy for the 2022 South Coast AQMP. Those TCM type projects which have funding programmed for right of way or construction in the first two years of the prevailing FTIP are considered “committed” for air quality planning purposes in the applicable SIP. Per US EPA’s Transportation Conformity Regulations, these committed TCMs are required to receive funding priority and be implemented in a timely manner. In the event that a committed TCM cannot be delivered or will be significantly delayed, the TCM must be substituted for. It is important to note that as the SCAG’s FTIP is updated every two years, new committed TCMs are automatically added to the applicable SIP from the previous FTIP. As a result of the TCM “rollover process,” thousands of committed TCM projects have been implemented over the last two decades. The “rollover” of TCMs updates the AQMPs/SIPs to include new projects in addition to ongoing projects from previous FTIPs. As the FTIP gets adopted every two years, new TCMs emerge and completed TCMs get removed.

## Plan Emissions Reduction Benefits

Based on the travel activity projections generated from SCAG’s Regional Travel Demand Model, an estimate of emissions associated with on-road mobile sources can be generated using CARB’s Emission Factor Model (EMFAC). Through this process, future emissions from on-road mobile sources can be compared for the regional transportation system assuming implementation of the Connect SoCal versus the baseline (without Connect SoCal implementation). It is generally understood that potential future improvements in air quality deriving from Connect SoCal will likely be much smaller, since motor vehicle emissions have and will continue to be substantially reduced through technology (i.e., emission standards for new engines and in-use standards for existing fleets).

Under two different assumptions on future vehicle technology, Tables 1-1 and 1-2 compare VOC (ROG) and NOx emissions between implementation of Connect SoCal and the Connect SoCal Baseline<sup>7</sup> for the following years: 2025, 2035, and 2045. Specifically, the emission reduction benefits shown in Table 1-1 are based on the assumption that the EMFAC2017 vehicle fleet mix and emission factors in the future years remain the same as in 2016 (the Connect SoCal base year); while the emission reduction benefits shown in Table 1-2 factor in the future improvements in the fleet mix and emission factors as reflected in the EMFAC2017. Note that the Connect SoCal emission reductions in Tables 1-1 and 1-2 are not double-counted toward the emission reductions presented in the main report of the 2022 AQMP because Connect SoCal is considered in the AQMP air quality modeling baseline.

As shown in Table VI-C 1-1, if the future vehicle fleet mix and emission factors are held constant as those in the Connect SoCal base year 2016, Connect SoCal is estimated to yield a reduction in NOx emissions by about 1.5 tons per day (tpd) in 2025, 4.1 tpd in 2035, and 6.8 tpd in 2045 compared with their respective Baselines without Connect SoCal. However, if accounting for mandated future improvement in vehicle fleet mix and emission factors, the estimated NOx reduction from Connect SoCal is reduced by more than half, as shown in Table VI-C 1-2, because the vehicles as a whole are becoming much cleaner and reduction of every vehicle mile traveled from Connect SoCal yields less NOx reduction.

**TABLE VI-C-1-1. Regional Transportation Emissions (annual average) (tons per day)  
Assuming Constant 2016 Vehicle Fleet Mix and Emission Factors**

	VOC (ROG)			NOx		
	2025	2035	2045	2025	2035	2045
<b>Connect SoCal</b>	97.2	99.9	103.4	227.2	248.9	280.5
<b>Connect SoCal Baseline</b>	99.0	104.2	110.0	228.8	253.0	287.3
<b>Connect SoCal Reduction</b>	1.8	4.4	6.5	1.5	4.1	6.8

Note: Calculated with EMFAC2017 Emission Model

<sup>7</sup> Connect SoCal Baseline is defined as the future transportation system that will result from current programs without Connect SoCal’s land use and transportation strategies. For Connect SoCal, the Baseline is based upon the adopted 2019 FTIP.



**TABLE VI-C1-2. Regional Transportation Emissions (annual average) (tons per day)  
Based on Vehicle Fleet Mixes and Emission Factors as Reflected in EMFAC2017**

	VOC (ROG)			NOx		
	2025	2035	2045	2025	2035	2045
<b>Connect SoCal</b>	51.1	36.5	31.8	80.7	66.6	71.5
<b>Connect SoCal Baseline</b>	52.0	38.1	33.8	81.4	67.7	73.4
<b>Connect SoCal Reduction</b>	0.9	1.6	2.0	0.6	1.1	2.0

Note: Calculated with EMFAC2017 Emission Model

### TCM Emissions Reduction Benefits

To estimate the emission benefits of TCMs, the socio-economic data variables of Connect SoCal were held constant while the transportation network was modified to account for the TCMs in Connect SoCal (both TCM-type projects and committed TCMs). In other words, the TCM emissions reduction benefits are the difference between Connect SoCal with TCMs and Connect SoCal without TCMs. It should be noted that this analysis is done for illustrative purposes, as the regional transportation strategy is appropriately viewed on a systems-level basis, and not by its components since each of the individual transportation improvements and strategies affect each other and the system. Further, it should be noted that the TCM emission reductions in Tables VI-C 2-1 and VI-C 2-2 are not double-counted toward the emission reductions presented in the main report of the Draft 2022 AQMP because the TCMs are part of Connect SoCal which is considered in the AQMP air quality modeling baseline.

Under the same two different assumptions on future vehicle technology, Tables VI-C 2-1 and VI-C 2-2 show the results of the TCM modeling analysis for years 2021 and 2035 (between the 2008 8-hour ozone attainment year of 2031 and the 2015 8-hour ozone attainment year of 2037). Specifically, the emission reduction benefits shown in Table VI-C 2-1 are based on the assumption that the EMFAC2017 vehicle fleet mix and emission factors in the future years remain the same as in 2016 (the Connect SoCal base year); while the emission reduction benefits shown in Table VI-C 2-2 factor in the future improvement in the fleet mix and emission factors as reflected in the EMFAC2017.

As shown in Tables VI-C 2-1 and VI-C 2-2 and compared to previous AQMPs/SIPs, potential future improvements in air quality deriving from TCMs are consistently diminishing for two reasons. On one hand, motor vehicle emissions have and will continue to be substantially reduced through technology. On the other hand, most of the TCM projects in the South Coast Air Basin have been adopted into the SIP and have already been implemented. Thus, the emission reductions associated with these projects are now included in the Connect SoCal baseline emissions and no longer show up in the TCM benefit values.

**TABLE 2-1. TCM Emissions (annual average) (tons per day)  
Assuming Constant 2016 Vehicle Fleet Mix and Emission Factors**

	VOC (ROG)		NOx	
	2021	2035	2021	2035
<b>Connect SoCal</b>	96.6	99.9	215.8	268.0
<b>Connect SoCal without TCM</b>	97.1	101.1	216.2	269.3
<b>TCM Reduction</b>	0.5	1.2	0.4	1.3

Note: Calculated with EMFAC2017 Emission Model

**TABLE 2-2. TCM Emissions (annual average) (tons per day)  
Based on Vehicle Fleet Mixes and Emission Factors as Reflected in EMFAC2017**

	VOC (ROG)		NOx	
	2021	2035	2021	2035
<b>Connect SoCal</b>	63.9	36.5	119.7	66.6
<b>Connect SoCal without TCM</b>	64.2	36.9	120.0	66.9
<b>TCM Reduction</b>	0.3	0.4	0.3	0.3

Note: Calculated with EMFAC2017 Emission Model

### Plan Investment

To accomplish the ambitious goals of Connect SoCal through 2045, SCAG forecasts expenditures of \$638.9 billion. Forecasted revenues comprise both existing and several new funding sources that are reasonably expected to be available for Connect SoCal through its horizon year of 2045, which together total \$638.9 billion. Reasonably available revenues include adjustments to federal gas tax rates, and replacement of gas taxes with more direct mileage-based user fees (or equivalent fuel tax adjustment). These and other categories of funding sources were identified as reasonably available on the basis of their potential for revenue generation, historical precedence and the likelihood of their implementation within the time frame of Connect SoCal. In accordance with federal guidelines, the Connect SoCal includes strategies for ensuring the availability of these sources.

## Cost-Benefit Analysis

Implementation of Connect SoCal will secure a safe, efficient, sustainable and prosperous future for the SCAG region. To demonstrate how effective Connect SoCal would be toward achieving our regional goals, SCAG conducted a Connect SoCal vs. Connect SoCal Baseline cost-benefit analysis – essentially comparing how the region would perform with and without implementation of the Connect SoCal.

The cost-benefit analysis utilizes the Cal-B/C Model to calculate regional network benefits. It calculates and aggregates scenario benefits after travel impacts are evaluated using a regional travel demand model. SCAG’s regional travel demand model data for Connect SoCal was summarized in one mile per hour (1-mph) speed bins to facilitate analysis. The benefit/cost ratio compares the incremental benefits with the incremental costs of multimodal transportation investments. The benefits are divided into the following four categories:

- Travel time savings resulting from reduced travel delay
- Air quality improvements
- Safety improvements
- Reductions in vehicle operating costs

For these categories, the economic values and parameters found in Cal-B/C Model are utilized in conjunction with SCAG’s regional travel demand model outputs to estimate the benefits of Connect SoCal compared with the Baseline alternative. Most of these benefits are a function of changes in VMT and Vehicle Hours Traveled (VHT). Not all impacts are linear, as reductions in congestion may potentially either increase or decrease vehicle operating costs and emissions. Delay savings are reflected directly in the VHT statistics.

To estimate the benefit/cost ratio, the benefits in each category are converted into dollars and added together. These are then divided by the total incremental costs of the Connect SoCal transportation system investments to generate a ratio.

The results of the benefit/cost analysis indicate that the investments contained in Connect SoCal provide a return of \$2.06 for every dollar invested. For this analysis, all benefits and costs are expressed in 2016 dollars. Benefits are estimated over the 25-year Connect SoCal planning period from 2020 to 2045. The user benefits are estimated using the Cal-B/C benefit/cost framework and incorporate SCAG Regional Travel Demand Model outputs. The costs include the incremental capital expenditures over the entire Connect SoCal planning period. Further information on the economic values represented in the Cal-B/C Model can be found at the following:

<https://dot.ca.gov/programs/transportation-planning/economics-data-management/transportation-economics>

Compared with the alternative without the Plan, Connect SoCal would result in significant benefits to our region, not only with respect to mobility and accessibility, but also in the areas of air quality, economic growth and job creation, sustainability and environmental justice. Some of the benefits of Connect SoCal implementation include:

- Increase the combined percentage of work trips made by carpooling, active transportation, and public transit by 3 percent, with a commensurate reduction in the number of commuters traveling by single-occupancy vehicle.
- Reduce VMT per capita by 5 percent and vehicle hours traveled per capita by 9 percent (for automobiles and light/medium-duty trucks) as a result of regional transit service.
- Increase transit use for work trips by 2 percent, as a result of improved transit service and more transit-oriented, mixed-use development.
- Reduce travel delay per capita by 26 percent.
- Create more than 264,500 new jobs annually due to enhanced economic competitiveness and improved overall regional economic performance. This more competitive economic environment would be the result of an improved regional transportation system and reduced levels of congestion.
- Reduce greenfield development by 29 percent. Conservation of open space and agricultural lands are achieved by focusing new residential and commercial development in higher density areas already equipped with the requisite urban infrastructure.
- Increase the share of new regional household growth occurring in High Quality Transit Areas (HQTAs) by 6 percent, and increase the share of new job growth in HQTAs by about 15 percent. With more people living and working in locations near convenient and efficient transit options, congestion levels will be reduced accordingly.

Connect SoCal prioritizes the attainment of all applicable federal and state performance requirements. The plan meets all federal and state performance requirements. The plan meets all federal provisions for transportation conformity as defined under the federal Clean Air Act and therefore demonstrates transportation conformity. Connect SoCal achieves per capita GHG emission reductions relative to 2005 levels of eight percent in 2020, and 19 percent in 2035, thereby meeting the GHG reduction targets established by the California Air Resources Board (ARB) for the SCAG region.

For more details of the cost-benefit analysis of Connect SoCal, please refer to 1) Chapter 5: Measuring Our Progress, 2) Economic and Job Creation Analysis Technical Report, and 3) Performance Measures Technical Report (<https://scag.ca.gov/read-plan-adopted-final-plan>).

## Section III. Reasonably Available Control Measure Analysis

### Introduction

Clean Air Act Section 172(c)(1) requires SIPs to provide for the implementation of all reasonably available control measures (RACM) as expeditiously as practicable. Guidance on interpreting RACM requirements in the context of the 1990 Amendments was set forth in the General Preamble (57 FR 13498, 13560) in 1992. In the General Preamble, U.S. EPA interpreted section 172(c)(1) as imposing a duty on States to consider all available control measures and to adopt and implement measures that are reasonably available for implementation in a specific nonattainment area. It also retained an earlier interpretation of RACM that it would not be reasonable to require the implementation of measures that do not advance the date for attainment.

With regard to TCMs, U.S. EPA's guidance indicates that it is inappropriate to presume that all Section 108(f)(1)(A) measures of the CAA are available in all nonattainment areas. Instead, States should consider Section 108(f)(1)(A) measures as potential options that are not exhaustive, but indicative of the types of measures that should be considered. In addition, any measure identified as reasonably available during the public comment period should also be considered for implementation. In addition, States could reject measures as not reasonably available for reasons related to local conditions. States are required to justify why available measures were not considered RACM and not adopted in the SIP. As codified for the 2008 8-hour ozone NAAQS at 40 CFR 51.1312(c), U.S. EPA is retaining the existing general RACM requirements for purposes of the 2015 8-hour ozone NAAQS.<sup>8</sup>

To meet the RACM requirements articulated in the U.S. EPA guidance described above, this RACM analysis was performed following a four-step process. The first step is a description of the process by which SCAG and related transportation agencies in the South Coast Air Basin identify, review, and make enforceable commitments to implement TCMs. The second step is the assembly and review of a list of control measures recently implemented in other Serious, Severe, and Extreme ozone nonattainment areas. This effort involved a review of measures implemented in California nonattainment areas as well as those located in other states, and the organization of those measures in the 16 categories specified in CAA §108(f)(1)(A). The third step is the determination of RACM by contrasting the list of candidate measures with measures implemented to date in the South Coast Air Basin, as well as any new TCMs in the current AQMP. Finally, the fourth step is the provision of reasoned justification for any of the available measures that have yet been implemented. These justifications must address criteria described in the above-cited guidance.

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<sup>8</sup> <https://www.govinfo.gov/content/pkg/FR-2018-12-06/pdf/2018-25424.pdf>

## Step 1. SCAG RACM/TCM Rollover Development Process

While the SCAG Region has an extensive, systematic TCM development program continually updated through the FTIP process, Serious and worse nonattainment areas are obligated during SIP preparation to evaluate TCMs and determine whether they qualify as RACM.

The RACM process relies predominantly on a continuous process of updating and adding TCMs in the South Coast Air Basin. The current TCM “Rollover Process” was established for the South Coast Air Basin to replace a process that developed TCMs each time a SIP was produced with a continuous, ongoing TCM process. This process continues to govern the selection and implementation of TCMs today. TCMs are continuously identified and reviewed throughout the transportation planning process. SCAG’s ongoing public outreach effort, including an involved interagency input process via SCAG’s Transportation Conformity Working Group (TCWG), helps ensure that the process to identify and review TCMs is robust, inclusive, and comprehensive. Development of TCMs arises from multiple processes and multiple sources including CTCs, subregional agencies, task forces, committees, and the public. As part of the RTP and FTIP development process, the transportation project funding and scheduling procedures ensure that TCMs are developed, sponsored, and clearly identified throughout the process and implemented on schedule.

## Step 2. Assembly and Review of Candidate TCM RACM

U.S. EPA and related court decisions have maintained that TCMs considered RACM must be measures that (a) advance the attainment date, typically by at least one year and (b) are technologically and economically feasible. Measures must pass both the advance attainment and technological/economic feasibility tests to be deemed RACM.

U.S. EPA guidance documents identify the types of measures to be considered. CAA §108(f)(1)(A) provides a list of the following sixteen categories of TCMs that are potential options and should be considered indicative types of TCMs:

- i. *Programs for improved use of public transit;*
- ii. *Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;*
- iii. *Employer-based transportation management plans, including incentives;*
- iv. *Trip-reduction ordinances;*
- v. *Traffic flow improvement programs that achieve emission reductions;*
- vi. *Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;*
- vii. *Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;*
- viii. *Programs for the provision of all forms of high-occupancy, shared-ride services, such as the pooled use of vans;*
- ix. *Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;*
- x. *Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;*

- xi. Programs to control extended idling of vehicles;*
- xii. Programs to reduce motor vehicle emissions, consistent with Title II of the Clean Air Act, which are caused by extreme cold start conditions;*
- xiii. Employer-sponsored programs to permit flexible work schedules;*
- xiv. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;*
- xv. Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest; and*
- xvi. Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.*

U.S. EPA guidance states that these sixteen categories are an illustrative, but not exhaustive list. The General Preamble also states that U.S. EPA does not presume that “control measures are reasonably available in any or all areas,” therefore, TCMs need to be evaluated on an area-by-area basis to determine which are reasonably available. In addition to the measures listed above, the General Preamble cites other sources to include TCMs that were (a) suggested during public comments (e.g. at workshops, public hearings, in written comments, etc.); (b) adopted in other nonattainment areas of the country; and (c) specifically identified by the U.S. EPA (i.e., U.S. EPA TCM database, support documents for rulemaking, etc.).<sup>9</sup> It is important to note that, pursuant to U.S. EPA’s Transportation Conformity Regulations, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs.

To develop a list of candidate RACMs, SCAG performed a comprehensive review of available TCMs in California, as well as in other states. SCAG reexamined the candidate RACM identified during the comprehensive RACM analysis performed for the 2016 AQMP and updated TCMs based on new ozone SIPs developed since the last RACM analysis. The SIPs reviewed by SCAG include all applicable SIPs from Serious, Severe, and Extreme nonattainment areas under the 2008 8-hour ozone standards<sup>10</sup> that were not available for review in the previous 2016 AQMP. Tables VI-C-4 lists these additional ozone nonattainment area SIPs that SCAG reviewed for candidate measures as part of this analysis.

Additionally, TCMs were discussed and reviewed at numerous TCWG meetings as part of the 2019 FTIP, 2021 FTIP, Connect SoCal, and 2022 AQMP. Further, SCAG has an extensive and robust public participation process for the development of the RTP and the FTIP through ongoing public meetings, and technical, advisory, and policy committees. These groups generally meet on a monthly or quarterly basis and provide explicit opportunities for the public to participate and contribute.

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<sup>9</sup> Seitz, John S. (December 2, 1999). Memo from John Seitz: Guidance on the Reasonably Available Control Measures (RACM) Requirement and Attainment Demonstration Submissions for Ozone Nonattainment Areas. Available at: <http://www.epa.gov/ttn/oarpg/t1/memoranda/revracm.pdf>.

<sup>10</sup> U.S. EPA’s ozone standard nonattainment area designations are available at <https://www.epa.gov/green-book>



<b>TABLE VI-C-4. 8-Hour Ozone Standard Nonattainment Areas Reviewed for RACM</b>		
<b>Region</b>	<b>Designation</b>	<b>Applicable SIP</b>
Chicago-Naperville, Illinois-Indiana-Wisconsin	Serious	Draft Redesignation Request and Maintenance Plan for the Illinois Portion of the Chicago Ozone Nonattainment Area for the 2008 Ozone Standard
Coachella Valley, California	Severe 15	Final 2016 Air Quality Management Plan
Dallas-Fort Worth, Texas	Serious	Dallas-Fort Worth Serious Classification Attainment Demonstration State Implementation Plan Revision for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard
Denver-Boulder-Greeley-Ft, Colorado	Serious	Serious State Implementation Plan for the Denver Metro and North Front Range Ozone Nonattainment Area, December 18, 2020
Eastern Kern, California	Severe 15	2017 Ozone Attainment Plan For 2008 Federal 75 ppb 8-Hour Ozone Standard
Houston-Galveston-Brazoria, Texas	Serious	Houston-Galveston-Brazoria Serious Classification Attainment Demonstration State Implementation Plan Revision for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard
New York-Northern New Jersey- Long Island, Connecticut	Serious	Revision to Connecticut's State Implementation Plan Ozone Attainment Demonstration for Areas Classified Serious Nonattainment for the 2008 Ozone Standards, October 2021  8-Hour Ozone Attainment Demonstration for the Connecticut Portion of the New York-Northern New Jersey-Long Island (NY-NJ-CT) Nonattainment Area Technical Support Document
New York-Northern New Jersey- Long Island, New York	Serious	New York State Implementation Plan for the 2008 Ozone National Ambient Air Quality Standards – New York-N. New Jersey-Long Island, NY-NU-CT Serious Nonattainment Areas, 2021
San Diego, California	Severe 15	2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County
San Joaquin Valley, California	Extreme	2016 Ozone Plan for 2008 8-Hour Ozone Standard
Sacramento, California	Severe 15	Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan, 2017
Ventura, California	Serious	Final 2016 Ventura County Air Quality Management Plan
Western Mojave	Severe 15	MDAQMD Federal 75 ppb Ozone Attainment Plan (Western Mojave Desert Nonattainment Area)
Western Nevada County, California	Serious	Ozone Attainment Plan, Western Nevada County, State Implementation Plan for the 2008 Primary Federal 8-Hour Ozone Standard of .075 ppm, 2018

In summary, SCAG performed the RACM analysis based on information reviewed from the following sources:

- CAA Section 108(f)(1)(A)
- 2016 South Coast AQMP TCM RACM Analysis
- Other Serious and worse ozone nonattainment areas in California
- Other Serious and worse ozone nonattainment areas outside California
- SCAG RTP and FTIP Updates since adoption of 2016 RTP/SCS
- Interagency Consultation (TCWG)
- Transportation Committee, Energy and Environment Committee, and Active Transportation Working Group meeting materials and input

SCAG reviewed the candidate measures to determine which could be considered RACMs. As discussed above, the RACM TCM requirement consists of two core criteria that must be satisfied: (a) TCMs must advance attainment of the air quality standards; and (b) TCMs must be both technologically and economically feasible. U.S. EPA has not provided specific definitions on these core criteria, but has preferred to allow flexibility in each region's determination.

In practice, agencies have based their determination of the first criteria on whether a measure, or group of measures, would help an area achieve attainment one year earlier than in the absence of the measure, or group of measures. In other words, TCM implementation must significantly reduce emissions to facilitate attainment of the NAAQS one year earlier than without the TCMs. Considering the magnitude of the emissions reductions necessary to demonstrate attainment in the South Coast Air Basin, the implementation of every possible TCM is not expected to meet this criterion. Technological feasibility has been determined in terms of local factors, such as environmental impacts, availability of control measures, and ability to achieve the emission reductions. Project cost-effectiveness has been considered a determining factor for economic feasibility.

### [Step 3. Determining RACM Measures](#)

For this step of the RACM analysis, SCAG compared the list of measures implemented within the South Coast Air Basin with those implemented in other areas. SCAG then organized measures, including candidate measures and those measures currently implemented in the region, into the sixteen categories specified in CA §108(f)(1)(A). There is no formal requirement on how to organize TCMs. However, SCAG utilized this organization scheme as a way to highlight those measures that fall within the sixteen CAA categories, which are formally recognized as "TCMs" and subject to CAA and federal conformity requirements. In addition, a category titled "Other Measures" includes TCMs that do not fall in any of the sixteen CAA §108(f)(1)(A) categories. SCAG found a small number of candidate measures that were not currently implemented in the region and not included in the 2016 AQMP TCM RACM analysis. New measures added to those reviewed as part of the 2016 RACM analysis are highlighted in bold font in Attachment B.

## Step 4. Reasoned Justification

The fourth and last step is to provide a reasoned justification for any of the available measures that have yet been implemented or will not be implemented. In 1999, U.S. EPA issued a memorandum of guidance<sup>11</sup> which states that in order to determine whether a state has adopted all RACMs necessary for attainment and as expeditiously as practicable, the state must explain why the selected implementation schedule is the earliest schedule based on the circumstances of the area. This indicates that states can reject measures as not reasonably available for reasons related to local conditions. In such cases, states are obligated to provide justification as to why potentially reasonable measures have not been adopted. Valid reasons for rejecting a measure include: (a) it would not advance the attainment date, (b) it is economically infeasible, or (c) it is technologically infeasible.

The complete listing of all candidate measures evaluated for RACM determination is included in Attachment B. A “Measure Number” is assigned for each strategy for ease of discussion (not rank in priority). The “Description” column provides a brief description of the relevant measure in discussion. “Has It Been Implemented?” confirms whether the measure is currently implemented in the SCAG region. The final “Reasoned Justification for Not Implementing” column provides a reasoned justification for those measures that were not considered RACM. SCAG appropriately considered a number of factors that included technological and economic feasibility, enforceability, geographic applicability, and ability to provide emission reductions. Of the TCMs that were deemed candidate measures, none were found to meet the criteria for RACM implementation of advancing attainment and technological/economic feasibility.

## Conclusion

CAA Section 172(c)(1) requires SIPs to provide for the implementation of all TCM RACM as “expeditiously as practicable.” U.S. EPA and related court decisions have maintained that TCMs considered RACM must be measures that 1) advance the attainment date, typically by at least one year and 2) are technologically and economically feasible. Measures must pass both the advance attainment and technical/economic feasibility tests to be deemed RACM.

Based on a comprehensive review of TCMs in other Serious or worse ozone nonattainment areas or otherwise identified, it is determined that the TCMs being implemented in the South Coast Air Basin are inclusive of all TCM RACM. None of the candidate measures reviewed herein that have not been implemented meet the criteria for RACM implementation.

SCAG and the local transportation agencies have established a comprehensive, formal process for identifying, evaluating, and selecting TCMs. The regular RTP, FTIP, and AQMP/SIP public update processes ensure that TCM identification and implementation is a routine consideration that helps SCAG and the South Coast AQMD in the effort to demonstrate attainment of applicable NAAQS.

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<sup>11</sup> Seitz, John S. (December 2, 1999). *Memo from John Seitz: Guidance on the Reasonably Available Control Measures (RACM) Requirement and Attainment Demonstration Submissions for Ozone Nonattainment Areas*. Available at: <http://www.epa.gov/ttn/oarpg/t1/memoranda/revracm.pdf>

## Attachment A: Committed Transportation Control Measures (TCMs)<sup>12</sup>

TABLE IV-C-A-1. LOS ANGELES COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
ARCADIA	LATP16S004	7.7-mile Class 2 bike lanes on Highland Oaks Dr, 1st Av, Baldwin Av, Sierra Madre Blvd, Sycamore Av, Colorado Blvd, Santa Clara St, and Huntington Dr, El Monte Av, Centennial Wy, Live Oak Av, and Sunset Blvd; 13.30- mile Class 3 bike routes on 1st Av (sharrows), 2nd Av, Sierra Madre Blvd, Orange Grove Av, Campus Dr, Camino Real Av, and Longden Av, Holly Av, Highland Oaks Dr, Virginia Dr, Elevado Av, Golden West Av, Lemon Av, Duarte Rd, & Sunset Blvd; Bike detection & parking	Completed
ARTESIA	LATP17M023	Promote multi-modal connections to other major thoroughfares by incorporating bike lanes, upgrading ADA ramps, repairing uplifted or uneven sidewalks, and enhancing traffic calming by installing safety pedestrian refuge along Norwalk Boulevard to reduce speed limit. Improvements along Norwalk (1.24 miles) and Artesia (1.15 miles) Boulevards between city limits to city limits.	Completed
AVALON	LAF9600	City of Avalon Five-Corner Comprehensive Pedestrian Project: The project proposes to construct new-permanent sidewalks, median safety islands, traffic calming (round-about) and lighting in order to provide safer access for pedestrians. The total project is approximately .25 miles in length.	Completed
AZUSA	LAF5309	City of Azusa Traffic Management System. This project will upgrade traffic signals at 43 intersections in the City of Azusa. The project will fund the design and construction/implementation of controllers, wiring, detection, conduit, fiber optic, countdown pedestrian heads, signals, video detection, CCTV cameras and traffic control and monitoring upgrades at the 43 intersections.	Completed
BALDWIN PARK	LATP17S029	Construct 2.3 miles of Class I shared-use path ("trail"). Develop conceptual designs for 6.8 mile Class I trail along Walnut Creek and 15.3 miles of on-street Class II and Class III bikeways.	6/6/2022
BEVERLY HILLS	LAF9537	Beverly Hills Bike Share Program: Regionally-compatible, public bicycles for local/regional non vehicle mobility, first/last miles connection to bus and Purple Line rail transit, reduce air pollutants, promote healthy lifestyles	12/31/2022
BURBANK	LAF5701	Burbank Traveler Information and Wayfinding System -Installation of real-time bus arrival system on BurbankBus buses. The project will also completing wayfinding signage on major Bike corridors to help identify destination and travel distance for bicyclists.	4/30/2022
BURBANK	LAF5306	Burbank Traffic Responsive Signal System; upgrade 20 signals on Hollywood Way and 18 on Buena Vista St., connect 38 signals to the fiber-optic cable-trunk line, and purchase fiber-optic modems. Includes a demand-responsive traffic signal system along Hollywood Way and Buena Vista St., license, system integration and testing of the Quick Track Adaptive Control Software.	Completed

<sup>12</sup> Projects may include TCM and non-TCM portions. Committed TCMs include only that portion of the projects that meets the definition of TCMs.

TABLE IV-C-A-1. LOS ANGELES COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
BURBANK	LAF9315	Traffic responsive system involving advanced traffic controllers, communications, video surveillance, and bicycle and system detection for 33 intersections in the City of Burbank	12/21/2021
BURBANK	LAF1502	San Fernando Bikeway. Implement a Class I Bikeway along San Fernando Blvd, Victory Place and Burbank Western Channel to complete the Burbank leg of a 12 mile bikeway.	12/31/2021
CALTRANS	LA0B951	Route 71: ROUTE 10 TO 0.14 MILE SOUTH SAN BERNARDINO COUNTY LINE - EXPRESSWAY TO FREEWAY CONVERSION - ADD 1 HOV LANE AND 1 MIXED FLOW LANE . (2001 CFP 8349, TCRP #50) (EA# 210600, PPNO 2741=EA 21060, PPNO 2741 + EA 21061, PPNO 2741N, EA 21062, PPNO 1741S) (TCRP #50) (Use Toll Credits as Local Match).	11/21/2028
CALTRANS	LA0D73	Route 005: LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO RTE 605 JUNCTION. WIDEN FOR HOV & MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW (EA 2159A0 = 21591, 21592+31320=2159U, 21593, 21594, 21595 PPNO 2808 = 4153, 2808, 4154, 4155, 4156, 4841). TCRP#42.2&42.1 (USE TOLL CREDITS AS LOCAL MATCH)	10/31/2022
CALTRANS	LAF9301	Route 210: Implementation of I-210 Connected Corridors transportation management system that integrates freeway ramp meters, arterial signal systems, transit systems and traveler information [EA 32910].	12/30/2021
CALTRANS	LA000358	Route 005: --- FROM ROUTE 134 TO ROUTE 170 HOV LANES (8 TO 10 LANES) (CFP 346)(2001 CFP 8355). (EA# 12180, 12181,12182+12183=1218w,12184, 13350 PPNO 0142F,151E,3985,3986,3987) SAFETEA LU # 570. CONSTRUCT MODIFIED IC @ I-5 EMPIRE AVE, AUX LNS NB & SB BETWEEN BURBANK BLVD & EMPIRE AVE; AND MODIFY EXISTING STRUCTURES. ADD AUXILIARY LANE BETWEEN ALAMEDA AND OLIVE FROM PM 28.43 to PM 29.78	7/30/2022
CALTRANS	LA0B875	Route 10: HOV LANES AND PAVEMENT REHAB FROM CITRUS TO ROUTE 57 (EA# 11934 + 31120 = 1193U, PPNo 0310B+4812=0310B). USE TOLL CREDIT AS LOCAL MATCH.	12/3/2021
CARSON, CITY OF	LATP17M024	Design and construct a 1.8 mile bike and pedestrian path (Class 1 facility) along the top of the Dominguez Channel levee between Avalon Boulevard and 223rd Street / Wilmington Avenue in Carson.	9/1/2022
COMMERCE	LA0G1704	Project includes traffic signal upgrades, signal interconnect installation, adoptive signal detection, control system, software, signal sync, traffic lane alignments, traffic signage, freeway on and off ramp improvements, and other items to improve traffic flow and capacity. 4 intersections will receive signal sync: 1) Triggs St, Telegraph Rd, Atlantic Blvd, Goodrich Blvd, and Ferguson Dr; 2) Telegraph Rd and Atlantic Blvd; 3) Atlantic Blvd and Eastern Ave; and 4) Eastern Ave and Stevens Pl.	6/30/2026
COMPTON	LA0G1711	This Wilmington Avenue Regional Bikeway Corridor connects existing bikeways and lanes at Rosecrans Ave on the north and continues south to Victoria St. This project will provide bicycle elements including Class II bike lanes, pedestrian lighting, and missing sidewalks gaps to provide safe travels for pedestrians and bicyclists. This corridor will eventually connect the Compton Creek bike path at El Segundo with the Metro Blue Line Artesia Station. Project is 2.5 miles long.	3/31/2025

TABLE IV-C-A-1. LOS ANGELES COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
COMPTON	LATP17S012	This project is the final design and construction of 29.68 miles of gap closure in the bike lane network in the Cities of Compton and Carson. Project elements include Class I, II, and III bike lane improvements including striping, bike sharrows, directional painted green lines and wayfinding signage. Utilizing Toll Credits to match ATP.	12/31/2022
COMPTON	LAF9530	Enhance safety/improve non-motorized transportation travels along Central Av by installing protective buffered bike lanes, improving intersection crossings and closing sidewalk gaps	8/1/2021
COMPTON	LAOG1713	This project aims to develop and upgrade the existing and obsolete citywide traffic signal system to a state of the art intelligent transportation system that synchronizes traffic signal along Rosecrans Av from city limits to city limits. There are 20 signal intersections planned for synchronization.	6/30/2025
CUDAHY	LAF9605	The Cudahy City Wide Complete Streets Improvement Project focuses on the Atlantic Avenue Corridor and City Wide multimodal transportation improvements for the first/last mile. Project is approximately 1.1 miles long.	12/1/2021
CULVER CITY	LAF7303	NETWORK-WIDE SIGNAL SYNC WITH VID & ARTERIAL PERFORMANCE MEASUREMENT SYSTEM FOR ATCS : (1) Optimizes signal coordination timing network-wide. (2) Upgrades major intersections with enhanced system detection and arterial performance measurement capabilities along Washington Bl, Sepulveda Bl, Jefferson Bl, and others. (16 signals that are synched)	12/31/2021
DOWNEY	LAF9525	This project implements 17 miles of Class II bike lanes on eight roadways (seven of them with Road Diets) providing enhanced access to activity centers and multi-modal assets such as the Green Line and bike paths.	12/1/2021
DOWNEY	LAOG1254	Old River School Rd Pavement Rehab includes sawcut, removal and full depth reconstruction of pavement, cold milling of existing pavement, asphalt rubber hot mix (ARHM) pavement overlay, reconstruction of damaged or missing curb and gutter, sidewalk, cross gutters, and ramps, utility adjustments, traffic signal detector loop replacements, traffic striping, traffic control, and install Class II bike lane (2 miles). Utilizing \$215,000 in toll credits for FFY 2020.	Completed
DOWNEY	LAF5114	Telegraph Road Traffic Throughput and Safety Enhancement between the Rio Hondo River Channel to the San Gabriel River Channel, a distance of 2.2 miles. Project involves the construction of raised median islands, minor widening at intersections, transit priority system and bike (2.2 miles in length) and pedestrian circulation improvements.	6/30/2021
DOWNEY	LAF7311	DOWNEY CITYWIDE TRANSIT PRIORITY SYSTEM PROGRAM : (1) Synchronizes traffic signals along existing transit routes. (2) Installs new fiber optic communication along 5.5 miles of arterial streets to connect signals to the central traffic management center. (3) Installs and integrates transit priority system with the traffic signal system.	8/1/2024
EL MONTE	LAF3125	Ramona Corridor Transit Center Access Project. Construct a new underpass structure on Ramona Blvd under Santa Anita Ave to access the lower level of the El Monte Transit Center. The proposed bus tunnel ramps will begin east of the Santa Anita Avenue and Ramona Boulevard Intersection on Ramona Boulevard and the tunnel will continue under Santa Anita Avenue (along Romona Boulevard) to the lower level of the El Monte Transit Center and includes 1 "bus only" lane in each direction.	12/31/2021

TABLE IV-C-A-1. LOS ANGELES COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
EL MONTE	LAOG1180	A 0.5 mile Class III bike route with sharrows, a 0.7 mile Class II green-painted bike lane, and a 2 mile a Class II bike lane with buffer pavement stenciling. Improvements includes roadway resurfacing, highlighting, crosswalk improvements, camera installation at intersections, and wayfinding signage. The project runs 3.2 miles along Santa Anita from ELLIOT AVENUE (South) to WEST HONDO PARKWAY (North).	6/30/2022
EL SEGUNDO	LA9918809	Existing pavement shows widespread signs of deterioration throughout the corridor which constitutes a need for rehabilitation. Existing conditions on El Segundo Boulevard are missing ADA compliant curb ramps, larger traffic signal poles, dedicated bicycle facilities including bicycle detection, and adequate pedestrian crossings which will be addressed at specific locations as part of the project. 12,000 linear feet of bike lanes (Class II and Class III) will be installed.	11/15/2026
FOOTHILL TRANSIT ZONE	LAOG1501	Construct Bus Layover Facilities Jointly by AVTA, LADOT & Foothill Transit	12/31/2023
FOOTHILL TRANSIT ZONE	LAOG1234	Mt. San Antonio College (MSAC) Transit Center. The Transit Center includes 10 bus bays, 2 chargers for electric buses, a transit store, lighted sheltered wait areas, real-time bus arrival kiosks, and upgraded ADA and pedestrian access.	12/31/2022
GARDENA	LATRO2020	Implement transit signal priority for 8.4 miles from the Harbor Gateway Transit Station to 120th Street in the city of Gardena. Also implementing real time arrival information through variety of media including smart phones, SMS texts, call centers, and website. Computer aided dispatching (CAD) system and automated vehicle location (AVL) system will also be implemented.	12/31/2021
GARDENA	LAOG1175	Computer Automated Dispatching/Automated Vehicle Location (CAD/AVL)Solution with Real Time Passenger Information Network. Adding TDC in construction phase to match 5307 in FY18/19 for \$400.	12/31/2021
GLENDALE	LAF5307	Glendale Sub-regional traffic management center. Project will connect to the traffic signal network citywide and will design and implement a subregional Traffic Management Center(TMC)., System will be integrated with Metro's Regional Integration of ITS (RIITS) and the County Information Exchange Network (IEN) systems.	Completed
GLENDALE	LAF7709	GLENDALE REGIONAL BIKE PARKING NETWORK : Provides 2 high capacity bike parking facilities and 20 wayfinding signs for bicycle users within the City of Glendale, specifically Glendale Larry Zarian Transportation Center and the Glendale Marketplace/Public Library.	12/31/2021
GLENDALE	LAOG1411	Honolulu Ave and Montrose Ave at Pennsylvania Ave Traffic Signal Modification (Route I-210 Fwy Connectivity)	12/31/2022
HAWTHORNE	LAF9102	5 intersection locations; Signal improvement include Upgrade traffic signal controller and cabinet enabling, Rewiring of the signalized intersection to ensure communication between signal equipment; Upgrade pedestrian signals to count down type and push buttons, Install battery backup system to minimize disruption of traffic during power outage new vehicle detection including bicycle loops/sensors; new bike lane will be one mile (each way).	10/18/2021



TABLE IV-C-A-1. LOS ANGELES COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
HAWTHORNE	LAF7101	PRAIRIE AVENUE MOBILITY PROJECT : (1) Widens Prairie Av intersections at El Segundo Bl and at Rosecrans Av to construct double left-turn pockets for traffic flow improvement and to install Class III bike routes on both sides. (2) Traffic signal upgrade and synchronization of 8 intersections between 118th and Marine. (3) Installs Class III bike equipment, improves pedestrian facilities, and upgrades ADA access ramps, new median curbs and landscaping at intersections.	12/31/2021
HAWTHORNE	LAOG1548	Widen intersections modify and upgrade four traffic signal system, traffic striping, adjustment of utilities, excavation and removal of existing pavement, concrete, asphalt and construction of curb, gutter, sidewalks, driveways and ADA ramps. Signal Synchronization at: El Segundo Blvd at Ramona Ave. El Segundo Blvd. at Aviation Ave. El Segundo Blvd. at Isis Ave. El Segundo Blvd. at Van Ness Ave.	11/30/2022
HAWTHORNE	LAOG1547	Widen intersections, upgrade 6 traffic signal (including ADA ramps where signal upgrade impacts adjacent ramp), turn lane, striping, utilities, concrete, asphalt, curb, gutter, sidewalks, driveways, retaining walls, and raised medians. Rosecrans Avenue at Hawthorne Boulevard Rosecrans Avenue at Inglewood Avenue Rosecrans Avenue at Ocean Gate Avenue Rosecrans Avenue at Hindry Avenue Rosecrans Avenue at Isis Avenue Rosecrans Avenue at Aviation Boulevard	6/30/2022
HAWTHORNE	LAOG1546	Imperial Hwy Signal Improvements and Intersection. PA/ED, PS&E, ROW, Construction. Modify and upgrade 5 traffic signal, traffic striping, utilities, excavation, removal of existing pavement, concrete, asphalt and construction of curb, gutter, sidewalks and driveways. Signal Synchronization at: Imperial Highway at Prairie Avenue Imperial Highway at Freeman Avenue Imperial Highway at Hawthorne Boulevard Imperial Highway at Ramona Avenue Imperial Highway at Inglewood Avenue	6/20/2022
HUNTINGTON PARK	LAOG1669	This project will include new signal poles, conduit, wiring, controller cabinets and video detection. The locations include Slauson Ave at Alameda St, Slauson Ave at Santa Fe Ave, Slauson Ave at Miles Ave/Soto St, Slauson Ave at Boyle Ave/State St, Slauson Ave at Downey Rd/Malburg Way.	2/1/2023
INGLEWOOD	LAF9307	City of Inglewood ITS phase VI project: 5,280 feet of fiber optic along Pincay Drive; Replace 170 controllers with Type 2070 controllers at twelve intersections; Traffic signal synchronization along Pincay Drive between Prairie and Crenshaw; Install changeable message sign at Century/Prairie; and Modernizing City Hall TMC to provide Adaptive Traffic Control and meet current standards.	6/30/2022
INGLEWOOD	LAF7319	Inglewood ITS - PHASE V : (1) Designs and constructs computerized traffic control and monitoring systems. (2) Expands central traffic control and advance traffic management at 39 intersections (3) improves 6.13 miles of fiber optic communications, (4) expands Closed Circuit Television Cameras (CCTV) at 10 intersections, (5) installs Changeable Message Signs (CMS) at 2 intersections, and (6) installs new communication hubs at 3 intersections.	8/31/2021
LA CANADA-FLINTRIDGE	LAF5522	Foothill Blvd. Link Bikeway & Pedestrian Greenbelt Project, Briggs Ave. to Alta Canyon Rd, construct 1.5 miles of Class II Bike Lanes, bike and bus facilities, raised median and 0.5 miles of pedestrian beltway with lighting and hardscape.	1/31/2022

TABLE IV-C-A-1. LOS ANGELES COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
LAKESWOOD	LAOG1262	Lakewood BI Regional Corridor Capacity Enhancement project (Del Amo BI to north City limit) - Class II bike lanes (1.9 mile) in each direction, new sidewalk, street resurfacing, ADA & stormwater compliance, traffic signal modifications, drought resistant landscaping & irrigation, signing & striping, and utility undergrounding within the existing City right of way.	12/31/2021
LAWNDALE	LAF7500	HAWTHORNE BOULEVARD CLASS II BICYCLE LANES: (1) Installs 1.0 mile of Class 2 bike lanes on Hawthorne Blvd for both directions. (2) Provides bicycle parking.	6/30/2021
LONG BEACH	LAF9314	The project consists of signal enhancements that will include synchronization and communications. Also are included are bicycle and pedestrian improvements and inclusion of the corridor into an Adaptive Traffic Control System	12/31/2022
LONG BEACH	LAF9130	Establishing a Great Street (Or Multimodal Corridor) in Long Beach - implementing the City's street prioritization framework. Improvement includes round-about, bus shelter upgrade, bulb-out, enhanced crossing, and Class II bike lane (3 miles)	5/1/2024
LONG BEACH	LAF7522	Delta Avenue Bicycle Boulevard. This north-south bicycle boulevard on Delta Ave (approximately 3 miles) in West Long Beach will consist of Class II lane segments and sharrow markings, traffic circles, traffic signal, and wayfinding signage to nearby Metro Blue Line stations and LA River Bike Path.	12/31/2021
LONG BEACH	LAF7316	ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT : (1) Upgrades traffic signals along Artesia BI between Long Beach BI and Downey Av to connect with Adaptive Traffic Control System (ATCS). (2) Installs CCTV and CMS on Artesia BI. (3) Installs fiber optic cable and devices to connect signals to each other and traffic management center (TMC). (4) Two new traffic signals in Compton (5) Installs Class II bike lane in both directions from Atlantic Av to Susana Rd. (6) Pedestrian improvements.	12/31/2021
LONG BEACH	LATP16M011	South Water Front/Pier J Bike and Pedestrian Path. The Pier J Bike Path will connect the Port to Downtown Long Beach via the Queensway Bridge bikeway (approximately 1.5 miles - project segments 2-6). Pedestrians and bike improvements in the Port will provide additional safety and mobility for non-motorized users and connect to Pier J.	Completed
LOS ANGELES COUNTY	LAOG1486	The Project consists of design and construction of 1.86 miles of Class I bike path along Puente Creek and 0.37 miles of enhanced Class III bike route along Rimgrove and Witzman Drive adjacent to the Rimgrove County Park. The non-infrastructure portion of the Project includes bicycle and pedestrian safety education and encouragement training workshops and rodeos to students at 3 elementary, 1 middle, and 1 high school located near the proposed bikeway.	6/30/2023
LOS ANGELES COUNTY	LA0D461	RECONSTRUCT- THE OLD ROAD FROM HILLCREST PARKWAY TO LAKE HUGHES RD & WIDEN FROM 40' TO 68', 2 VEH. LANES and a 5' CLASS II BIKELANE IN EA DIR & STRIPPED MEDIAN (FROM 2 TO 4 LNS 2 EA DIR) for 2.1 miles.	6/30/2022
LOS ANGELES COUNTY	LAF5316	South Bay Forum Traffic Signal Corridors Project - systemwide coordination, timing and operational improvements and traffic signal synchronization, equipment upgrades and intersection operational improvements in South Bay region. 25 signals system wide. Additionally, this project will install any warranted and feasible roadway improvements along the routes to improve overall progression.	12/31/2021

TABLE IV-C-A-1. LOS ANGELES COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
LOS ANGELES COUNTY	LAF5315	San Gabriel Valley Forum Traffic Signal Corridors Project. This project includes 6 intersections at Myrtle Av/Peck Rd between Huntington Dr and Clark St and provides for system wide coordination, timing and operational improvements and traffic signal synchronization, equipment upgrades and intersection operational improvements. (approx.. 20+ signals)	12/31/2021
LOS ANGELES COUNTY	LAF5310	Ramona Boulevard/Badillo Street/Covina Boulevard TSSP/BSP. Implementation of a Traffic Signal Synchronization Project (TSSP) on Ramona Bl/Badillo St/Covina Bl from Santa Anita Av to the 57 Freeway. A Bus Signal Priority (BSP) project will be implemented on Ramona Bl/Badillo St from Tyler Av to Grand Av to give transit priority for Foothill Transit operations (approx.. 48 signal locations)	12/31/2021
LOS ANGELES COUNTY	LAF1321	San Gabriel Valley Forum Traffic Signal Corridors Project. Design & construction of multijurisdictional traffic signal synchronization, intersection operational improvements, and intelligent transportation system components. Synchronizes 83 consecutive intersections.	12/31/2021
LOS ANGELES COUNTY	LAF1312	Gateway Cities Forum Traffic Signal Corridors, Phase V. Design and construction of multijurisdictional traffic signal synchronization and intersection operational improvements on regional arterials in the Gateway Cities region. Includes 86 consecutive intersections.	12/30/2021
LOS ANGELES COUNTY	LAF1311	South Bay Forum Traffic Signal Corridors Project. Design & construction of multijurisdictional traffic signal synchronization, intersection operational improvements, and intelligent transp. system components on regional arterials. Synchronizes 50 consecutive intersections.	6/30/2022
LOS ANGELES COUNTY	LA0G1291	Huntington Dr - San Gabriel Bl to 132' w/o Michillinda Ave: Construct approx. 7200ft buffered Class II bike lanes, upgrade curbs & sidewalks to meet standards. Add pedestrian access through the median @S San Gabriel. Add drought tolerant landscaping/hardscape inside median. Install new traffic signal at Huntington Dr & Madre St/Muscatel Av which may require tree removal.	9/30/2022
LOS ANGELES COUNTY	LAF3310	South Bay Forum Traffic Signal Corridors Project. Design and construction of multijurisdictional traffic signal synchronization, operational improvements & ITS components on arterials in the South Bay area of LA County. (approx. 40+ signals)	12/31/2021
LOS ANGELES COUNTY	LAF3309	Gateway Cities Forum Traffic Signal Corridors Proj, Phase VI. Design and construct multijurisdictional traffic signal synchronization, intersection operational improvements & ITS components on regional arterials in Gateway Cites area. (approx.. 126 signals)	12/31/2021
LOS ANGELES COUNTY	LAF3308	San Gabriel Valley Forum Traffic Signal Corridors Project. Design and construction of multijurisdictional traffic signal synch, intersection operational improvements, and intelligent transportation system components on regional arterials. Approx. 183 signals total.	12/31/2021
LOS ANGELES COUNTY	LAF9304	The design and construction of traffic signal synchronization and intelligent transportation system improvements and installation of performance measurement devices in the Gateway Cities area. There are 39 intersections in the TSSP route.	6/30/2027
LOS ANGELES COUNTY	LAF9303	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT. This project includes traffic signal synchronization on Crenshaw Boulevard between 120th Street and Rosecrans Avenue and Del Amo Boulevard between Avalon Boulevard and Susana Road (approx. 15+ signals) and also includes systemwide coordination timing, operational improvements and ITS.	6/30/2027

TABLE IV-C-A-1. LOS ANGELES COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
LOS ANGELES COUNTY	LAF7610	Aviation /LAX Green Line Station Community Linkages. The project includes improvements on corridors near the Metro Aviation/LAX Station including pedestrian and bicycle facilities, wayfinding signs, landscaping and traffic calming. An approximate total of 2 miles of bikeway and 2.5 miles of upgraded pedestrian facilities will be implemented.	6/1/2021
LOS ANGELES COUNTY	LAF7508	Vincent Community Bikeways. Install 2 miles of bike paths along the Big Dalton Wash between Irwindale Ave and Lark Ellen Ave and between Arrow Hwy and Citrus Ave, and 1.3 miles of bike lanes and 1.4 miles of bike routes to connect to the existing and proposed bikeways in the surrounding areas.	12/1/2021
LOS ANGELES COUNTY	LAF7308	EAST LOS ANGELES TRAFFIC SIGNAL CORRIDOR PROJECT : (1) Synchronizes traffic signals and implements upgrades at 13 signalized intersections along 3.5 mile segment of Eastern Av. between Medford St and Olympic Blvd. (2) Installs Fiber Optic Communications along Cesar Chavez Av, Ramona Bl, and Atlantic Bl to connect traffic signals to LADPW Advanced Transportation Management System (ATMS).	6/30/2022
LOS ANGELES COUNTY	LAF9511	South Whittier Community Bikeway Access Improvements: Construction of Class II & Class III bike facilities in the unincorporated County area of South Whittier along with various pedestrian intersection improvements	6/30/2022
LOS ANGELES COUNTY	LAF9504	E. Pasadena & E. San Gabriel Bikeway Access Improvements: Install approximately 4.8 miles of bike lanes and enhanced bike routes in the East Pasadena and East San Gabriel communities	12/31/2022
LOS ANGELES COUNTY	LAF7700	WILLOWBROOK INTERACTIVE INFORMATION KIOSKS : Provides information to public transit users by installing 3 interactive kiosks displaying transit, neighborhood, and cultural information. The project will serve the Willowbrook area at Martin Luther King Jr. Hospital, Kenneth Hahn Plaza, and the Metro Willowbrook/Rosa Parks Blue and Green Line Station.	6/30/2022
LOS ANGELES COUNTY	LAF7310	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT : Project area is Normandie Av between 92nd St and El Segundo Bl, Manhattan Beach Bl between Manhattan Av and Van Ness Av, and Hawthorne Bl between Imperial Highway and Manhattan Beach Bl. Project scope includes (1) Synchronization and retiming traffic signals, equipment upgrades, system detection, CCTV cameras, changeable message signs. (2) Upgrade traffic signal operations to be capable of time-based coordination.	6/30/2022
LOS ANGELES COUNTY	LAF7307	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT : Implements ITS enhancements including synchronization and retiming of traffic signals, equipment upgrades, system detection, CCTV cameras, and changeable message signs to expand Advanced Transportation Management System (ATMS).	6/30/2022
LOS ANGELES COUNTY	LAF7306	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT : (1) Traffic signal synchronization, equipment upgrades and intersection operational improvements for 28 intersections along Foothill Bl between Lowell Av and Crown Av. (2) Installs two (2) Closed Circuit Television (CCTV) cameras and wireless network communications infrastructure which will provide for expansion of Advanced Transportation Management System (ATMS) along Foothill Bl.	6/30/2022

TABLE IV-C-A-1. LOS ANGELES COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
LOS ANGELES COUNTY	LAF7305	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDOR PROJECT : Designs and constructs ITS improvements along Norwalk Bl, San Antonio Dr, Pioneer Bl between Beverly Bl and Carson St including synchronization and retiming of traffic signals, equipment upgrades, system detection, CCTV cameras (up to 14 CCTVs), and changeable message signs.	6/30/2022
LOS ANGELES COUNTY	LATRO2018	The Whittier Boulevard Transit Signal Priority Project (Project) includes the deployment of ITS infrastructure to enhance arterial operations and monitoring in East Los Angeles. Wireless communications and upgraded controller equipment will be deployed along a critical segment of Whittier Blvd. that serves Metro Rapid Line 720 and provides parallel capacity to the 1-10 ExpressLanes.	12/31/2021
LOS ANGELES COUNTY	LATP17M026	Install new raised bike lanes and sidewalks on an existing 4-lane, 0.8-mile roadway segment of Temple Avenue, between the cities of Walnut and Pomona. This gap closure project will connect bike and pedestrian facilities, two large colleges and employers in to adjacent cities. Sidewalk and bike lane are both 0.8 miles.	3/16/2022
LOS ANGELES COUNTY	LATP17M025	Install a 1.6 mile long and 17-foot wide walkway adjacent to existing Marvin Braude Bike Trail to close the gap between the existing walkways connecting Pacific Palisades and the City of Santa Monica. This will increase safety for cyclists/pedestrians which will increase usage and physical activity opportunities.	12/30/2021
LOS ANGELES COUNTY	LAF9302	The design and construction of traffic signal synchronization and intelligent transportation system improvements and installation of performance measurement devices in the San Gabriel Valley area.	12/31/2023
LOS ANGELES COUNTY MTA	LA0G1247	The Project consists of bicycle and pedestrian transportation linkage improvements to the Rail to Rail Active Transportation Corridor (ATC) Connector Project Segment A along an approximately 5.6-mile long corridor from the future Metro Crenshaw/LAX Fairview Heights Station to the existing Metro Blue Line Slauson Station.	12/31/2021
LOS ANGELES COUNTY MTA	LA0G635	Design and construction of pedestrian and transit enhancements along the public right-of-way of the Metro Gold Line Eastside Extension to surrounding neighborhood. Transit enhancements are within 3 miles of Eastside Goldline Extension station.	6/30/2021
LOS ANGELES COUNTY MTA	LA0G1169	Brighton to Roxford double track: This project adds 11 miles of 2nd track between Burbank and Sylmar on Metrolink's Antelope Valley Line (AVL). The project will eliminate the current bottleneck and improve on time performance and operational reliability on the AVL. This project will be designed to be compatible with the potential future high speed rail alignment.	12/31/2021
LOS ANGELES COUNTY MTA	LA0G1375	This is a large-scale deployment of the Freight Advanced Traveler Information System (FRATIS) Program to deploy advanced congestion management technologies which can achieve significant reductions in truck congestion, improve air quality, and reduce the use of fossil fuels in the Los Angeles region.	12/30/2023
LOS ANGELES COUNTY MTA	LA0G1167	Design and construction of streetscape, pedestrian and bicycle access improvements in the Little Tokyo and Arts District neighborhood of Downtown Los Angeles within a one-mile radius of the 1st/Central Station of the Regional Connector light rail line.	12/31/2021

TABLE IV-C-A-1. LOS ANGELES COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
LOS ANGELES COUNTY MTA	2018FBX00	Los Angeles County; software modifications and hardware upgrades of fare collection equipment at Metro rail stations and on Metro and Municipal Operator buses to address equipment obsolescence, enhance system security, communicate in near real-time, and support future TAP mobile app and other new payment technologies.	12/31/2023
LOS ANGELES COUNTY MTA	LATP17S022	The USC Bike Share Project will increase bike modal share by installing a bike-share kiosk network and bike fleet throughout many key locations within project area. Project is within 3 neighborhoods near Downtown Los Angeles where 5 Metro Rail stations are located- includes key destinations such as USC, the LA Coliseum and Sports Arena, LA Trade Technical College, and museums within Exposition Park. An encouragement and education effort is included. Utilizing Toll Credits to match ATP funds.	3/1/2021
LOS ANGELES COUNTY MTA	LA0G1550	The Patsaouras Plaza Busway Station project - a new transit busway station for the Metro Silver Line and other transit buses operating on the El Monte Busway.	6/30/2023
LOS ANGELES COUNTY MTA	LA0D198	CRENSHAW/LAX TRANSIT CORRIDOR - The Crenshaw/LAX Transit Corridor Project is an 8.5-mile light rail transit (LRT) line extending from the intersection of Crenshaw and Exposition Boulevards allowing for transfer to the Exposition Light Rail Transit line to a connection with the Metro Green Line at the Aviation/LAX Station (PPNO 4027A)	6/30/2022
LOS ANGELES COUNTY MTA	LA0G447	Metro Purple Line Westside Subway Extension Section 1 - Wilshire/Western to La Cienega	12/31/2023
LOS ANGELES COUNTY MTA	LATP19S011	Doran Street Grade Separations Active Transportation Access Project: This project will construct two bridges for shared use by pedestrians and cyclists across Verdugo Wash, San Fernando Road, railroad tracks, and SR-134. Linked to LA0G1050 (Doran Street and Broadway/Brazil safety and access project). The current estimated approximate bridge span lengths are 300 ft for the River Access Bridge and approximately 400 ft for the River Walk Bridge.	12/31/2024
LOS ANGELES COUNTY MTA	LA0G440	The project will extend the HOV lanes on I-5 from the SR-14 interchange to just south of the Parker Road interchange (I-5 PM 45.4 - 59.0), incorporating an additional northbound truck climbing lane from SR 14 to Calgrove Boulevard and an additional southbound truck climbing lane from Pico Canyon Road/Lyons Avenue to SR-14. Includes ITS HUB (I-5 PM 41.4 - 43.8) and extended project limits related to pavement delineation and advanced signage (I-5 PM 45.0 - 59.6).	12/31/2024
LOS ANGELES COUNTY MTA	LA0G010	Regional Connector - Light Rail in Tunnel allowing through movements of trains, Blue, Gold, Expo Lines. From Alameda / 1st Street to 7th Street/Metro Center	6/30/2022
LOS ANGELES COUNTY MTA	LA0G642	Metro Purple Line Westside Subway Extension Section 3	6/30/2027
LOS ANGELES COUNTY MTA	LA0G640	Pacific Surfliner Corridor - Raymer/Bernson Double Track Improvements - upgrade the rail corridor from a single track to a double track, install concrete ties on both tracks, install four new special trackwork turnouts, nine at-grade crossings and two bridges, a new second platform & new fencing at Northridge and a new pedestrian underpass. Other enhancements include signal relocation, utility relocation and drainage improvements.(PPNO 2098)	12/31/2021



TABLE IV-C-A-1. LOS ANGELES COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
LOS ANGELES COUNTY MTA	LA0G1052	Metro Purple Line Westside Subway Extension Section 2 - Wilshire/La Cienega to Century City	6/30/2026
LOS ANGELES COUNTY MTA	LATP17S023	The San Gabriel Valley Bike Share will increase bicycle modal share by installing a network of bike-share kiosks with a fleet of bicycles throughout 15 of the 30 San Gabriel Valley cities. The project will expand LA Metro's existing bike share network in Downtown Los Angeles and will include 840 bicycles at 84 bike share stations near transit hubs, employment centers, and colleges. A public education and awareness campaign is included.	2/25/2021
LOS ANGELES, CITY OF	LAF5518	This project is located in the City of Los Angeles in the West San Fernando Valley. Construction of a bicycle/pedestrian path from Owensmouth Av to Mason Av (1.25 miles) along the south bank of the LA River. Includes underpasses at De Soto Av and Canoga Av/Busway bridges. The project will include lighting, railing, striping and signage and a connection structure to the Metro Orange Line bikeway.	6/30/2021
LOS ANGELES, CITY OF	LAF3171	De Soto Ave Widening: Ronald Reagan Fwy to Devonshire St.. Minor widening of De Soto Ave fr SR-118 to Devonshire St to provide uniform roadway width in each direction as well as installing 10' sidewalk, curb and gutter. Sidewalk is 1.1 miles, 90% of the sidewalks along the project limits will be new.	6/30/2021
LOS ANGELES, CITY OF	LAF3647	Menlo Ave/MLK Vermont Expo Station Pedestrian Improvements. Improve pedestrian access to the new Expo station on Vermont Ave by installing sidewalks, landscaping, and lighting along Menlo Ave. and MLK Jr. Blvd. plus a median on MLK Blvd.	6/30/2022
LOS ANGELES, CITY OF	LAF3515	San Fernando Rd. Bike Path Ph. IIIB Construction. Construct 2.75 mile Class I bike path within METRO right-of-way along San Fernando Rd. between Tuxford St. and Cohasset St. to complete 12-mile bikeway.. The project is located within the City of Los Angeles, in the community of Sun Valley. The project consists of a Class I facility 12 feet in width and 2.75 miles in length between Tuxford St. and Cohasset St. (Burbank City limit).	6/30/2021
LOS ANGELES, CITY OF	LA0G901	Historic Los Angeles Streetcar	12/30/2021
LOS ANGELES, CITY OF	LAF5525	To design and construct curb-side bicycle parking (bicycle corral) that will serve each Council District. The project requires surface modifications to curbside parking areas for installing at least 150 bike racks.	6/30/2022
LOS ANGELES, CITY OF	LATP17S005	The City of Los Angeles will be implementing complete street treatments to improve Jefferson Boulevard between Vermont Avenue and Western Avenue, which includes buffered Class II (0.35 mi) and Class IV (0.65 mi) bicycle facilities, curb extensions, pedestrian refuge areas, path improvements, pedestrian lighting, and additional shade trees with Road Diet from 4 to 2 lanes (1 mile).	5/15/2023
LOS ANGELES, CITY OF	LATP17M014	Arts District Pedestrian & Cyclist Safety Project. The project will establish critical pedestrian and cyclist connections to and within the Arts District in Downtown Los Angeles which is a historic industrial neighborhood with a complex street system that challenges the mobility of all users whether they are on foot, on a bike or in a vehicle. Utilizing Toll Credits to match ATP funds.	4/26/2022
LOS ANGELES, CITY OF	LATP16S006	Boyle Heights Pedestrian Linkages. Pedestrian infrastructure improvements including sidewalk repairs, 3,400 linear feet of new sidewalk, and installation of pedestrian lighting, continental crosswalks, and curb ramps to improve connectivity within community and to 6th Street Viaduct Replacement Project. Utilizing Toll Credits.	10/1/2022



TABLE IV-C-A-1. LOS ANGELES COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
LOS ANGELES, CITY OF	LAF9422	LADOT will procure seven (7) 30-ft Electric clean fuel vehicles to reduce headways on six selected DASH routes	4/30/2022
LOS ANGELES, CITY OF	LA0G1566	Purchase of up to 120 electric 30' to 35' buses for the DASH program expansion	9/26/2022
LOS ANGELES, CITY OF	LAF9527	Project will construct a 3.1 mile cycletrack along Chandler Boulevard, connecting the Chandler and Orange Line Bike Paths and bridging a gap in the low-stress bicycle network	1/1/2023
LOS ANGELES, CITY OF	LAF7814	LADOT STREETS FOR PEOPLE: TRANSIT CORRIDOR PARKLETS AND PLAZAS: Installs 12 parklets and 3 plazas. The limits of the parklets will be equal to two curbside parking spaces (approx. 40x 6). The plaza limit varies ranging from 2,000 to 6,000 SF.	12/31/2021
LOS ANGELES, CITY OF	LA0G1380	Purchase of 170 solar-powered, real-time bus arrival information signs for bus stop improvement in the Los Angeles Promise Zone	6/30/2022
LOS ANGELES, CITY OF	LARE1701A	Implementing Dynamic Corridor Ramp Metering System (DCRMS) in I-405 Sepulveda Pass Corridor (Interstate 405 from I-10 to SR101), a system-wide adaptive ramp metering strategy which simultaneously coordinates with arterial traffic signal operation. The system will dynamically adjust traffic according to current capacity restrictions caused by incidents or recurrent congestion. Improve traffic movement and access to freeway and major arterial including transit operation.	12/31/2022
LOS ANGELES, CITY OF	LA0G1349	Purchase 35 alternative-fuel 30-foot buses to expand DASH fleet and increase service hours and headways.	12/31/2022
LOS ANGELES, CITY OF	LAE3764	Sepulveda Boulevard Closed-Circuit Television Traffic Signal Improvement Signal Sync	4/30/2025
LOS ANGELES, CITY OF	LA0C53	HOLLYWOOD INTERMODAL TRANSPORTATION AND PUBLIC PARKING CENTER ON HAWTHORNE AVE. BETWEEN HIGHLAND AVENUE AND NORTH ORANGE DRIVE (EXIST 500 SP PARK STRUCTURE).TCRP#49.2	10/1/2020
LOS ANGELES, CITY OF	LAF3644	Broadway Historic Theater District Pedestrian Improvements 4th-6th Streets. The project will improve pedestrian safety by installing curb extensions, widening sidewalks, improving pedestrian lighting, enhancing crosswalks, and provide pedestrian amenities; benches, street trees, landscaped buffers from traffic and 10 bike racks. Utilizing Toll Credits to match ATP funds.	6/30/2023
LOS ANGELES, CITY OF	LAF1524	San Fernando Rd. Bike Path Ph. IIIA - Construction. Recommend Phase IIIA-Construction of a Class I bike path within Metro owned rail right-of-way along San Fernando Rd. between Branford St. and Tuxford St incl bridge. 2 mile bikepath.	6/30/2021
MALIBU	LA0G1748	This project aims to improve safety and traffic flow by providing striping and signage for bicycles, a connecting bike path along the beach, separation of pedestrians and bicycles from the active roadway, connectivity to Pacific Coast Highway, a safe pathway for pedestrians, a sand wall, and driveways for Lifeguard Tower access. The proposed bicycle facility will include 1,200 ft of Class I, 1,800 ft of Class II, and 3,800 ft of Class III bike lanes. The pedestrian path is 1,350 ft.	6/30/2021
MALIBU	LA0G910	Pacific Coast Highway Regional Traffic Message Systems. The project will enable the City of Malibu and other agencies to notify travelers of critical regional traffic and safety information and facilitate traffic flow throughout the region. The project will install a maximum of 4 permanent changeable message signs at strategic locations along PCH/SR-1 corridor in the City of Malibu.	3/31/2021

TABLE IV-C-A-1. LOS ANGELES COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
Metro Gold Line Foothill Extension Construction Au	LA29212XY	METRO RAIL GOLD LINE FOOTHILL EXTENSION - AZUSA TO CLAREMONT (LA County Line) 12 MILE, 5 STATION LRT EXTENSION. SAFETEA-LU # 285 LEAD AGENCY WILL CHANGE TO METRO GOLD LINE.	6/30/2025
MONTEBELLO	LATP17M028	The project consists of dedicated Class II bike lanes, sidewalk construction, ADA-compliant corner ramps, and pedestrian lighting and traffic signal improvements along Montebello Boulevard to connect retail/employment centers with low/moderate income housing to increase active transportation-related activities. 1.4 miles from Lincoln Ave to Paramount Blvd.	3/16/2022
MONTEREY PARK	LAF9502	Monterey Pass Road Complete Streets Bike Project is a 1.6 mile corridor providing multimodal transportation alternatives increasing ped, bike & transit use for the first last mile.	12/31/2023
NORWALK	LAOG1342	Imperial Highway ITS Project, from San Gabriel River to Shoemaker Road: Traffic Signal Synchronization	3/31/2021
NORWALK	LATP17S028	Design and construct 12,000 LF of Class 2 bicycle lanes and improve 2,000 LF of sidewalk on Alondra Blvd. This is part of a long-range project identified in the Gateway Cities 2014 Strategic Transportation Plan to create over 14 miles of bike lanes along this corridor.	6/1/2026
PASADENA	LATP17M021	The City of Pasadena will install a 1.5-mile, two-way, protected cycle track (Class I) on Union Street from Hill Avenue to Arroyo Parkway, including necessary signal upgrades with Road diet from 3 to 2 lanes. Also installing bike boulevard (0.3 miles, Class III) along Holliston Avenue between Union St and Cordova St (no Road Diet.)	12/31/2022
PASADENA	LAF3522	Cordova Street Complete Streets Project. Convert the vehicular-oriented street to a complete street by removing 2 vehicular traffic lanes to accommodate bike and pedestrian facilities. City of Pasadena - Hill Street to Arroyo Parkway.	7/30/2023
PASADENA	LAF3701	Pasadena ARTS Enhanced Passenger Information. Enhancement of the Pasadena Area Rapid Transit System Vehicle Arrival Information System via telephone and 26-50 wayside signs..	12/31/2021
PICO RIVERA	LAF7502	Regional Bikeway Project. The project will install a bicycle/pedestrian bridge, Class II bicycle lanes, a Class I shared- use path, traffic calming medians, sidewalks, curb ramps, signal modifications, and wayfinding signage, connecting to two regional Class I routes.	12/31/2021
POMONA	LATP19S009	Priority projects of the Pomona Active Transportation Plan, including 10.2 miles of bike lanes, 1.8 miles of traffic calming measures, and 14 intersections of bike/ped improvements.	9/24/2024
POMONA	LAF9526	Pomona ATP Phase 2 Bicycle Network for Community Assets: Nearly 9 miles of bikeways along 5 roads, improving access to community destinations and assets, enhancing access to the local and regional multi-modal transportation network.	12/1/2026
REDONDO BEACH	LAOG1423	Purchase and install a Real Time Passenger Information System on Beach Cities Transit fixed route buses.	6/30/2022
REDONDO BEACH	LAF3502	Redondo Beach Bicycle Transportation Plan Implementation. Implement Class II and III bike facilities identified in the City of Redondo Beach's adopted Bicycle Transportation Plan. Approximately 2.1 centerline miles of bike lanes and 15.8 centerline miles of bike routes throughout the City of Redondo Beach.	6/30/2022

TABLE IV-C-A-1. LOS ANGELES COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
REDONDO BEACH	LAF5301	Grant Avenue Signal Improvements. This project is located in Redondo Beach in the South Bay subregion on Grant Av between Inglewood Av and Aviation Bl. The project will upgrade six existing traffic signals. The project involves synchronization, bike detection, signal replacement, video detection, adaptive signal coordination, wireless connection and integration into the Redondo Beach Traffic Management Center (TMC).	6/30/2022
REDONDO BEACH	LAF7521	BICYCLE TRANSPORTATION PLAN IMPLEMENTATION PHASE II: (1) Road diet with bidirectional Class 2 bike lanes on Prospect Av (3.33mi) and on Catalina Av (1.63mi). (2) Installs bulbouts at stop-controlled intersections on Catalina. (3) Installs roundabout on North Harbor Dr at Yacht Club Wy and at Herondo St. (4) Installs high-visibility crosswalks at all-way controlled intersections and at crossings approaching the roundabout.	12/31/2023
REDONDO BEACH	LA0D29	CITY BUS TRANSFER STATION. Relocate existing transit terminal & construct new transit center w/12 bus bays, pax waiting area & info center, & driver lounge. Property provides 339 public pkg spaces (plus 2 for staff maint & security) & bicycle facilities. Location 1521 Kingsdale Ave, RB, CA 90278. Project also includes minor surface street improvements on Kingsdale Ave and 182nd : Kingsdale widening adds dedicated right turn lane and 182nd restriping removes bus layover and adds a bike lane.	12/31/2021
SAN FERNANDO	LAF9313	This project improves operation of 6 major arterials by synchronizing 35 intersections along 6 corridors, minor lane/signal modification & installation of 3 changeable message signs.	3/31/2023
SANTA CLARITA	LA0G774	Vista Canyon Ranch Transit Center - relocate the existing, temporary Via Princessa Metrolink Station to the Vista Canyon project site; includes Metrolink Station and Bus Transfer Station, a pedestrian overpass or undercrossing of the tracks and an adjacent parking structure with up to 750 parking spaces.	6/30/2022
SANTA CLARITA	LAF9118	LYONS AV/DOCKWEILER DR EXTENSION (2 of 2): Construct Dockweiler Drive gap closure between 12th St. and existing terminus of Dockweiler Dr, just west of Valle Del Oro. Constructs 8-ft sidewalks and Class II bike lanes on both sides.	12/31/2024
SANTA CLARITA	LAF9513	Railroad Avenue Class I Bike Path: Project will add 1.45 miles of Class I bike path on Railroad Avenue and enhance connectivity to the Jan Heidt newhall Metrolink Station to the City's bicycle trail network	6/30/2023
SANTA MONICA	LAF7320	This project will enhance the existing Traffic Management System with the installation of video detection systems. The new equipment will facilitate detection of bicycles at intersections resulting in enhanced multi-modal signal timing. The detection of bicycles at intersections would optimize signal timing and create shorter call times for the transit corridors. New traffic signal poles may be required to install the video equipment.	12/31/2021
SIGNAL HILL	LATP17S010	The project will install approximately 2.0 lane miles of bike lanes (Class II) on Spring Street, repave roadway to minimize drainage to bike lanes/level surface, revised striping, signing, modified pedestrian walkways/ramps, signal pedestrian countdown heads, safety lighting, and install bio-retention stormwater quality devices.	9/15/2026

TABLE IV-C-A-1. LOS ANGELES COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
SOUTH EL MONTE	LAF5516	Installation of Class II bike lanes on Santa Anita Ave from Klingerman St to end of City Limits south of Merced Ave (1.5 mi) and on Merced Ave from Fern Ave to Santa Anita Ave (1.3 mi) while Class III bike routes with shared-lane markings will be installed on Lerma Ave from Merced Ave to SW City Limits (0.3 mi) and on Thienes Ave from Tyler Ave to SE City Limits (1 mi). The scope of work also includes installation of bike parking at the Civic Center and wayfinding/signage.	6/30/2022
SOUTH GATE	LA9918774	Construct raised median included in the scope of work is Timing and Coordination and Intelligent Transportation System for existing three (3) traffic signals.	12/31/2023
SOUTH GATE	LAF7309	TWEEDY BOULEVARD SIGNAL SYNCHRONIZATION PROJECT : (1) Interconnects 18 traffic signals using fiber optic cable and wireless communications (2) synchronizes signal timing to improve traffic flow, and reduces delays along the 2.7-mile arterial. (3) Install a Closed Circuit Television Camera (CCTV) at the intersection of Long Beach Bl to support the Advance Transportation Management Systems (ATMS).	4/30/2022
SOUTH GATE	LATP17S006	Install a Class I bike path (750 ft), Class II bike lanes (2.65 miles), and Class III bike routes (1.61 miles) along with pedestrian improvements including sidewalk, curb extensions, ADA curb ramps, high visibility crosswalks, rectangular rapid flashing beacon, bus shelters, and bike racks.	5/24/2026
SOUTH PASADENA	LAF5308	South Pasadena's ATMS, Central TCS and FOIC for Fair Oaks Av. This project is located in South Pasadena on Fair Oaks Av between Columbia St and Huntington Dr. It will establish a fiber-optic backbone communication system connection between 12 signals on Fair Oaks Av and City Hall and install the ATMS/central management/control system at its City Hall Building. Funds are for design and construction costs.	12/31/2021
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	LA0G1596	San Fernando Road Bike Path Phase III - Crossings Safety Improvement. The project is located along San Fernando Road between Branford Street in the City of Los Angeles to CP Hollywood in the City of Burbank and includes 4.2 mile of bike path and 5 at-grade crossings.	12/31/2023
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	LA0G1298	Procurement of two (2) new locomotives to increase Metrolink service frequency and reduce headways. The locomotives will be EPA Tier-4 F-125 units that will improve emissions, reliability and performance relative to the F59 locomotives currently in service.	12/31/2022
TORRANCE	LA0G358	South Bay Regional Intermodal Transit Center Project at 465 N. Crenshaw Blvd., Torrance, CA 90503.	6/30/2022
TORRANCE	LA0G1589	Anza Ave from Del Amo Blvd to Sepulveda Blvd; asphalt pavement rehabilitation, repair damaged sidewalks and curb and gutter, traffic signal improvements to increase capacity and throughput (video detection, pedestrian actuation), installation of emergency vehicle preemption. \$258k of Toll Credits being used to match STPL funds in CON for FY20/21.	12/31/2021
TORRANCE	LA0G1280	Purchase of seven (7) all electric buses for a new circulator service. Rubber-wheel trolley service will operate in Old Town area, as well as hotel and financial district on Hawthorne Blvd. Origin/terminus is at the Torrance Transit Park and Ride Regional Terminal (465 Crenshaw Blvd).	12/31/2022
VERNON	LATP17M018	The project will install one-way protected cycle tracks (Class II - 1.13 miles) with a raised curbed buffer on Pacific Boulevard between Santa Fe Avenue and Fruitland Avenue and install safety improvement at signalized and uncontrolled crosswalk locations along Pacific Boulevard and at the uncontrolled cross location at Santa Fe Avenue and 52nd Street.	11/1/2022

TABLE IV-C-A-1. LOS ANGELES COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
WESTLAKE VILLAGE	LAOG1682	The project consists of a one (1) mile curvilinear pedestrian walkway extending along Lindero Canyon Rd from Agoura Road to Foxfield Drive, creating a safe corridor for pedestrians by eliminating the need to walk in the street, which has a 45mph speed limit and had a history of pedestrian/vehicular accidents. The project includes bioswales and infiltration elements, site lighting, seat walls, landscape improvements.	12/31/2022
WHITTIER	LAF7519	WHITTIER GREENWAY TRAIL EAST EXTENSION : This project is located in the City of Whittier. It will implement a two-mile Class I bike/pedestrian path on a City-controlled easement along the Union Pacific Railroad corridor from Mills Av to Leffingwell Rd, and it will also provide a trailhead east of Mills Av. The project promotes a regional bikeway corridor by extending the 4.5-mile Whittier Greenway Trail east at the City and LA County limits. \$247 in Toll Credits added in FY 19 to match CMAQ	1/31/2022
WHITTIER	LAF5314	Gateway Cities Forum Traffic Signal Corridors Project - improve traffic signal operations by upgrading each traffic signal to federal and state standards, providing additional vehicle detection to enable operation as a fully traffic-actuated signal, installing the appropriate components to enable each signal to be capable of time-based coordination and retiming signals to improve the overall progression of traffic.(approximately 17 signals included)	6/30/2021
WHITTIER	LATP16S011	Whittier Greenway Trail East Extension Gap Closure. Acquisition of final 0.5 mile and construction/completion of final 2.8 miles of the 7.3-mile Whittier Greenway Trail, a Class I bicycle and pedestrian trail along southern boundary of Whittier, connecting LA & Orange County.	6/30/2021

TABLE IV-C-A-2. ORANGE COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
ANAHEIM	ORA151509	West Street and Citron Street Sidewalk Gap Closure - Construction of sidewalk gap closures to create new 5-ft-wide sidewalk, curb and gutter, and drainage facilities along West and Citron Streets, as well as non-infrastructure activities. Toll Credit for ATP-MPO.	2/1/2023
ANAHEIM	ORA152211	Nohl Ranch Open Space Trail - project will consist of a 10-foot wide Class I bikeway and a 3 to 10-foot wide pedestrian trail (pending clearance), in compliance with Caltrans standards. The project alignment would be approximately 5,100 LF and connect Anaheim Hills Road to the signalized crossing on the east side of Avenida Bernardo North. Ancillary features of the project include lighting, lane markings, signs, bicycle parking and pedestrian amenities.	6/30/2023
LA HABRA	ORA113011	La Habra Union Pacific Railroad Bikeway. ENG for Union Pacific Railroad ROW between La Habra West City Limits and La Habra East City Limits. ROW for La Habra West City Limits to Beach Boulevard. Toll Credit Match for ATP-MPO - Split project with ORA190920 for ROW.	7/1/2025

TABLE IV-C-A-2. ORANGE COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
ORANGE COUNTY	ORA170205	HAZARD AVENUE BIKEWAY PROJECT between Goldenwest Street and Euclid Avenue. Construct approximately 4 miles of a Class IV (paved, on-road protected) Bikeway in the cities of Westminster and Garden Grove.	12/1/2023
ORANGE COUNTY	ORA172202	OC Loop El Cajon Bikeway Gap Closure (Segment H) - Install Class II, III & IV bikeway facilities within the City of Yorba Linda, Anaheim & unincorporated Orange County spanning 1.2 miles from Fairlynn Blvd to the terminus of the existing Santa Ana River Regional Riding & Hiking Trail and Bikeway.	10/31/2026
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA130099	Purchase (15) Expansion Paratransit Vans (OCTA)	12/31/2022
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA171401	Six 40' Compressed Natural Gas Expansion Buses (Route 529)	9/30/2024
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA080909	OC STREETCAR BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE. (Transit Development Credit Match for FHWA Transfer FY16/17 is \$306k & TDC Match for FHWA Transfer FY18/19 is \$2.822M)	12/31/2022
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA030605	I-405 FROM SR-73 TO I-605. Add 1 MF lane in each direction and additional capital improvements (by 2022), convert existing HOV to HOT. Add 1 additional HOT lane each direction. Combined with ORA045, ORA151, ORA100507, ORA120310, and ORA030605A. Signage from PM 7.6 to 24.2	12/31/2026
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA085004	Anaheim Canyon Station project will add double track and another platform as well as extend the existing platform to be in conformance with the Metrolink standards for passenger platform length. (TDCs in FY18/19 \$136 for DES, \$29 for ROW and \$2,532 for CON; 5307 FHWA Transfer: \$43 in FY19/20 from Orange Parking Structure savings already in FTA grant CA-2017-072)	12/31/2022
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA030612	PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDING PPNO 9514	12/31/2022
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA190701	Orange County Traffic Signal Synchronization Projects: El Toro Road, Magnolia Street and Brookhurst Street. El Toro Road (Bridger Road to Orange Street): 9 miles and includes 20 traffic signals. Magnolia Street (Banning Avenue to Commonwealth Avenue): The 16.2 miles and includes 50 traffic signals. Brookhurst Street (PCH to Commonwealth Avenue): The 16.5 miles and includes 58 traffic signals	1/31/2022
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA112702	Rideshare Vanpool Program - Capital Lease Cost FY12/13 - FY20/21. This project includes subsidy, marketing, database, ride guide and associated costs for the Rideshare/Vanpool program. Transit Development Credits: FY18/19 FTA 5307 Transfer @ \$516, FY20/21 CMAQ @ \$516 and FY21/22 CMAQ @ \$516	9/30/2024
SANTA ANA	ORA190901	Freemont Elementary and Spurgeon Intermediate SRTS - Pedestrian/bicyclist traffic safety improvements for Fremont Elementary and Spurgeon Intermediate safe routes to school. Work includes bulbouts, curb ramps, 2,383 linear feet (lf) of new sidewalk, 10,824 lf of class 3 bikeways and a road diet with 5,280 lf of class 2 bikeways. State only funds.	12/15/2024
SANTA ANA	ORA152212	Bristol Street Protected Bicycle Lanes - Install 1.25 mile protected bike lane on Bristol Street from Edinger Avenue to 1st Street.	6/30/2023

TABLE IV-C-A-2. ORANGE COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
SANTA ANA	ORA170802	First Street Pedestrian Improvements - Widen existing sidewalks by three feet, narrow the vehicle lanes, construct ADA improvements on sidewalks and wheel chair ramps, provide high visibility marked crosswalks, and add a signal controlled pedestrian crossing along First Street, 1.1 mile corridor.	12/14/2026
SANTA ANA	ORA152210	Bristol Street - Edinger Avenue Class II Bike Lanes - Install a 1.25 mile Class II Bike Lane on Bristol Street from Sunflower Avenue to Central Avenue and install a .5 mile Class II Bike Lane on Edinger Avenue from Bristol Street to Flower Street.	6/30/2023
SANTA ANA	ORA151502	Santa Ana and Fifth Protected Bike Lane - Install median protected bike lanes on Santiago, Sixth, Brown, Garfield, French, Fifth and Santa Ana with all applicable signage, striping, and signal improvements. ATP State only funding.	12/1/2026
SANTA ANA	ORA151503	The Edinger Ave Protected Bike Lanes Project - Install bike lanes down the 1.7 mile corridor passing through residential homes, schools, parks, and small business shopping centers. The Project includes a Safe Routes to School program at 3 schools. ATP State-Only funded.	12/1/2026
SANTA ANA	ORA190905	Standard Avenue Class IV Protected Bike Lane and Class II Buffered Bike Lane from 3rd Street to Warner Avenue and Protected Intersection Project at McFadden in the City of Santa Ana. Project includes 9,900 linear feet (lf) of road diets, 4,000 lf class II, 1,700 lf class III, and 5,900 lf class IV bikeways. ATP toll credits.	12/15/2024
SANTA ANA	ORA190904	McFadden Ave. Protected Bike Lane and Bicycle Blvd. Project - McFadden Ave. 15,050 linear feet of class IV protected bike lanes and road diets and 6,365 linear feet of class III Bicycle Blvd from Harbor Blvd to Grand Ave in the City of Santa Ana. ATP toll credits.	12/15/2024
TCA	10254	SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR (SJHTC - SR 73). 15 MI TOLL RD BETWEEN I-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, CONSISTENT WITH SCAG/TCA MOU 4/5/01. EXISTING 3 M/F EA DIR. 1 ADDITIONAL M/F EA DIR, PLUS CLIMBING & AUX LANES BY 2022.	12/31/2022
TCA	ORA051	FOOTHILL TRANSPORTATION CORRIDOR-NORTH (FTC-N - SR 241). 12.7 MI TOLL ROAD BETWEEN OSO PKWY AND ETC, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F IN EA DIR. 2 ADDITIONAL M/F, PLS CLIMBING & AUX LANES BY 2022.	12/31/2022
TCA	ORA050	EASTERN TRANSPORTATION CORRIDOR (ETC- SR 241/261/133) 26.4 MI TOLL ROAD CONNECTS SR 91 to I-5 via SR 261 and SR 133, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F EA DIR. 2 ADDITIONAL M/F IN EA DIR, PLUS CLIMBING AND AUX LANES BY 2022.	12/31/2022
VARIOUS AGENCIES	ORA111207	241/91 EXPRESS LANES (HOT) CONNECTOR: NB SR-241 TO EB SR-91, WB SR-91 TO SB SR-241.	12/31/2035
VARIOUS AGENCIES	ORA100511	SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF AND 1 HOV LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS. Toll Credit for RSTP and CMAQ. (Including street traffic signal improvement at I-5/Newport Avenue onramp for mitigation. non-capacity)	4/30/2027
VARIOUS AGENCIES	ORA111801	I-5 (Alicia Parkway to El Toro Road) Segment 3 - The project will add one general purpose lane on the I-5 in each direction between Alicia Parkway and El Toro Road (approximately 1.7 miles), Extend the 2nd HOV lane in both directions and add auxiliary lanes where needed.	9/30/2025



TABLE IV-C-A-2. ORANGE COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
VARIOUS AGENCIES	ORA111209	LAGUNA NIGUEL TO SAN JUAN CAPISTRANO PASSING SIDING - ADD 1.8 MILES OF NEW RAILROAD TRACK ADJACENT TO THE EXISTING MAIN TRACK. (INCLUDES SLOPE STABILIZATION/RETAINING WALL) MP 193.9 - MP 195.7 (project will utilize TDC Match - 5307 FHWA Transfer: \$438 in FY13/14; \$2,125 in FY16/17. CMAQ: \$264 in FY21/22. 5307 FHWA Transfer: \$47 in FY19/20 from Orange Parking savings already in grant CA-2017-072)(PPNO 2107)	2/28/2023
VARIOUS AGENCIES	ORA111210	I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION (PPNO 2883A). Signage from PM 31.1 to 37.7. (Utilize toll credit match)	12/31/2021

TABLE IV-C-A-3. RIVERSIDE COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
CITY OF EASTVALE	RIV210402	in the City of Eastvale: Pedestrian Safety Improvement Project - Construction of sidewalk along Hall Avenue between Chandler Street and Walters (approximately 2,000 sf), Citrus Street between Scholar Way and Carrollton Place (1,420 ft) and handicap ramp at the intersection of Schleisman Road and Sumner Avenue.	12/31/2021
CITY OF JURUPA VALLEY	RIV160504	IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF JURUPA VALLEY - SRTS PROJECT TO PROVIDE CURB, GUTTER, SIDEWALK, AND DIRT TRAILS ALONG MARTIN ST, 48TH ST, AND TROTH ST, INCLUDING LED CROSSWALK FLASHERS AT THE MARTIN/BELLEGRAVE INTERSECTION AND CURB BUMP OUTS AT THE MARTIN ST INTERSECTIONS.	12/31/2024
HEMET	RIV181010	IN CITY OF HEMET - HEMET VALLEY BIKEWAY CONX: INSTALL CLASS II (1,200 LF), III (10,500 LF) BIKE LNS, NEW S/W (4,000 LF) W/ ADA RAMP, XING IMP., ON PALM BW ESPLANDE & JOHNSTN, WHITTIER BW PALM & GILBERT, JOHNSTN BW PALM & GILBERT, GILBERT BW WHITTIER & CHAMBERS, CHAMBERS BW GILBERT & STATE; BIKE STAGING W/ DETECTION, LOCKERS, REPAIR AREA; INCL OUTREACH. (ATP-3 AUG STATE) TC UTILIZ FOR FY19, FY20.	9/1/2023
RIVERSIDE COUNTY	RIV181007	IN WEST RIV CO IN UNINCORPORATED CABAZON : CABAZON SRTS SIDEWALK SAFETY IMPROVEMENTS: INSTALL 3,000 LF OF NEW S/W, CURB&GUTTER, PAVEMENT WIDENING, ADA CURB RAMP, DRIVEWAY APPROACHES, SIGNS, MARKINGS ALONG THE EAST SIDE OF BROADWAY ST. (B/W CARMEN AVE & 400 FT. S/O MAIN ST) & ALONG THE S/S OF CARMEN AVE (B/W ALMOND ST & CABAZON ELEMENTARY) (ATP-3 AUG-STATEWIDE) (STATE-ONLY FUNDS)	12/31/2022
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV200105	In Western Riverside County - Continue the implementation of subsidies for eligible vanpools commuting to worksites in Western County.	12/30/2030

TABLE IV-C-A-3. RIVERSIDE COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV160101	IN WESTERN RIVERSIDE COUNTY ON SR-91/I-15: On I-15 - ADD TOLL EXPRESS LANE MEDIAN DIRECT CONNECT FROM SB15 TO WB91 & EB91 TO NB15, 1 TOLL EXPRESS LANE EACH DIRECTION FROM HIDDEN VALLEY TO SR91 DIRECT CONNECTOR. CONSTRUCT OPERATIONAL IMPROVEMENT BY EXTENDING THE EB91 EXPRESS LANE AND AUXILARY LANE ALONG SR91. CONSTRUCT ADDITIONAL SIGNAGE ALONG SR91 AT PM R18.0 IN OR COUNTY.	6/30/2023
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV111207	IN WESTERN RIVERSIDE COUNTY - CONTINUE THE IMPLEMENTATION OF PARK & RIDE FACILITIES THROUGH PROPERTY LEASES (VARIOUS LOCATIONS THROUGHOUT THE WESTERN COUNTY).	12/30/2028
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV151104	FREEWAY SERVICE PATROL (FSP) – CONTINUED IMPLEMENTATION OF FSP ON SR-91 (ORANGE COUNTY LINE TO 60/91/215 INTERCHANGE), SR-60 (MILLKEN TO THEODORE), I-215 (SAN BERNARDINO COUNTY LINE TO MURRIETA HOT SPRINGS), I-15 (SR-60 TO SR-79/TEMECULA PARKWAY).	12/31/2028
RIVERSIDE TRANSIT AGENCY	RIV180131	IN WESTERN RIV CO IN THE CITY OF HEMET FOR RTA - CONSTRUCTION OF THE HEMET MOBILITY HUB ON 2 ACRE PARCEL LOCATED EAST OF RAIL ROW, SOUTH OF EAST DATE STREET, W/O NORTH JUANITA ST, AND NORTH OF EAST DEVONSHIRE AVE TO INCLUDE: 10 BUS BAYS, 10 SHELTERS/CANOPIES, 20 PARKING SPACES, 1 TRAFFIC SIGNAL AT DEVONSHIRE & CARMALITA, 1 CONTROLLED INTERSECTION AT DEVONSHIRE AND JUANITA; STORAGE AND RESTROOM FACILITY. (FTA 5339: FY15 \$1,626 (URBAN) ; FY16 \$317 AND FY17 \$326 (SMALL URBAN).	12/31/2030
RIVERSIDE, CITY OF	RIV181012	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE - LA SIERRA NEIGHBORHOOD SIDEWALK IMP: INSTALLATION OF 1.28 MILE OF ADA-COMPLIANT SIDEWALK ON CARMINE ST, RICHMOND ST, NORWOOD AVE. FROM COLLEGE AVENUE TO SIERRA VISTA AVE., ON DOVERWOOD DR. FROM BUTLER DR. TO LA SIERRA AVE., ON A PORTION OF BUTLER DR. AND ON COLLEGE AVE FROM DOVERWOOD DR. TO NORWOOD AVE. (ATP-3 AUG STATEWIDE, SOF)	3/30/2023
RIVERSIDE, CITY OF	RIV140841	IN WESTERN RIVERSIDE COUNTY FOR CITY OF RIVERSIDE-IOWA AVE & MLK BLVD BIKE IMPROVEMENTS: CONSTRUCT 0.8 MI 10 FT WIDE TWO DIR MULTI-USE PATH ON N.SIDE OF MLK BLVD B/W CANYON CREST DR & CHICAGO AVE & WIDENING IOWA AVE B/W MLK BLVD & EVERTON PL INCLUDES GRADING, ASPHALT PAVING, SIGNS, & RESTRIPIING & INSTALL 6 FT CLASS II BIKE LNS FOR 0.8 MI WITH 2 FT BUFFERS	12/31/2020
RIVERSIDE, CITY OF	RIV160404	IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF RIVERSIDE - CITYWIDE BIKE AND PEDESTRIAN IMPROVEMENTS INCLUDING: INSTALL OF 5.5 MI OF CLASS II BIKE LANES ON CENTRAL AVE; 2.4 MI OF CYCLE TRACKS ON WATKINS DR AND CANYON CREST; SHARROW PAVEMENT MARKINGS AROUND FAIRMOUNT PARK; 20 BIKE RACKS THROUGHOUT DOWNTOWN AREA; & HAWK SIGNALS AT 3 UNCONTROLLED CROSSWALKS.	12/31/2024

TABLE IV-C-A-4. SAN BERNARDINO COUNTY			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	COMPLETION DATE
FONTANA	20131506	IN FONTANA: SAN SEVAINE TRAIL (PHASE 1, SEG 2) North/South 1.25 mile long, 12 ft wide paved multi-use trail from Banyan St. to the Pacific Electric Trail in Fontana	6/30/2022
OMNITRANS	20151301	REDLANDS PASSENGER RAIL PROJECT (RPRP): NEW PASSENGER RAIL SERVICE FROM RIALTO / E ST IN SAN BERNARDINO TO REDLANDS. (SBCTA is sub recipient of FTA funds & is actual project Lead Agency)(TD Credits: 5307-TR FTA FUNDS FY19/20 \$3,998) (THE PROJECT MANAGEMENT COST OF APPROX \$20M IN LOCAL FUNDS IS NOT INCLUDED IN FTIP TOTAL COST.)(Includes locomotive purchase from study project 20151303)	12/31/2021
OMNITRANS	20150307	COUNTY-WIDE VANPOOL PROJECT (Ongoing)(TDC: FY16/17 CMAQ CON \$460k)	6/30/2023
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	201186	AT SR-210/BASE LINE IC: RECONSTRUCT/WIDEN BASE LINE BETWEEN CHURCH AVE AND BOULDER AVE FROM 4 TO 6 THROUGH LANES AND EXTEND LEFT TURN LANES, WIDEN RAMPS : WB EXIT 1 TO 3 LANES, WB AND EB ENTRANCES 1 TO 3 LANES INCLUDING HOV PREFERENTIAL LANES (EA 1C970)	12/31/2022
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	20190702	SBCTA Metrolink Station Accessibility Improvement Project - Phase II: Bicycle and pedestrian accessibility improvements near five Metrolink transit stations (Montclair, Upland, Rancho Cucamonga, Fontana, and San Bernardino). Toll Credit to match ATP	5/21/2024
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	20159901	I-15 Express Lanes (Contract 1): Construct 1 Exp. Lane in each direction between Cantu-Galleano Ranch Rd. and SR-60 and 2 Exp. Lanes in each direction between SR-60 and north of Foothill Blvd. Additional improvements to AUX LN widening, undercrossing, and reconstruction of ramps and lane transitions where needed.	10/1/2026
VARIOUS AGENCIES	20159902	I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. (Toll Credits to match STP, CMAQ) (Toll System Provider (TSP) split as 20159902a)	10/1/2023

# Attachment B: Reasonably Available Control Measure (RACM) Analysis - TCMs

Section 108 (f) 1. Programs for Improved Public Transit					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
1.1	Regional Express Bus Program	Purchase of buses to operate regional express bus services.	Yes		CTCs (MTA, OCTA), Transit Operators
1.2	Transit access to airports	Operation of transit to airport to serve air passengers.	Yes		Transit Operators, Burbank Glendale Pasadena Airport, CTCs (MTA, SCRRA)
1.3	Accelerate Bus Retrofit Program	Accelerate application of retrofit of diesel-powered buses to achieve earlier compliance with state regulations.	Yes		CTCs (MTA, OCTA), Transit Operators
1.4	Mass transit alternatives	Major change to the scope and service levels.	Yes		SCAG, CTCs
1.5	Expansion of public transportation systems	Expand and enhance existing public transit services.	Yes		CTCs
1.6	Transit service improvements in combination with park-and-ride lots and parking Management	Local jurisdictions and transit agency improve the public transit system and add new park-and-ride facilities and spaces on an as needed basis.	Yes		CTCs (MTA, SCRRA)

Section 108 (f) 1. Programs for Improved Public Transit					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
1.7	Free transit during special events	Require free transit during selected special events to reduce event-related congestion and associated emission increases.	No	<p>The Legislature significantly reduced authority of SOUTH COAST AQMD to implement indirect source control measures through revisions to the Health &amp; Safety Code (HSC 40717.8).</p> <p>Transit agencies should decide individually whether this measure is economically feasible for them.</p> <p>Note that the Mobile Source Air Pollution Reduction Review Committee (MSRC) has been co-funding free event center shuttle service projects.</p>	
1.8	Require that government employees use transit for home to work trips, expand transit, and encourage large businesses to promote transit use	Require all government employees use transit a specified number of times per week, or expand transit, and encourage business to promote transit use.	Yes		CTCs
1.9	Increase parking at transit centers or stops	Encourage transit convenience by providing additional parking at transit centers.	Yes		CTCs
1.10	Expand regional transit connection ticket distribution	Provides interchangeability of transit ticket.	Yes		CTCs, Metrolink
1.11	Bus Signal Priority	Wireless bus signal priority system on bus fleets for increased operation efficiency and travel time savings.	Yes		Transit Agencies

Section 108 (f) 1. Programs for Improved Public Transit					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
1.12	Passenger rail improvements	Installation of additional platforms, double tracks, concrete ties, bridges, signal relocation.	Yes		Cities, Transit Agencies
1.13	Alternative Fuel Buses	Self-explanatory.	Yes		Cities, Transit Agencies
1.14	Intermodal Centers	Improved transit connection of various travel modes	Yes		Cities, Transit Agencies
1.15	Maglev	Construct regional low-speed magnetic levitation transit	No	Though considered in past SCAG transportation plans, Maglev has never been a committed TCM; in addition, the region is already being serviced by light rail; Not Cost-effective.	
1.16	High Speed Rail	Construct high speed rail connecting large metropolitan centers in the state	Yes		HSRA
1.17	Public transit facility improvements and operating assistance	Construct and/or improve bus and rail terminals, stations, and maintenance facilities	Yes		CTCs, Transit Agencies
1.18	Paratransit Service	Self-explanatory	Yes		CTCs, Cities, Transit Agencies
1.19	Express Busways/Dedicated Bus Lanes	Construct bus-only lanes	Yes		CTCs

Section 108 (f) 2. Restriction of Certain Roads or Lanes to, or Construction of Such Roads or Lanes for Use By, Passenger Buses or High Occupancy Vehicles					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
2.1	Update High Occupancy Vehicle (HOV) Lane Master Plan	Analysis of increased enforcement, increasing occupancy requirements, conversion of existing HOV lanes to bus only lanes and/or designation of any new carpool lanes as bus-only lanes; utilization of freeway shoulders for peak-period express bus use; commercial vehicle buy-in to HOV lanes; and appropriateness of HOV lanes for corridors that have considered congestion pricing or value pricing.	Yes		SCAG, Caltrans, CTCs
2.2	Fixed lanes for buses and carpools on arterials	Provide fixed lanes for buses and carpools on arterial streets where appropriate.	Yes		CTCs (MTA, OCTA), LA City
2.3	Expand number of freeway miles available, allow use by alternative fuel vehicles, changes to HOV lane requirements and hours	Various measures evaluated in many ozone nonattainment areas. Specifics vary according to freeway system, use patterns and local characteristics.	Yes		CARB, Caltrans
2.4	Express toll lanes/High Occupancy Toll (HOT) Lanes	Self-explanatory.	Yes		Caltrans, CTCs



Section 108 (f) 3. Employer-Based Transportation Management Plans, Including Incentives					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
3.1*	Commute solutions	The federal <i>Commuter Choice Program</i> provides for benefits that employers can offer to employees to commute to work by methods other than driving alone.	Yes		Employer, SOUTH COAST AQMD
3.2*	Parking cash-out	State law requires certain employers who provide subsidized parking for their employees to offer a cash allowance in lieu of a parking space.	Yes		Employer, CARB
3.3*	Employer Rideshare Program Incentives	Employer rideshare incentives and introduction of strategies designed to reduce single occupant vehicle trips. Implementation includes information systems and marketing. Examples include: employee awareness campaigns, Transportation Management Associations (TMA) membership, alternative work hours, and financial incentives.	Yes		CTCs, Caltrans, Employer, SOUTH COAST AQMD
3.4*	Implement Parking Charge Incentive Program	Evaluate feasibility of an incentive program for cities and employers that convert free public parking spaces to paid spaces. Review existing parking policies as they relate to new development approvals.	Yes		Cities, Counties, Employer

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Section 108 (f) 3. Employer-Based Transportation Management Plans, Including Incentives					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
3.5*	Preferential parking for carpools and vanpools	This measure encourages public and private employers to provide preferential parking spaces for carpools and vanpools to decrease the number of single occupant automobile work trips. The preferential parking could include covered parking spaces or close-in spaces.	Yes		Employer, SOUTH COAST AQMD
3.6*	Employee parking fees	Encourage public and private employers to charge employees for parking.	Yes		Employer, SOUTH COAST AQMD
3.7	Merchant transportation incentives	Implement “non-work” trip reduction ordinances requiring merchants to offer customers mode shift travel incentives such as free bus passes and requiring owners/managers/developers of large retail establishments to provide facilities for non-motorized modes.	No	Require state legislation.	
3.8*	Purchase/lease/third-party vans for vanpool programs	Provide a specified number of vans for use in employee commute travel.	Yes		Employer, SOUTH COAST AQMD
3.9*	Encourage regulated employers to subsidize the cost of transit for employees	Provide outreach and possible financial incentives to encourage local employers to provide transit passes or subsidies to encourage less individual vehicle travel.	Yes		Employer, SOUTH COAST AQMD

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Section 108 (f) 3. Employer-Based Transportation Management Plans, Including Incentives					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
3.10*	Compressed work weeks	Work 80 hours in 9 days, or 40 hours in 4 days, or 36 hours in 3 days in lieu of working 40 hours in 5 days.	Yes		Employer, SOUTH COAST AQMD
3.11*	Telecommuting	Goal of specified percentage of employees telecommuting at least one day per week.	Yes		Employer, SOUTH COAST AQMD
3.12	Income Tax Credit to Telecommuters	Provide tax relief to employees who participate in telecommuting programs.	No	Requires State legislation.	
3.13*	Extend parking cash-out rule to more employers	Self-explanatory	No	Requires State legislation.	
3.14	Bike to Work Day/Month	Encourage biking to work during bike awareness month. Provide outreach activities, education on the bike-to-work option, and provide assistance in trying to bike to work.	Yes		Employers, Cities, Counties, VCAPCD, CTCs

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**Section 108 (f) 4. Trip Reduction Ordinance**

In December 1995, Congress changed the Clean Air Act Amendments to make the Employee Commute Option program voluntary (no longer mandatory). California State Law prohibits mandatory employer based trip reduction ordinance programs (SB437). (HSC 40717.9) To account for these restrictions, SOUTH COAST AQMD Rule 2202 provides employers with a menu of options to reduce mobile source emissions generated from employee commutes. Rule 2202 complies with federal and state Clean Air Act requirements, HSC 40458, and HSC 182(d)(1)(B) of the federal Clean Air Act. Nevertheless, some jurisdictions continue to implement Trip Reduction Ordinances. For example, the City of Santa Monica requires new and existing non-residential development projects to adopt Emission Reduction Plans and pay transportation impact fees to reduce traffic congestion and improve air quality in the city.

**Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions**

Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
5.1	Develop Intelligent Transportation Systems	The term “Intelligent Transportation Systems” includes a variety of technological applications intended to produce more efficient use of existing transportation corridors. Includes measures like ramp-metering, and real-time transit information systems.	Yes		CTCs, Caltrans, and Cities
5.2	Coordinate traffic signal systems	This measure implements and enhances synchronized traffic signal systems to promote steady traffic flow at moderate speeds.	Yes		CTCs, Counties, and Cities
5.3	Reduce traffic congestion at major intersections	This measure implements a wide range of traffic control techniques designed to facilitate smooth, safe travel through intersections. These techniques include signalization, turn lanes or median dividers. The use of grade separations may also be appropriate for high volume or unusually configured intersections.	Yes		CTCs, Counties, and Cities

Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
5.4	Site-specific transportation control measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations. Another example might be programming left turn signals at certain intersections to lag, rather than lead, the green time for through traffic.	Yes		CTCs, Counties, and Cities
5.5	Removal of on-street parking	Require all commercial/industrial development to design and implement off-street parking.	Yes		CTCs, Counties, and Cities
5.6	Reversible lanes	Implement reversible lanes on arterial streets to improve traffic flow where appropriate.	Yes		CTCs, Counties, and Cities
5.7	One-way streets	Redesignate streets (or portions of in downtown areas) as one-way to improve traffic flow.	Yes		CTCs, Counties, and Cities
5.8	On-Street parking restrictions	Restrict on-street parking where appropriate.	Yes		CTCs, Counties, and Cities
5.9	Bus pullouts in curbs for passenger loading	Provide bus pullouts in curbs, or queue jumper lanes for passenger loading and unloading.	Yes		CTCs, Counties, and Cities
5.10	Additional freeway service patrol	Operation of additional lane miles of new roving tow truck patrols to clear incidents and reduce delay on freeways during peak periods.	Yes		CTCs, CHP
5.11	Fewer stop signs, remove unwarranted and "political" stop signs and signals	Improve flow-through traffic by removing stop signs and signals. Potential downside in safety issues.	Yes		CTCs, Counties, and Cities

Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
5.12	Ban left turns	Banning all left turns would stop the creation of bottlenecks although slightly increase travel distances.	No	Left turns are not allowed in some heavy-traffic streets. No clear demonstration of emission reduction benefits.	
5.13	Changeable lane assignments	Increase number of one-way lanes in congested flow direction during peak traffic hours.	Yes		Caltrans, CTCs, Counties, and Cities
5.14	Adaptive traffic signals and signal timing	Self-explanatory.	Yes		Counties, Counties, and Cites
5.15	Freeway bottleneck improvements (add lanes, construct shoulders, etc.)	Identify key freeway bottlenecks and take accelerated action to mitigate them.	Yes		Caltrans, SCAG
5.16	Minimize impact of construction on traveling public. Have contractors pay when lanes are closed as an incentive to keep lanes open.	Prohibit lane closures during peak hours, limit work to weekends and/or nights.	Yes		Caltrans
5.17	Internet provided road and route information	Reduce travel on highly congested roadways by providing accessible information on congestion and travel.	Yes		CTCs, Caltrans, Counties, Cities
5.18	Regional route marking systems to encourage underutilized capacity	Encourage travel on local roads and arterials by better route marking to show alternatives.	Yes		Caltrans, Counties, Cities
5.19	Congestion management field team to clear incidents	Self-explanatory.	Yes		CTCs, CHP
5.20	Use dynamic message signs to direct/smooth speeds during incidents	Self-explanatory.	Yes		Caltrans

Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
5.21	Get real-time traffic information to trucking centers and rental car agencies	Reduce travel in congested areas by providing information directly to high volume travelers.	Yes		CTCs, Caltrans
5.22	55 mph speed limit during ozone season	Self-explanatory	No	Reductions in freeway speeds are governed by California Vehicle Code 22354, which authorizes Caltrans to lower speeds after doing an engineering and traffic survey, which shows that the legislatively-set maximum speed of 65 mph, is more than is reasonable or safe. No consideration of emissions reductions is contemplated under this statute. This measure is not feasible until the statute is changed.	
5.23	Require 40 mph speed limit on all facilities	Depends on area's emission factors.	No	The California Vehicle Code Sections 22357 and 22358 mandates a methodology for setting speed limits for local areas. This measure is not feasible until the statute is changed.	



Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
5.24	Require lower speeds during peak periods	Self-explanatory.	No	The California Vehicle Code Sections 22357 and 22358 mandates methodology for setting speed limits for local areas. This measure is not feasible until the statute is changed.	
5.25	On-street parking restrictions	Restrict on-street parking where appropriate.	Yes		State, Counties, and Cities
5.26	Roundabouts at low traffic intersections	Construct roundabouts and remove stop signs as appropriate	Yes		Counties, Cities
5.27	Eco-Driving educational program	Education program to improve vehicle efficiency by improving driving habits	No	No clear demonstration of emission reduction benefits.	

Section 108 (f) 6. Fringe and Transportation Corridor Parking Facilities Serving Multiple Occupancy Vehicle Programs or Transit Service					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
6.1	Park-and-ride lots	Develop, design, and implement new park-and-ride facilities in locations where they are needed, particularly free parking near transit facilities.	Yes		Caltrans, CTCs, Transit Operators, SCRRA

**Section 108 (f) 6. Fringe and Transportation Corridor Parking Facilities Serving Multiple Occupancy Vehicle Programs or Transit Service**

Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
6.2	Park-and-ride lots serving perimeter counties	Specific to a locality.	Yes		Caltrans, CTCs, Transit Operators, SCRRA

**Section 108 (f) 7. Programs to Limit or Restrict Vehicle Use in Downtown Areas or Other Areas of Emission Concentration Particularly During Periods of Peak Use**

Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
7.1	Off-peak goods movement	Restrict truck deliveries by time or place in order to minimize traffic congestion during peak periods.	Yes		PierPass (A non-profit organization of marine terminal operators at the Ports of Los Angeles and Long Beach)
7.2	Truck restrictions during peak periods	Restrict truck travel during peak periods in order to minimize traffic congestion.	Yes		See Measure 7.1
7.3	Involve school districts in encouraging walking/bicycling to school	Decrease vehicle emissions associated with school trips by reducing these trips through education and out-reach programs.	Yes		School Districts

Section 108 (f) 7. Programs to Limit or Restrict Vehicle Use in Downtown Areas or Other Areas of Emission Concentration Particularly During Periods of Peak Use					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
7.4	Adjust school hours so they do not coincide with peak traffic periods and ozone seasons	Measure to reduce travel during peak periods and ozone-contributing periods in the early morning.	No	School hours are dictated by many variables, including overcrowding and year-round schooling. This measure is not feasible.	
7.5	Area-wide tax for parking	Reduce driving by limiting parking through implementation of pricing measures.	Yes		Counties, Cities
7.6	Increase parking fees	Reduce driving by limiting parking spaces through pricing measures.	No	Attorney General ruled South Coast AQMD lacks authority to implement this measure.	
7.7	Graduated pricing starting with highest in Central Business District (CBD)	Increase parking charge in the CBD or other high volume areas in a city to discourage vehicle travel in these areas.	Yes		Market Driven
7.8	Purchase parking lots and convert into other land uses	Limit parking by converting available parking to other land uses to discourage driving.	Yes		Counties and Cities

Section 108 (f) 7. Programs to Limit or Restrict Vehicle Use in Downtown Areas or Other Areas of Emission Concentration Particularly During Periods of Peak Use					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
7.9	Limit the number of parking spaces at commercial airlines to support mass transit	Reduce airport travel by limits on parking at airports.	No	Regulatory agencies do not have the legal authority to make local land use decisions. It is at the discretion of the regional or local airport authority to make local land use decisions pertaining to airports.  Additionally, It is necessary to have significant mass transit available at airports before this measure can be implemented.	
7.10	No CBD vehicles unless LEV, alternative fuel, or electric	Define high-use area and ticket any vehicles present unless they are low emitting, alternative fueled or electric.	No	The Legislature significantly reduced authority of the SOUTH COAST AQMD to implement indirect source control measures through revisions to the Health & Safety Code (40717.6, 40717.8, and 40717.9).	
7.11	Auto restricted zones	No vehicles allowed in certain areas where high emissions, congestion or contribution to ozone problems.	Yes		Counties and Cities
7.12	Incentives to increase density around transit centers	Lower travel by increasing residential and commercial density in areas near transit.	Yes		Counties and Cities
7.13	Land use/air quality guidelines	Guidelines for developments that contribute to achieving air quality goals.	Yes		CARB, SOUTH COAST AQMD, SCAG

Section 108 (f) 7. Programs to Limit or Restrict Vehicle Use in Downtown Areas or Other Areas of Emission Concentration Particularly During Periods of Peak Use					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
7.14	Cash incentives to foster jobs/housing balance	Specific to locality – encouraged by California Clean Air Plan.	No	Has never been a committed TCM. No dedicated source of funding for this measure.	
7.15	Trip reduction oriented development	Land use decisions that encourage trip reductions.	Yes		Counties, Cities, CTCs
7.16	Transit oriented development	Land use decisions that encourage walkable communities and multi-modal transit systems.	Yes		Counties, Cities, CTCs
7.17	Sustainable development	Land use decisions that create equitable standards of living to satisfy the basic needs of all peoples, all while taking the steps to avoid further environmental degradation.	Yes		Counties, Cities, CTCs
7.18	Smart Parking Detection System	Utilize mobile communication devices to access the parking availability at multiple lots and provide real-time inventory of parking spaces.	Yes		Cities
7.19	Programs to encourage goods movement by rail	Self-explanatory	Yes		CARB
7.20	Divert Trucks from Nonattainment Areas	Require pass-through trucks to choose routes away from the SCAG region	No	No authority to implement; Not feasible because whole South Coast region is nonattainment area under one or more NAAQS.	
7.21	Buy parking lots and convert to other land use	Limit parking by converting available parking to other land uses to discourage driving	Yes		Counties, Cities

Section 108 (f) 8. Programs For the Provision of All Forms of High-Occupancy, Shared-Ride Services					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
8.1*	Financial Incentives, Including Zero-Bus Fares	Provide financial incentives or other benefits, such as free or subsidized bus passes and cash payments for not driving, in lieu of parking spaces for employees who do not drive to the workplace.	Yes		SOUTH COAST AQMDSOUTH COAST AQMD, Employer
8.2	Internet ride matching services	Provide match-lists, route info, hours and contact information over the internet to assist individuals in joining or developing carpools.	Yes		CTCs, Employer
8.3*					
8.4*	Credits and incentives for carpoolers	Self-explanatory – form depends on locality.	Yes		SOUTH COAST AQMD, Employer
8.5*	Employers provide vehicles to carpoolers for running errands or emergencies	Having vehicles available for workday errands makes it easier to go to work without one.	Yes		SOUTH COAST AQMD, Employer
8.6	Subscription services	Free van services to provide transportation for the elderly, handicapped or other individuals who have no access to transportation.	Yes		County, CTCs, Employer
8.7	School carpools	Self-explanatory and voluntary.	Yes		School Parents

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Section 108 (f) 8. Programs For the Provision of All Forms of High-Occupancy, Shared-Ride Services					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
8.8*	Guaranteed ride home	Self-explanatory.	Yes		CTCs, SOUTH COAST AQMD, Employer
8.9	Transit Voucher Program	Transit vouchers for elderly and low income commuters.	Yes		CTCs, Cities, Counties
8.10	Rideshare and vanpool services	Non-employer based rideshare and vanpool option near transit stations.	Yes		CTCs, Transit Agencies, Cities and Counties

Section 108 (f) 9. Programs to Limit Portions of Road Surfaces or Certain Sections of the Metropolitan Area to the Use of Non-Motorized Vehicles or Pedestrian Use, Both as to Time and Place					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
9.1	Establish Auto-Free Zones and pedestrian malls	Establish auto free zones and pedestrian malls where appropriate.	Yes		Counties and Cities

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Section 108 (f) 9. Programs to Limit Portions of Road Surfaces or Certain Sections of the Metropolitan Area to the Use of Non-Motorized Vehicles or Pedestrian Use, Both as to Time and Place					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
9.2	Encouragement of pedestrian travel	This measure involves encouraging the use of pedestrian travel as an alternative to automobile travel. Pedestrian travel is quite feasible for short shopping, business, or school trips.	Yes		CTCs, Counties, Cities, SCAG
9.3	Bicycle/Pedestrian Program	Fund high priority projects in countywide plans consistent with funding availability.	Yes		CTCs, Counties, and Cities
9.4	Close certain roads for use by non-motorized traffic	During special events, weekends, or certain times of the day, close some roads to all but non-motorized traffic.	Yes		Counties, and Cities
9.5	Encourage bicycle travel	Promotion of bicycle travel to reduce automobile use and improve air quality. Bikeway system planning, routes for inter-city bike trips to help bicyclists avoid other, less safe facilities. Another area for potential actions is the development and distribution of educational materials, regarding bicycle use and safety.	Yes		SCAG, CTCs, Counties, Cities, and Employer
9.6	Free bicycles	Provide free bikes in the manner of Boulder, CO. Simple utilitarian bikes that can be used throughout the metro area and dropped off at destination for use by anyone desiring use.	No	Bike share is being implemented in the South Coast region; free bikes are not cost-effective; Evidence suggests that bicycle theft is a problem in other programs and renders the measure technologically and economically infeasible.	

Section 108 (f) 9. Programs to Limit Portions of Road Surfaces or Certain Sections of the Metropolitan Area to the Use of Non-Motorized Vehicles or Pedestrian Use, Both as to Time and Place					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
9.7*	Cash rebates for bikes	Provide financial incentives to purchase bicycles and thereby encourage use.	Yes		Employer
9.8	Close streets for special events for bikes and pedestrians	Self-explanatory.	Yes		Counties and Cities
9.9	Use condemned dirt roads for bike trails	Self-explanatory.	No	Not applicable because there are no condemned dirt roads in the region.	
9.10	Safe Routes to School programs	Encourage educational and encouragement programs with families and schools and support policies to improve pedestrian and bicycle safety.	Yes		State, Counties, CTCs, and Cities

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Section 108 (f) 10. Programs for Secure Bicycle Storage Facilities and Other Facilities, Including Bicycle Lanes, for the Convenience and Protection of Bicyclists, in Both Public and Private Areas					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
10.1*	Bike racks at work sites	Self-explanatory.	Yes		SOUTH COAST AQMD, Employer
10.2	Bike racks on buses	Bike racks would be placed on a to-be-determined number of buses to increase bicycle travel.	Yes		CTCs, Transit Operators, SCRRRA
10.3	Regional bicycle parking	Bike Transit Centers	Yes		CTCs
10.4	Develop bicycle travel facilities	Encourages a variety of capital improvements to increase bicycle use. Off-street bikeways where high-speed roadways preclude safe bicycling. Clearly mark travel facilities with signs and provide adequate maintenance.	Yes		CTCs, Transit Operators, SCRRRA
10.5	Expedite bicycle projects from RTP/SCS	Create bicycle and pedestrian master plan and build out at an accelerated rate to achieve benefits in advance of attainment deadline.	Yes		SCAG, CTCs, Counties, Cities
10.6	Provide bike/pedestrian facilities safety patrols	Self-explanatory.	Yes		Counties and Cities
10.7	Inclusion of bicycle lanes on thoroughfare projects	Self-explanatory.	Yes		State, CTCs, Counties, and Cities

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**Section 108 (f) 10. Programs for Secure Bicycle Storage Facilities and Other Facilities, Including Bicycle Lanes, for the Convenience and Protection of Bicyclists, in Both Public and Private Areas**

Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
10.8	Bicycle lanes on arterial and frontage roads	Self-explanatory.	Yes		State, Counties, and Cities
10.9	Bicycle route lighting	Self-explanatory.	Yes		State, Counties, Cities
10.10	Complete Streets	Install bicycle and pedestrian facilities, upgrade traffic control systems, urban design improvements, street lights and transit connections.	Yes		Cities, Counties, CTCs, Transit Agencies
10.11	Bike Share	Provide bike-share and neighborhood electric vehicle transit services in downtown areas.	Yes		Cities, Counties, Transit Agencies
10.12	Bike Purchase Incentives	Cash incentives to transit riders to purchase collapsible or electric bikes.	Yes		Cities
10.13	Longer Bike Racks on Buses	Install or modify bike rack on transit buses to accommodate up to three bikes	Yes		Transit Agencies
10.14	Greenway Network	Use riverbeds and other rights-of-way for bike and pedestrian paths to separate them from auto traffic	Yes		Cities, Counties
10.15	First Mile/Last Mile Program	Variety of strategies to encourage active transportation including wayfinding, sidewalk improvements, pedestrian priority signalization, and bike/pedestrian facilities near transit.	Yes		CTCs, Transit Agencies

Section 108 (f) 11. Programs to Control Extended Idling of Vehicles					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
11.1	Limit excessive car dealership vehicle starts	Require car dealers to limit the starting of vehicles for sale on their lot(s) to once every two weeks. Presently, a number of new and used car dealers start their vehicles daily to avoid battery failure and assure smooth start-ups for customer test drives.	No	This measure was investigated by the SOUTH COAST AQMD and it was determined that in contrast to colder climates where vehicles are started on a daily basis, vehicles in the South Coast started much less frequently. For this reason it was determined not to be technologically feasible. No clear demonstration of emission reduction benefits.	
11.2	Encourage limitations on vehicle idling	Encourage limitations to limit extended idling operations.	Yes		CARB
11.3	Turn off engines while stalled in traffic	Public outreach or police-enforced program.	No	This measure raises safety and congestion concerns.  No clear demonstration of emission reduction benefits.	
11.4	Outlaw idling in parking lots	Self-explanatory and police-enforced program.	No	Enforcement of idle restrictions is a low priority for police relative to their other missions. The cost effectiveness of this measure has not been demonstrated. It is not economically feasible. No clear demonstration of emission reduction benefits.	
11.5	Reduce idling at drive-throughs; ban drive-throughs	Mandate no idling or do not allow drive-through windows during ozone season.	No	No clear demonstration of emission reduction benefits.	

Section 108 (f) 11. Programs to Control Extended Idling of Vehicles					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
11.6	Promote use of pony engines	Use special battery engines to keep air conditioning and other truck systems working while truck not in use.	Yes		CARB
11.7	Idle restrictions at airport curbsides	Self-explanatory and police-enforced.	Yes		Airport Authority
11.8	Truck Stop Electrification	Provide electric charging stations for at truck stops to power heating/AC units and other on-board equipment.	Yes		CARB
11.9	Reduce idling at schools	Self-explanatory	Yes		CARB

Section 108 (f) 12. Program to Reduce Motor Vehicle Emissions Consistent with Title II, Which Are Caused by Extreme Cold Start Conditions	
Not applicable. The definition of an "extreme cold start" specifies temperatures below 20 degrees Fahrenheit.	Not applicable in the South Coast - No extreme cold start conditions

Section 108 (f) 13. Employer-sponsored programs to permit flexible work schedules					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
13.1*	Alternative work schedules	Enables workers to choose their own working hours within certain constraints. Flextime provides the opportunity for employees to use public transit, ridesharing, and other Nonmotorized transportation. A related strategy, staggered work hours, is designed to reduce congestion in the vicinity of the workplace. Alternative workweeks have been implemented extensively by large private and public employers.	Yes		SOUTH COAST AQMD, Employer
13.2*	Modifications of work schedules	Implement alternate work schedules that flex the scheduled shift time for employees. Encourage the use of flexible or staggered work hours to promote off-peak driving and accommodate the use of transit and carpooling.	Yes		SOUTH COAST AQMD, Employer
13.3*	Telecommunications-Telecommuting/Teleconferencing	Encourage telecommuting and use of telecommuting/teleconferencing equipment in place of motor vehicle use where appropriate. Set-up satellite work centers closer to where employees live to reduce motor vehicle use where appropriate.	Yes		SOUTH COAST AQMD, Employer

\* This measure relates to SOUTH COAST AQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. Administered by SOUTH COAST AQMD, Rule 2202 provides a menu of options for employers in choosing how they will comply. Individual employers implement the mitigation option(s) that they have chosen. Note: Rule 2202 is subject to change through the South Coast AQMD rule amendment process.



Section 108 (f) 14. Programs and Ordinances to facilitate Non-automotive travel, provision to and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
14.1	Areawide public awareness programs	This measure focuses on conducting ongoing public awareness programs throughout the year to provide the public with information on air pollution and encourage changes in driving behavior and transportation mode use.	Yes		SOUTH COAST AQMD
14.2	Special event controls	This measure would require new and existing owners/operators of the special event centers to reduce mobile source emissions generated by their events. A list of optional strategies would be available that reduce mobile source emissions.	Yes		Counties, Cities, Special Event Operators
14.3	Land Use/development alternatives	This measure includes encouraging land use patterns, which support public transit and other alternative modes of transportation. In general, this measure would also encourage land use patterns designed to reduce travel distances between related land uses	Yes		CARB, SCAG, SOUTH COAST AQMD, Counties, Cities
14.4	Voluntary No-Drive Day Programs	Conduct voluntary No-Drive Day Programs during the ozone season through media and employer based public awareness activities.	Yes		CTCs
14.5**	New Development Air Quality Impact Evaluation	Evaluate air quality impacts of new development and recommend or require mitigation for significant adverse impacts.	Yes		SOUTH COAST AQMD, Counties, Cities, CEQA Lead Agencies

\*\* SOUTH COAST AQMD and SCAG recommend mitigation as commenting agencies on new development projects; cities and counties require mitigation under their discretionary authority as lead agency.

Section 108 (f) 14. Programs and Ordinances to facilitate Non-automotive travel, provision to and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
14.6	Transportation for Livable Communities (TLC)/Housing Incentive program	Program provides planning grants, technical assistance, and capital grants to help cities and Nonprofit agencies define and implement transportation projects that support community plans including increased housing near transit.	Yes		SCAG, State
14.7	Incentives to increase density around transit centers	Lower travel by increasing residential and commercial density in areas near transit.	Yes		Counties, Cities, CTCs
14.8	Incentives for cities with good development practices	Provide financial or other incentives to local cities that practice air quality-sensitive development.	Yes		CTCs, Counties, Cities
14.9	Increase State gas tax	Self-explanatory.	No	Need State legislation. State gas tax has been increased by SB 1.	
14.10	Pay-As-You-Drive Insurance	Self-explanatory.	No	Need State legislation. No clear demonstration of emission reduction benefits and does not advance attainment date.	

**Section 108 (f) 15. Programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other Non-motorized means of transportation when commercially feasible and in the public interest**

Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
15.1 <sup>13</sup>	Encourage Pedestrian Travel	Promote public awareness and use of walking as an alternative to the motor vehicle.	Yes		SOUTH COAST AQMD, SCAG, CTCs, Counties, Cities, Employer
15.2	Pedestrian and bicycle overpasses where safety dictates	Ongoing implementation as development occurs.	Yes		Counties, Cities

**Section 108 (f) 16. Program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks**

Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
16.1	Counties assess ten dollar license plate fee to fund repair/replacement program for high-emitters	Self-explanatory.	Yes		CARB, BAR <sup>14</sup>

<sup>13</sup> This measure relates to SOUTH COAST AQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. Administered by SOUTH COAST AQMD, Rule 2202 provides a menu of options for employers in choosing how they will comply. Individual employers implement the mitigation option(s) that they have chosen. Note: Rule 2202 is subject to change through the South Coast AQMD rule amendment process.

<sup>14</sup> Similar program administered with different funding source as part of smog check

Section 108 (f) 16. Program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks					
16.2	Offer incentives for retirement and replacement of vehicles for participants meeting specific requirements	Self-explanatory.	Yes		CARB, SOUTH COAST AQMD <sup>15</sup>
16.3	Demolish impounded vehicles that are high emitters	Self-explanatory.	No	SOUTH COAST AQMD Rule 1610 issues mobile source emission reduction credits in exchange for the scrapping of old, high emitting vehicles.	
16.4	Do whatever is necessary to allow cities to remove the engines of high emitting vehicles (pre-1980) that are abandoned and to be auctioned	Self-explanatory.	No	SOUTH COAST AQMD Rule 1610 issues mobile source emission reduction credits in exchange for the scrapping of old, high emitting vehicles	
16.5	Accelerated retirement program	Identify high-emitting vehicle age groups and develop a program to remove them from use.	Yes		CARB, SOUTH COAST AQMD

17. Other					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
17.1	Truck-Only Lanes	Self-explanatory.	Yes		Caltrans, CTCs

<sup>15</sup> Voluntary car scrapping programs to generate credits. Note: South Coast AQMD rules are subject to change through an amendment process.

17. Other					
17.2	Promote business closures on high ozone days	Non-employer-based strategy to require local business to close on bad air quality days, thereby reducing travel.	No	No authority to implement; not economically feasible	
17.3	Clean Fleet Vehicles for Government Employees	Provide alternative fuel vehicles for government employees.	Yes		CARB, SOUTH COAST AQMD, Counties, Cities

# Draft South Coast AQMD 2022 Air Quality Management Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures

A Presentation to the Energy and Environment Committee

Rongsheng Luo  
Planning Strategy Department  
January 6, 2022

[www.scag.ca.gov](http://www.scag.ca.gov)



## Background

- South Coast AQMD 2022 Air Quality Management Plan (AQMP)
  - ✓ 2015 8-hour Ozone National Ambient Air Quality Standard
- SCAG Portion:
  - Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures

## Draft 2022 AQMP Appendix IV-C Outline

- Executive Summary
- Three Sections
  - Section I. Introduction
  - Section II. Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures (TCM)
  - Section III. TCM Reasonably Available Control Measure (RACM) Analysis
- Two Attachments
  - Attachment A. Committed Transportation Control Measures (TCMs)
  - Attachment B. Reasonably Available Control Measure (RACM) Analysis – TCMs

## Executive Summary

- Purpose of Appendix IV-C
- Overview of the Three Sections



## Section I. Introduction

- Federal and State Requirements
- Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
  - 2020 RTP/SCS (Connect SoCal)
- Federal Transportation Improvement Program (FTIP)
  - 2021 FTIP

## Section II. Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures

### A Summary of Connect SoCal (2020 RTP/SCS)

- Key Challenges in the Region
- Regional Goals and Guiding Principles
- Plan Strategies and Transportation Control Measures
- Plan Emissions Reduction Benefits
- TCM Emission Reduction Benefits
- Plan Investment
- Cost-Benefit Analysis

## Section III. TCM RACM Analysis



- Four-Step Analysis

1. SCAG RACM/TCM Development Process
2. Assembly and Review of Candidate TCM RACM
3. Determining RACM Measures
4. Reasoned Justifications

- Conclusion:

TCMs being implemented in the South Coast Air Basin are inclusive of all TCM RACM.

## Two Attachments



- Attachment A. Committed Transportation Control Measures (TCMs)
- Attachment B. Reasonably Available Control Measure (RACM) TCM Analysis – TCMs

## Next Steps

- February 2022: Transmittal of Draft Appendix IV-C to South Coast AQMD for Inclusion in Draft 2022 AQMP for Public Review pending Approval by EEC and RC
- May/June 2022: Transmittal of Final Appendix IV-C to South Coast AQMD for inclusion in Final 2022 AQMP pending Approval by EEC and RC
- August 3, 2022: Submittal to US EPA as part of Final 2022 AQMP

## Questions?

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AGENDA ITEM 12  
REPORT

Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

To: Community Economic & Human Development Committee (CEHD)  
Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Ma'Ayn Johnson, Regional Planner Specialist  
(213) 236-1975, johnson@scag.ca.gov

Subject: Regional Early Action Plan (REAP) Bi-Annual Status Report

**RECOMMENDED ACTION for CEHD:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR RC:**

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. 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.

**EXECUTIVE SUMMARY:**

*Under the California 2019-20 Budget Act, SCAG was awarded \$47 million in Regional Early Action Planning (REAP) funding to support local governments and stakeholders with housing planning activities that accelerate housing production and meet the region’s goals for producing 1.3 million new units of housing by 2029, as determined by the 6th Cycle Regional Housing Needs Assessment (RHNA). The REAP funding is a one-time planning program that authorizes subregional partnerships and encourages inter-governmental collaboration on projects that have a broader regional impact on housing production. SCAG is administering the REAP funds through a combination of direct technical assistance (including housing element data components and policy assessments), subregional partnerships with councils of government, community-based partnership grants in collaboration with philanthropic organizations, and planning support offered through the Sustainable Communities Program to local jurisdictions or entities serving single or multiple jurisdictions.*

*Staff is providing a bi-annual program status and update to the Community, Economic and Human Development Committee.*

**BACKGROUND:**

Under the California 2019-20 Budget Act, SCAG was eligible for \$47 million in REAP funding to support local governments and stakeholders with housing planning activities that accelerate housing production and meet the region's goals for producing 1.3 million new units of housing by 2029, as determined by the 6th Cycle RHNA. The funding was made available in two phases; 25% of the funds were made available immediately and the balance would be available upon SCAG's development of a complete proposed work plan and grant application. On December 3, 2020, the SCAG Regional Council adopted Resolution 20-627-1 which authorized staff to request the balance of SCAG's REAP allocation through a complete application and approved the complete REAP work program.

SCAG has framed the REAP funding into three umbrella categories:

1. Partnerships and Outreach
2. Regional Housing Policy Solutions
3. Sustainable Communities Strategies (SCS) Integration

The remainder of this report provides an update on the current and future REAP program implementation activities, organized by each umbrella category, with an additional update on administrative actions related to program implementation.

The last update was presented to the CEHD Committee at its July 1, 2021 meeting and SCAG staff intends to continue providing program updates on a bi-annual basis. In addition, as the REAP funded programs begin to produce results and deliverables, staff will coordinate presentations to the CEHD committee of the impacts and lessons learned in the program.

**REAP Program Administration**

The REAP NOFA allows up to 5 percent of SCAG's allocation to be used for administrative activities. Administrative activities include consultant procurement, invoicing, and reporting, and are not considered program activities.

*Grant Award and Final Agreement:* On January 29, 2021, SCAG staff submitted a complete application for the balance of its REAP allocation. After several rounds of responding to comments from staff at the State Housing and Community Development Department (HCD), on April 15th SCAG was notified of its full funding award. The final agreement was executed on June 25, 2021. In November 2021, SCAG submitted a revised and updated REAP program budget to HCD, along with a more detailed timeline of milestones and deliverables. Staff is responding to feedback on this revised budget, but this feedback is mostly around formatting and level of detail versus content. Staff anticipates approval of the revised budget once comments are addressed, and the budget updates in this report reflect what was submitted to HCD.

*Contracting for the REAP program:* At its April 2021 meeting, the Regional Council approved a suite of actions to support expediting contracting for the REAP program. A key component of these actions was establishment of the On Call Services contracts (OCS). The OCS is similar to a bench of pre-qualified consultants, which was set up across five disciplines. The RC approved up to \$10 million in contracting from the OCS, and staff will provide monthly updates on activities related to the OCS. Since the last update in July 2021, staff have executed eight contracts totaling \$3.3 million, including the Housing Policy Leadership Academy, other-to-residential project, Development Streamlining training, and projects related to the Housing and Sustainability Development program. SCAG has also been using the OCS to procure several projects on behalf of COGS participating in the Subregional Partnerships Program.

## **REAP Program Updates**

### ***1. Partnerships and Outreach***

There are four programs within the Partnerships and Outreach category of SCAG's REAP funding.

#### **1) Subregional Partnership Program**

SCAG set aside approximately \$23 million of its REAP housing funding for the Subregional Partnership Program (SRP) to fund subregional partnership planning activities that will accelerate housing production and facilitate compliance in implementing a jurisdiction's 6th cycle RHNA. The program is intended to augment resources available through locally received SB 2 and Local Early Action Planning (LEAP) grants, and foster subregional collaborations to take advantage of economies of scale in meeting housing goals. The funding amount available for each subregional partner is based on the final RHNA allocation.

In September 2020, the Regional Council voted to approve the SRP guidelines which outline program requirements, eligible projects, and the application processes. The RC approved allocation across sixteen subregional partner agencies. Except for the Las Virgenes-Malibu COG, who declined to apply for REAP funding, SCAG is funding projects from fifteen (15) subregions.

MOUs have been executed for all fifteen subregions. Subregions are in the process of doing work directly through their staff as well as procuring consultants. SCAG staff are actively working with the partners to ensure that procurement scopes are consistent with the approved grant-funded activities. In addition, as appropriate, SCAG staff have offered to partners the use of the recently established On Call Services contracts, for which the Regional Council has approved up to \$10 million in contracting in support of the REAP program.

To meet the dynamic needs of project management, SCAG has increased the RHNA-adjusted SRP allocation for all subregions by 5%. Staff identified these additional funds by reducing SCAG's

budget dedicated to our internal REAP program staffing. The additional funding can be used for approved projects and tasks as part of the executed scope of work approval form agreed upon by the subregion and SCAG. The additional funding may also be used for project management, though they cannot be used for administrative costs.

SCAG has notified subregions that all SRP funds must be encumbered by April 1, 2022. Funds are considered encumbered if they are assigned to projects or contracts that have a kickoff meeting held by April 1, 2022. Unencumbered funds will be re-allocated to other REAP programs. To meet the reimbursement deadlines of the REAP program, all REAP funded projects must conclude by June 30, 2023.

## 2) Call for Collaboration

In July 2020, the Regional Council voted to approve \$1 million of the early application REAP grant funding to establish the Call for Collaboration partnership program with the intent to support new partnership models and engage a wider range of stakeholders to advance the region's housing goals. SCAG partnered with the California Community Foundation (CCF), joined by the Irvine Foundation and Chan Zuckerberg Initiative for this program. The program was designed to fund community-based organizations and non-profit led activities that result in action-oriented planning policies and programs demonstrating a nexus to accelerating housing production. This collaboration fosters diverse community-driven approaches and strategic coalitions to shape and execute a vision for more housing in every community while addressing historic racial inequities.

SCAG entered into an MOU with CCF to identify other funding sources and administer the grant funding. In January 2021, CCF and SCAG procured a technical assistance provider, to be funded by the foundation partners, to support the grant program awardees in their planning activities. CCF released the Request for Proposals for the grant program on January 19, 2021, offering funding in two categories:

- **Partnership Programs:** Awards of up to \$125,000 to support the expansion and/or implementation of existing plans, initiatives, and/or partnerships that promote equitable growth strategies.
- **Spark Grants:** Smaller, capacity-building grants of around \$50,000 (1) to seed new models of collaboration and engagement to support community-driven approaches and partnerships that promote equitable growth strategies.

The grant program was oversubscribed by four (4) times, and fifteen (15) awards were made totaling \$1.25 million. These awards were made to a range of non-profit and community-based organizations covering five of SCAG's six counties. Through its partner, CCF, most awardees have entered into grant agreements and all have kicked off their grant-funded work. The period of

performance is 18-months from execution of the grant agreement. The technical assistance provider held initial meetings with all grantees to better understand their training and technical assistance priorities and is currently finalizing the topics and schedule for five to seven trainings, along with developing individualized plans for each grantee. SCAG held a webinar to assist grantees with project administration in September 2021.

### 3) Housing Policy Leadership Academy (HPLA)

SCAG has procured a consultant team to develop and lead a housing leadership academy that aims to convene, educate, and engage elected officials, local leaders and influential stakeholders on housing issues related to production and preservation of housing. The objectives of this program are to educate and elevate local leadership to proactively contribute to accelerate housing production, develop regional pro-housing coalitions, better utilize housing funding opportunities, implement housing elements, and collaborate with SCAG's emerging housing program. SCAG is now accepting applications to develop cohorts of up to 40 participants specific to each Southern California county to offer concurrent training sessions. Two subregional partners, San Fernando Valley Council of Governments and San Gabriel Valley Council of Governments, opted to use a portion of their SRP funds to sponsor their own HPLA cohort and tailor the curriculum to local needs.

The trainings will cover key housing topics and best practices including, but not limited to:

- Barriers to housing production
- Managing Opposition to housing
- Advocacy and coalition building
- Equitable housing development
- Economic recovery housing strategies
- Meeting RHNA targets
- New laws and ordinances
- Racial equity and housing/land use

In addition to the trainings, the leadership academy process will include 4 region-wide convenings on core housing topics.

A kickoff meeting was held with the selected consultant in July 2021 and materials for both the Housing Policy Forum and the Housing Policy Leadership Academy have been in development since then. The first Housing Policy Forum was held on November 1, 2021 and was attended by almost 300 participants. The Forum featured national-level speakers and provided an overview of recent Federal and State housing legislation. The HPLA applications are due on January 10, 2022 and candidates will be notified of their selection by January 18, 2022. SCAG will continue to publicize



the HPLA application process through emails, social media, and meeting announcements. The trainings will kick off in February 2022 and will be held once per month for 10 months.

#### 4) Pro-Housing Campaign

SCAG designated funding for the development of a community outreach and advertising campaign as a resource for cities and counties working to create positive associations with housing development and housing-supportive land use policies. This effort will be modelled on the success of SCAG's Go Human campaign, a community outreach and advertising campaign with the goals of reducing traffic collisions in Southern California and encouraging people to walk and bike more. In Fall 2021, SCAG staff met with the Chan-Zuckerberg Institute (CZI) and the United Way in Greater Los Angeles to discuss their current efforts in developing their pro-housing campaign on ways that SCAG can help to expand their efforts in the greater SCAG region. In early 2022, CZI will be publishing the results of a detailed market segmentation study that produced recommended directions for pro-housing campaigns. SCAG will provide updates on these efforts to the CEHD and plans to partner with either CZI or its foundation partners to launch the campaign.

#### ***Regional Housing Policy Solutions***

There are three programs in the Regional Housing Policy Solutions category.

##### 1) RHNA Methodology/Allocation

The 6<sup>th</sup> cycle Final RHNA Allocation Plan was adopted by the SCAG Regional Council in March 2021. Subsequently, SCAG staff have processed two requests to transfer RHNA allocation between neighboring jurisdictions. Other than responding to these requests, no further work is currently underway with respect to the 6th cycle RHNA.

SCAG will use lessons learned from the 6th cycle process to inform its recommendations to HCD for revamping the RHNA process to be provided pursuant to Health and Safety Code 50515.05. This will most likely begin in mid- to late- 2022, depending on statewide activity led by HCD.

##### 2) Data Tools and Technical Support for Housing Element Updates

In partnership with HCD, SCAG has provided several data and technical assistance tools to local jurisdictions. These resources will help member jurisdictions reduce costs associated with developing 6th cycle housing element updates as well as streamline the review process.

This work has included:

- August 2020: A two-part webinar series focused on providing local governments and other stakeholders in the SCAG region with information and resources to support their 6th cycle housing element updates
- July 2020: Publishing housing element needs and affordability data sets for each local jurisdiction, pre-certified by HCD for use in housing element updates.
- Release of a Regional Accessory Dwelling Unit Affordability Analysis to support cities in determining assumptions for ADU affordability that can be used to assign ADUs to income categories to be included in 6<sup>th</sup> cycle housing elements.
- December 2020: Launch of the SCAG Housing Element Parcel Tool (HELPR), a web-mapping tool developed to help local jurisdictions and stakeholders understand local land use and site opportunities for aligning housing planning with the state's 6th cycle housing element updates and related guidelines.

SCAG continued to maintain and provide minor bug fixes to the local housing data pages and the HELPR application to local jurisdictions. Since the July 1, 2021 REAP update to the CEHD Committee, SCAG released an updated HELPR version 2.0, which included additional functionality to assess the physical capacity for accessory dwelling units based on a recent Cal Poly Pomona study. A new feature in the application allows users to vary assumptions on ADU size, setbacks, and parking requirements to assess how this changes which parcels might be able to physically accommodate an ADU.

Additionally, SCAG staff is exploring development of a grant writing assistance program for a selected number of jurisdictions to obtain funding for housing-related grants. Per AB 434, HCD will streamline and simplify the affordable housing financing application process into a "Super NOFA" for several grants, including the Infill Infrastructure Grant, the Transit Oriented Development Program, and the Joe Serna, Jr. Farmworker Housing Grant (FWHG) Program. SCAG intends to procure a consultant to assist jurisdictions in determining candidate projects and provide technical assistance to ensure that the jurisdiction and/or project meet application evaluation criteria for the Super NOFA and other housing-related grants. The consultant will also assist the jurisdiction in preparing a final application for submittal to HCD.

### 3) Housing Policy Solutions Research

Building upon prior internal research efforts which focus on housing policies and fiscal innovations, this work item was established to develop collaboratively funded university studies ("university partnerships") or other partnerships and engagements that provide research and recommendations on best practices that accelerate housing production, as well as additional small-ticket consultant items as needed, and staff time. The key deliverables will consist of policy briefs and periodic white papers on timely topics and best practices. Five efforts are underway for this program:

1. *Other to Residential:* The Other-to-Residential project considers the opportunities and barriers for conversion of underutilized non-residential sites to much-needed residential use in the SCAG region. The underutilized non-residential land uses include retail commercial uses, gas stations, brownfields, and golf courses. The project is structured as a collaboration with students at the University of Southern California's Sol Price School of Public Policy to expand opportunities for students to engage with planning practitioners and real-world examples. The final deliverable of this project will be an Other-to-Residential Toolkit that will showcase case studies and best practices that highlight common barriers faced by jurisdictions and the development community in the conversion of non-residential land uses, and include measures to overcome them. It will be accompanied by a Design Look Book created in collaboration with the students. The project commenced in September 2021 and USC student collaboration to develop a draft the Design Look Book will be completed in December 2021. The final Other-to-Residential Toolkit and Design Look Book will be completed and delivered to SCAG in the Spring of 2022.
2. *Housing Development Streamlining:* In early October 2021, staff kicked off the Housing Development Streamlining Project, which will offer guidance documents, best practices, workshops, and other materials and resources to support local jurisdictions' efforts to streamline their CEQA and general administrative review processes. Staff is currently finalizing a Development Streamlining Questionnaire to understand current challenges to CEQA streamlining and administrative review processes in the SCAG region. The questionnaire will be launched early 2022 and the results will help determine the content for the guidance documents and workshops.
3. *Smart Permitting:* The City of Cerritos pilot program, as a part of the Future Communities Pilot Program (FCPP), continues making progress on their online permitting platform to accelerate housing production and reduce vehicle miles traveled. The consultant team and City staff are working closely together to migrate content, install critical modules, design functional systems, and build the new platform. Imminent "Go Live" launch dates expected later this month will allow the project team to officially begin handling permits in the new environment, in turn expediting processing times, collecting data, tracking progress, and reducing in-person trips to City Hall, usually taken by single-occupancy vehicles. Data findings, best practices, and regional replicability will be the focus of Q3 and Q4 in FY21-22 with a final report anticipated by July 2022.
4. *Technical Advisory Panel:* SCAG is developing a partnership with the Urban Land Institute (ULI) to create two technical advisory panels (TAP) with experts in specialized fields. The objectives of these panels will be to: (1) explore infrastructure/utility needs for housing development and financing tools to support these investments, as well as methods to realize sustainable infrastructure, and; (2) development on underutilized properties owned

by school districts. The first technical advisory panel is anticipated to be held in early 2022 as a National TAP and a subsequent more localized TAP is anticipated for late 2022.

5. *Tax Increment Financing (TIF)*: An expansion of SCAG’s TIF pilot program, this project will provide technical assistance to advance establishment of innovative self-help financing districts for local jurisdictions that can accelerate housing production, including Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), Neighborhood Infill Finance and Transit Improvements Districts (NIFTIs/NIFTI-2s), and Affordable Housing Authorities (AHAs). The project will complete studies for the County of Imperial and City of Barstow incorporating best practices for district establishment and infrastructure financing and will have a specific focus on implementing housing supportive infrastructure and expanding housing supply. SCAG staff is currently developing a scope of work and anticipates procuring a consultant and project kickoff in early 2022.

## 2. ***Sustainable Communities Strategies Integration***

There are three programs in the SCS Strategies Integration category.

### 1) 2020 Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD)

This program (<https://scag.ca.gov/sustainable-communities-program>) was designed to provide resources and direct technical assistance to jurisdictions to complete local planning efforts that both accelerate housing production as well as enable implementation of the Sustainable Communities Strategy (SCS) of Connect SoCal. There are three eligible categories for this program including: (1) implementing ADU programs; (2) Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts; and (3) streamlining housing permitting, parking reduction strategies, housing-related specific plans and other pro-housing policies.

SCAG released the HSD Call for Applications in November 2020, held an Application Webinar on December 2, 2020, with over 110 participants, and held weekly office hours and twenty one-to-one coaching sessions to support application development. SCAG received a total of 26 applications across the 4 project types.

At the April 2021 CEHD and Regional Council meetings, all 26 applications were approved for funding, with the following break out across funding categories:

- a) Advancing Accessory Dwelling Unit (ADU) Implementation received 8 awards

- b) Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts received 6 awards
- c) Objective Development Standards for Streamlined Housing, Prohousing Designation Program and Parking Innovation received 12 awards

Staff assembled the 26 applications into 12 project bundles based on similar project outcomes and deliverables. Staff worked with each participating jurisdiction to prepare scopes of work to release a Request for Proposals for each project and has been able to use the established On Call Services contracts to accelerate procurement and implementation. As of December 2021, 2 projects have kicked off, 4 are in contract negotiations, 3 are in proposal review, and 3 have released RFPs. The program anticipates all projects to be kicked off with work underway by February of 2022.

Staff is reviewing increasing the original \$5 million HSD program budget in response to the procurement process and desire to fund all of the applications received. The final budget will be supported by realized savings within other REAP programs.

## 2) Transit Oriented Development Work Program

**LA Metro Partnership:** SCAG and Metro are pursuing a Transit Oriented Development/Transit Oriented Communities (TOD/TOC) partnership via an MOU to fund a variety of programs and studies that promote housing production near transit stations. These studies and programs aim to accelerate the delivery of housing and will include evaluating station access, parking strategies, joint development strategies, housing supportive community outreach and a housing innovation “lab.” SCAG staff have been working closely with Metro in developing the scope of work for this effort, which includes deliverables to accelerate housing on Metro Joint Development sites. The goal of the partnership is to plan for nearly 10,000 units of housing on transit-adjacent properties. The MOU between Metro and SCAG will be/was executed in December 2021. The project is being procured as four separate task orders using SCAG’s On Call Services Contracts. The first two are under active SCAG led procurement and a project kick-off are expected in February 2022. Procurement for the remaining two task orders will be begin in early 2022. All final project deliverables will be completed by June 2023.

**SCRRA (Metrolink):** SCAG and SCRRA are partnering through an MOU to identify and encourage transit-oriented housing and redevelopment opportunities throughout Metrolink’s network and around its stations. Particular emphasis will be made to support and add value to the Metrolink Southern California Optimized Rail Expansion (SCORE) capital improvement and service enhancement program. Local cities and county transportation commissions will also be included to maximize coordination on issues such as alignment of land development policies and regulations, land ownership and site control opportunities of transit station areas and supporting facilities.

SCAG is preparing a station area land-use analysis for the Metrolink station areas that will be included in the 2024 Connect SoCal Sustainable Communities Strategy (SCS). SCAG and Metrolink jointly developed a scope of work for this REAP-funded effort and expect to procure using the On Call Services contracts in early 2022.

**Inglewood Transit Connector (ITC):**

A new project, staff is pursuing a partnership with the City to Inglewood to explore how to plan, design and engineer transit infrastructure such that it can support adjoining or adjacent housing. The project will study a maintenance facility and other components of the ITC project, which is currently in the environmental review phase and use findings to make recommendations that can apply broadly to the planning and delivery of transit infrastructure. This project is part of a larger scope of work for the ITC and is intended to produce housing by strengthening its connection to transit infrastructure investments.

3) Priority Growth Area (PGA) Analysis

Partnerships: SCAG has pursued partnerships to further next steps on housing supportive land use analysis and strategy development in PGAs. Staff have focused on identifying partnerships with existing programs and efforts, with an emphasis on the State-funded Transformative Climate Communities (TCC) areas. SCAG has selected two cities, Pomona and Riverside, to partner with in pursuing additional analysis and feasibility studies in connection with their existing TCC grant funds. The partnership with the City of Pomona will develop a housing land use suitability and infrastructure study to analyze the potential for development of affordable housing on City-owned parcels in the downtown area. The partnership with the City of Riverside will focus on developing an Infrastructure Assessment Plan for the recently adopted Innovation District Overlay Zone, and will include a detailed capacity model of utilities, assessment of roadways, and evaluation of broadband ability.

SCAG is developing project scopes with the two partners and plans to select a consultant and hold a kickoff meeting in early 2022.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 21-22 Overall Work Program (21-300.4872.01: Regional Early Action Planning (REAP) Grants Program (AB 101)).

**ATTACHMENT(S):**

1. PowerPoint Presentation - CEHD REAP update 010622

# SCAG's Regional Early Action Program (REAP)

Bi-Annual Program Update

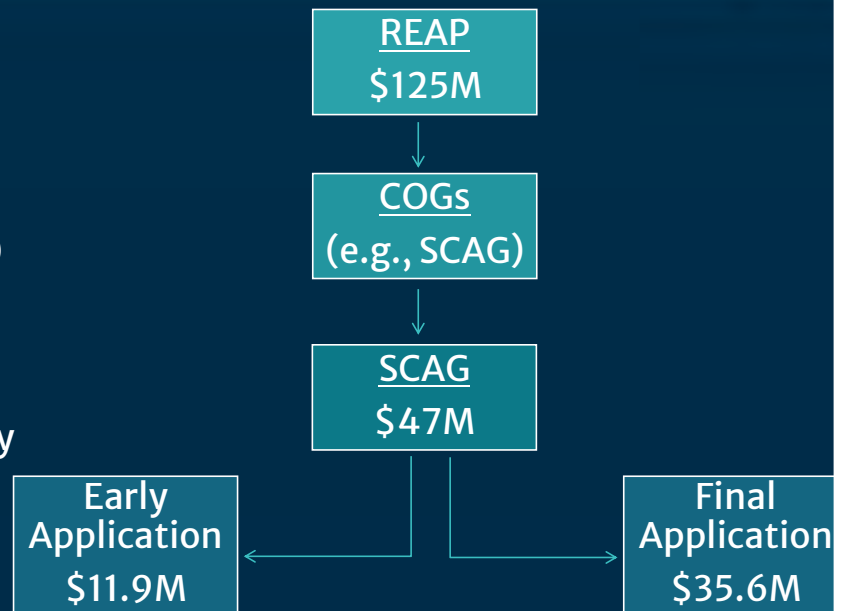
Ma'Ayn Johnson, AICP  
Housing Program Manager  
January 6, 2022

[www.scag.ca.gov](http://www.scag.ca.gov)



## Grant Administration

- At the April 2021 meeting, the RC approved a suite of actions to expedite contracting for the REAP program.
  - (a) On Call Services contracts (OCS) for up to \$10 million in contracting
  - (b) Authority to contract up to \$500,000 outside of the OCS
- Full funding application approved by HCD on May 11, 2021
- Standard Agreement executed by SCAG and HCD





# REAP Program Areas

## Partnerships & Outreach



- Subregional Partnership Program
- Call for Collaboration
- Housing Leadership Academy
- Pro-Housing Campaign

## Regional Housing Policy Solutions



- Data and Technical Support for Housing Element Updates
- Grant writing technical assistance
- Housing Policy Solutions Research

## Sustainable Communities Strategies (SCS) Integration



- Sustainable Communities Program
- Transit Oriented Development Work Program
- Priority Growth Area (PGA) Analysis and Data Tools

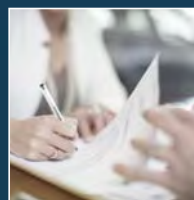
## Other



- RHNA Methodology/ Allocation
- Administration

# Subregional Partnership Program

An allocation of \$24.7 million will go to local subregions to fund planning efforts that **accelerate housing production**, align investment in housing planning with the RHNA allocation, and implement the broader goals of Connect SoCal.



### MOUs with Subregional Partners

- 15 - fully executed

On Call Services contracts available to partners for procurement support

Partners are in the process of doing work directly through their staff and procuring consultants.



Additional 5% available for subregions to meet project management and procurement needs





# REAP Partnership & Outreach Programs

## Call for Collaboration

- 15 awards to non-profit and community-based organizations, totaling \$1.25 million
- Grantees entering agreement with SCAG partner, CCF, for an 18-month performance period
- Technical assistance provided to grantees for invoicing and reporting

## Leadership Academy

- Aims to convene, educate, and engage elected officials and local leaders on housing issues related to production and preservation of housing
- Housing Policy Forum #1 held in November 2021
- Developing Academy curriculum; applications due January 10, 2022

## Pro-housing Campaign

- Aims to create a positive associations with housing development and housing-supportive land use policies (modelled on the success of SCAG's Go Human campaign)
- Chan Zuckerberg Initiative (CZI) has been conducting market segmentation analysis, identifying core values associated with housing development. Staff is proposing to coordinate with CZI and other partners (foundations, community based and municipal) to develop and launch the campaign materials.

# Regional Housing Policy Solutions



## RHNA Methodology/Allocation

- The appeals process concluded with adoption of the Final RHNA in February 2021.
- SCAG staff monitoring housing legislation in preparation for RHNA reform

## Housing Element Update Data & Technical Assistance

- Summer 2021 launch of [SCAG Housing Element Parcel Tool \(HELPR\)](#) version 2.0, a web-mapping tool developed to identify local land use and site opportunities for aligning housing planning with the state's 6th cycle housing element updates and related guidelines
- Grant writing technical assistance



## Housing Policy Research

- Collaboratively funded university studies producing policy briefs and periodic white papers on:
  - Other to residential project commenced September 2021
  - Development streamlining commenced October 2021
  - Online permitting portal platform with the City of Cerritos, final report planned July 2022
  - Technical Advisory Panel partnership with Urban Land Institute
  - Tax Increment Financing

# 2020 Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD)

April 2021: CEHD and Regional Council approved 26 applications for \$5M in funding.

Staff developed “bundles” of scopes of work, to procure consultant teams that will work with cities across similar project types.

As of December 2021

- 2 projects have kicked off
- All projects are planned for kickoff by February 2022

## Program Types

Advancing Accessory Dwelling Unit (ADU) Implementation

Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts

Objective Development Standards for Streamlined Housing, Pro-housing Designation Program and Parking Innovation

# Transit Oriented Development Work Program

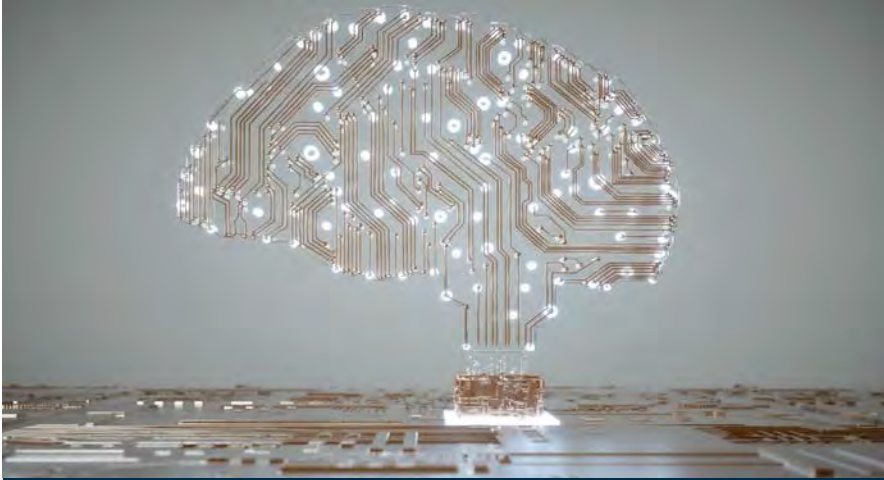
Partnership with LA Metro

Partnership with SCRRRA (Metrolink)

Housing Production Near Transit Stations



## Priority Growth Area (PGA) Analysis and Data Tools



### *Partnerships:*

SCAG will pursue partnerships to further next steps on housing supportive land use analysis and strategy development in PGAs.

### *Planning and Policy Research:*

SCAG will partner with academic institutions as well as other stakeholder groups and industry associations to identify best practices to unlock new housing development potential, remove barriers, reduce costs and decrease development timelines.

For More Information visit SCAG's  
Housing and Land Use Webpage  
[www.scag.ca.gov/housing](http://www.scag.ca.gov/housing)

Questions or Comments

Contact: Ma'Ayn Johnson

[johnson@scag.ca.gov](mailto:johnson@scag.ca.gov) | (213) 236-1975

[www.scag.ca.gov](http://www.scag.ca.gov)





Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Lyle Janicek, Associate Regional Planner  
(213) 236-1966, janicek@scag.ca.gov  
**Subject:** 2021 Student Showcase

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC and TC:**

Information Only - No Action Required

**RECOMMENDED ACTION FOR CEHD 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. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

**EXECUTIVE SUMMARY:**

*Staff will brief the Environment and Energy Committee (EEC) and the Transportation Committee (TC) on the results of the 2021 Student Showcase. Following the introduction, each committee will receive two presentations from the four finalists of the 2021 competition.*

**BACKGROUND:**

For more than five years, SCAG has created a platform for students to apply their critical thinking skills and compete in a planning competition. SCAG invited college and university students in the region to conceptualize, create, and submit ArcGIS StoryMaps using SCAG’s open data. StoryMaps are a meaningful way to provide insight, showcase plans, and projects, engage supporters and stakeholders, illustrate the possibilities of data, and highlight the usefulness of open data at the regional level.

The 2021 Student Showcase was a virtual StoryMap competition with two award categories: Innovation and Planning. The 2021 competition received eleven projects from nine different

colleges and universities. A jury of planning professionals evaluated the projects and selected four winners. The program awarded \$6,000 in cash prizes (\$2,000 first place prize and \$1,000 runner-up prize for each category). The winning StoryMaps are linked below and will be presented at the Jan. 6 Transportation Committee and the Energy & Environment Committee.

#### PLANNING CATEGORY

- 1st Place – \$2,000 Prize – Reaghan Murphy\* – University of Southern California: [Surviving SoCal’s Streets: The Case for Vision Zero](#)
- 2nd Place – \$1,000 Prize – Lacy Gugliemino\*\* – Crafton Hills College: [To Reach It, We Have to Teach It!](#)

#### INNOVATION CATEGORY

- 1st Place – \$2,000 Prize – Irene Farr\*\* – University of California, Los Angeles: [Identifying Hidden Open Spaces](#)
- 2nd Place – \$1,000 Prize – Adam Doyle\* – California State University, Long Beach: [Gas to Green](#)

\*Students will present their StoryMap at the Jan. 6 Transportation Committee

\*\*Students will present their StoryMap at the Jan. 6 Energy & Environment Committee

The 2022 Student Showcase Competition will be announced in January 2022. Pending Covid-19 protocols, we hope to have finalists from the 2022 competition present their work at the General Assembly and Regional Conference in May and have conference attendees select the winners.

#### FISCAL IMPACT:

Funding for this Project was provided from the Overall Work Program (OWP) Task: 22-090.0148.02.



AGENDA ITEM 14  
REPORT

Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

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

**From:** Debbie Dillon, Chief Strategy Officer  
(213) 236-1870, Dillon@scag.ca.gov

**Subject:** Executive/Administration Committee Strategic Work Plan Progress  
Report Quarter Ending December 31, 2021

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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. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**

*This is a quarterly status report on progress made on the Executive Committee's Work Plan since October 2021.*

**BACKGROUND:**

This is a progress report following up on the EAC Work Plan developed through an interactive EAC and Executive Staff retreat held in June 2021 and adopted by the EAC and RC at the October 2021 meeting.

Following the June 24<sup>th</sup> Special EAC meeting, the EAC established clear direction and focus for the executive staff related to its goals and priorities and further communicated its desire for staff to blend the results into the future update to SCAG's Strategic Plan and related work planning. This work plan will remain a fluid and evolving document to be revisited at regular intervals for progress and re-shifting of priorities, as needed.

Staff expects to start the wholistic update to the Strategic Plan in 2022. A consultant has been selected and staff is working through the final stages of executing the contract. This process will be discussed further with the EAC after the consultant has been brought on board.

### Priority Area 1: Regional Policy Development—Regional Plan Update

Connect SoCal, SCAG's Regional Transportation Plan/Sustainable Communities Strategy, provides a regional vision for Southern California's future and establishes the overarching policies and strategies that guide SCAG's regional plans and programs. As staff initiates the process of updating the plan in FY 22, the following goals will be prioritized through the specific actions outlined below.

#### Goals

- To build collaborative relationships with stakeholders on policy issues
- To advance clean transportation across Southern California
- To be visionaries for infrastructure and the environment for the next generations
- To find connectivity in modes of transportation and to be the center of collaboration
- To help make local leaders better – leadership development

#### Actions

##### 1. *Elevate & Expand Policy Leadership*

To develop visionary policies to advance the EAC's goals, staff will pursue process improvements that enable elected leaders to more actively engage with each other and staff to set policy direction and lead policy discussions for Connect SoCal. This will include:

- a. Changing the process for agenda development and staffing of Policy Chairs to give policy makers a greater role in agenda setting. Create an opportunity for report-outs from Policy Committees for greater awareness and coordination across committees (October 2021)

*Ongoing. Meetings held with Executive Director, Chair and Vice-Chair of each committee in October to establish annual priorities. A Planning Executive and Regional Affairs Officer have been assigned to support each Chair, align agenda development with established priorities, and hold monthly briefings to identify any emerging issues to be brought forward to the committees. A process for Chairs to report-out on the work of the committee is under-development and will be finalized when a regular format and schedule of the legislative body, post COVID-19 pandemic a public health emergency, has been determined.*

- b. Creating opportunities for leadership development and mentorship among Chairs and Vice Chairs (Ongoing)

*Ongoing. SCAG has developed a series of trainings that will support elected officials and interested stakeholders better understand how to advance policy solutions to increase the supply and availability of affordable housing. The SCAG Housing Policy Leadership Academy (SCAG-HPLA) will offer a 10-session online training starting in February 2022.*

- c. Working with the Executive Officers and the Policy Committee Chairs and Vice Chairs to develop a Policy Development Framework for 2024 Connect SoCal that identifies priority policy issues for deeper discussion and establishes a sub-committee structure for policy education, engagement, and consensus building to guide visionary policy development (March 2022)

*On-track. Work with President and Executive Officers to outline process for developing framework anticipated to begin in January 2022.*

## 2. Strengthen Stakeholder Engagement

To build collaborative relationships and strengthen stakeholder engagement in regional policy development, staff will:

- a. Provide opportunities to highlight SCAG's work and best practices throughout the region through Board Officer site visits and briefings, including collaboration with existing and new stakeholders and policy makers (Ongoing)

*Ongoing. President Lorimore, along with Board Officers, Regional Councilmembers, and SCAG staff continue to lead site tours across our 6-county region in partnership with member cities to highlight SCAG programs and projects. These included at least fifteen visits to cities such as Anaheim, Brea, Long Beach, Murrieta, Placentia, and Yorba Linda; a number of organizations such as BizFed, Greater Ontario Business Council, Milken, Ontario Airport, Orange County Council of Governments (OCCOG), and Western Riverside County Council of Governments (WRCOG); and others. During these visits, President Lorimore met with local elected officials, visited SCAG Go Human demonstrations, toured SCAG funded projects, and more.*

- b. Develop a Stakeholder Engagement Strategy for the 2024 Connect SoCal Plan based on SCAG's updated Public Participation Plan currently under development, including latest technologies, emphasis on equity and increased participation from tribal governments (Due Spring 2022)

*On-track. A request for proposals is under-development to procure a consultant by Spring 2022 to develop a comprehensive strategy that aligns with the Public Participation Plan. Update to be provided to the Regional Council as part of the February Joint Policy Committee on Connect SoCal 2024.*



- c. Enhance strategic partnerships with members of the business community, including members of SCAG's Global Land-Use & Economic Council (GLUE). Leverage existing and potential SCAG memberships and sponsorships to promote and share SCAG's mission and work (Ongoing)

*Ongoing*

- d. Host bi-monthly meetings and improve communications with the Executive Directors of the sub-regional councils of governments to improve the flow of information to local jurisdictions and increase local engagement in the plan development process (Ongoing)

*Ongoing*

- e. Host bi-annual meetings with City Managers to increase engagement in SCAG's planning process and improve awareness of member benefits (Ongoing)

*Work underway to plan outreach event(s) this Spring to align with the "kick-off" of the Connect SoCal 2024 local data exchange process and to promote resources available through the Regional Data Platform. Briefings and visits to SCAG's Subregional Council of Governments are scheduled to begin in the new year.*

## **Priority Area #2: Leadership in Resource Deployment—Connect SoCal Implementation**

Build upon the framework established in the Connect SoCal Implementation Strategy to expand and develop new programs with federal and state resources, including REAP 2021, that advance the following goals:

### **Goals**

- To be the leader in resource deployment and convener of biggest challenges and best practices
- To support efforts to accelerate housing production across Southern California
- To be leaders in the roll out of technologies to communities
- To be good innovators in our region

### **Actions**

1. *Pursue REAP 2021 Resources (January 2022)*

Established as a part of AB 140 for the FY 21-22 state budget, approximately \$600 million is available statewide for the Regional Early Action Planning Grant Program for 2021 (REAP 2021). The SCAG region's formula share is estimated to be \$246 million, of which an initial allocation of 10

percent of funds are available starting January 1, 2022. In October, staff will prepare a REAP 2021 Program Development Framework for review by the Policy Committees that is based upon the above Leadership in Resource Deployment goals, supports implementation of Connect SoCal, and can be delivered within the funding constraints of the program. Staff will then prepare an application for funding based on the Program Development Framework for EAC consideration in November and Regional Council approval in January 2022.

*Staff presented a draft REAP 2021 Program Development Framework to the Board in October 2021 and continues to provide feedback to the California Department of Housing and Community Development (HCD) to ensure the funding guidelines align with the priorities identified in the framework. HCD's process for releasing program guidance and the application for initial funding allocations has been delayed. Assuming an application is released by HCD in early January 2022, SCAG staff anticipates returning to the EAC and Regional Council in February 2022 for authorization to pursue an initial allocation of REAP 2021 resources to support program development and pursue early action items, as authorized by HCD.*

## 2. Accelerate deployment of general plan development tools. (Due Spring 2022)

Complete the first phase of the Regional Data Platform focused on the development and deployment of general plan development tools. Pursue additional resources including as part of REAP 2021 to leverage the capacity of RDP to advance the Leadership in Resource Deployment goals.

*On-track. Work underway to roll-out the RDP to local agencies this Spring in coordination with the Connect SoCal 2024 local data exchange process. Enhancements are being discussed internally and with subregional agencies and stakeholders for consideration in the FY 22-23 budget development process and SCAG's REAP 2021 application.*

### **Priority Area #3: Legislative Action**

Develop more targeted legislative strategies focused on key policy initiatives. Augment and amplify SCAG's legislative advocacy program to include taking stronger positions on pending legislative bills and SCAG sponsored legislation.

#### **Goals**

- To lead in legislative advocacy

Under the leadership of the Legislative/Communications and Membership Committee (LCMC), and within the parameters of the Regional Council adopted Legislative Platform, be courageous in adopting formal positions that express the Southern California region's legislative concerns, identify legislative solutions to regional challenges that affect SCAG's member agencies and

stakeholders, and sponsor legislation to secure the tools needed to achieve state and federal transportation and climate goals.

*Areas of consideration for focus include, but are not limited to, the following:*

State:

- Regional Housing Needs Assessment (RHNA) Reform – While incorporating the lessons learned from SCAG’s 2021 RHNA process, participate in HCD’s RHNA “Reform” Committee and identify legislative solutions that will improve future cycles of the RHNA.
- Senate Bill (SB) 375 Reform – Participate and heavily engage in legislative efforts that would update and modernize the state’s SB 375 Program, which establishes the regional GHG reduction and SCS processes.
- Housing Production Incentives – In the prolonged absence of redevelopment, continue to advocate for state-supported tools that enable local agencies to implement their housing programs, according to their local visions.
- Brown Act Reform – Support the modernization of the Brown Act to increase public participation and support the wide-spread adoption of virtual meetings and other technologies.

Federal:

- Federal Reauthorization Implementation – Monitor, apply, and advocate for funding opportunities that support SCAG programs and regional projects that implement Connect SoCal.
- Southern California Freight-Goods Movements – Monitor, apply, and advocate for initiatives that maximize the Southern California region’s share of federal funding opportunities that support our region’s freight and goods movement sector.

Actions

1. Dedicated policy discussion on the LCMC agenda to discuss and develop potential legislative efforts, such as the RHNA Reform or Brown Act Reform policy framework (Due September and November 2021)
  - a. *Staff provided a report on September 1, 2021 to the EAC committing the LCMC to discuss and evaluate legislation ideas that could lead to SCAG sponsorship of legislative bills. Three meetings have been held from September through December with the LCMC to further refine legislative topics and ideas for SCAG sponsorship.*
  - b. *Staff in conjunction with SCAG’s state lobbyist has and continues to conduct research, survey LCMC members, identify influential legislators and key stakeholders as well as identify potential partnership opportunities with other public agencies, private sector leaders and trade/or advocacy organizations.*

2. Create regional consensus on legislative bill language based on selected policy or policies (Due in Jan 2022)
  - a. *Ongoing*
3. With the assistance of SCAG's lobbying teams, conduct legislative advocacy meetings with the chairs and members of the committees of jurisdiction over the identified and chosen SCAG legislative ideas/frameworks (November and December 2021)
  - a. *SCAG leadership attended various meetings throughout the region hosted by the California State Assembly Housing Working Group. Additional meetings with key members of the Assembly Housing Committee have also been scheduled.*
4. Identify legislative sponsor(s) to introduce legislation (January 2022)
  - a. *Ongoing*
5. Develop strategy to engage SCAG members and broader stakeholders to create a robust coalition in support of SCAG's legislative ideas (April 2022)
  - a. *Ongoing*
6. SCAG staff representation in HCD's RHNA reform efforts (Ongoing)
  - a. *Ongoing*
7. Convene regional partners to identify and pursue federal funding opportunities for regionally significant infrastructure projects (Monthly)
  - a. *SCAG provided 13 letters of support to the Federal Transportation Administration's "Bus and Bus Facilities Program."*
8. Leverage membership organizations, such as Coalition for America's Gateways and Trade Corridors and the Regional Broadband Consortium, to influence guidance for funding opportunities (Ongoing)
  - a. *Ongoing*

#### **Priority Area #4: Technology/Innovation Leadership**

Create environment for sharing of innovation to advance work in local and regional planning to address the pressing issues facing the region. By providing a forum for innovation sharing, SCAG leads the region in advancing the adoption of effective and efficient technologies for improving mobility, sustainability, and equity.

#### **Goals**

- To be leaders in the roll out of technologies to communities

- To be good innovators in our region

### Actions

Work with Policy Committees and the Emerging Technologies Committee (ETC) to provide the best available information and tools to our member jurisdictions, including completing activities and promoting lessons learned from the Future Communities Initiative. SCAG must also lead by adopting and using the best available technology in areas of our work.

#### 1. *Implement and Continue to Refine Broadband Work Plan (Ongoing)*

Continue work to implement Resolution No. 21-629-2, which pledges SCAG to assist in bridging the digital divide in underserved communities. The Transportation Committee and Regional Council will receive a report on progress in September and provide guidance on next steps.

*SCAG staff continues to make progress on priorities for bridging the digital divide as outlined in Resolution No. 21-629-2. This included the release of a Joint Request for Qualifications for Prospective Partnerships with SANDAG to identify partners in the public, non-profit and private sectors interested in collaborating on federal and state funding proposals to implement projects that reach unserved and underserved communities. Additional resources to support the development and implementation of SCAG's Broadband Work Program were approved by the EAC on behalf of the RC in December as part of Budget Amendment #2. SCAG staff is also pursuing authorization from the EAC and RC in January 2022 to accept a \$250,000 grant from the California Emerging Technology Fund (CETF) to support regional broadband planning.*

#### 2. *Launch Regional Data Platform (Fall 2021)*

The Regional Data Platform (RDP) will provide a modern system for holistic planning across the region, fostering a more sustainable and equitable future for Southern California. The RDP will launch this fall providing a robust system for regional data sharing and collaboration in addition to providing long-range planning tools to all member agencies to facilitate better planning at all levels.

*Launch delayed and anticipated in Spring 2022 to align with engagement for the local data exchange process for Connect SoCal 2024. Outreach on the RDP has continued over the last quarter, including with SCAG's Technical Working Group and Subregional Executive Directors, to keep stakeholders engaged in the tool development and updated on the project schedule.*

#### 3. *Share Best Practices from Future Communities Pilot Program (Due June 2022)*

In 2018, SCAG and the Mobile Source Air Pollution Reduction Committee (MSRC) made available a new \$2.7 million grant opportunity that would allow local cities and counties to implement new technology and data solutions, while also reducing vehicle miles traveled (VMT) and implementing SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy. As pilots conclude this year, SCAG will develop a report and share best practices to support policy development, improve processes for government service provision, and enhance innovative engagement practices with private sector mobility providers.

*On-track. The program experienced some initial setbacks due to the ongoing COVID-19 pandemic but otherwise remains on-track. The individual pilots are moving through implementation and data collection, and the program evaluation team continues to monitor, record, and analyze key performance indicators, focusing on the effectiveness of the pilots to reduce VMT and air pollution. When the pilots conclude, SCAG will disseminate project summaries, significant findings, and recommendations for replicability throughout the SCAG region, followed by the release of the final report.*

#### 4. Agile IT Phase 2 (Due March 2022)

Continue work to upgrade and modernize SCAG information technology infrastructure, GIS tools, and internal systems to provide staff the most reliable, resilient, and productive technologies for work across the region.

*Work is underway and on schedule implementing key deliverables of Agile IT Phase 2. Notable milestones include set up of SCAG's new secondary datacenter, migration from ADFS to Azure AD as part of our single-sign-on strategy, application monitoring configuration, and network circuit and equipment upgrades as key infrastructure modernization continues.*

#### **FISCAL IMPACT:**

None identified at this time. The work included in the 2021/22 work plan is budgeted, however, during the year staff may bring back necessary amendments to the budget to address the needs related to the Priority Areas. Resources were added in Budget Amendment #2 to support Broadband planning and the \$250,000 CETF grant will be added in Budget Amendment #3. REAP 2021 resources will be allocated in a future budget amendment after approval by HCD.



AGENDA ITEM 15  
REPORT

Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: January 2022 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**

**The State Legislature Reconvenes**

The California Legislature reconvened for the second half of the 2021-2022 legislative session this past Monday, January 3, 2022. January is slated to be an extremely busy month in Sacramento, as many deadlines are fast approaching. The table below highlights upcoming legislative deadlines:

Date	Deadline
January 1, 2022	Non-urgency bills signed into law in 2021 take effect.
January 3, 2022	The legislature reconvenes from its Interim Recess.
January 10, 2022	Deadline for Governor Newsom to submit the budget.
January 14, 2022	Last day for policy committees to hear and report to fiscal Committees fiscal bills introduced in their house in 2021.
January 21, 2022	Last day for any committee to hear and report to the floor bills introduced in their house in 2021.
January 21, 2022	Last day to submit bill requests to the Office of Legislative Counsel.
January 31, 2022	Last day for bills introduced in 2021 to pass in their house of origin.
February 18, 2022	Last day for bills to be introduced.

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### **Assembly Committee Leadership Updates**

Various changes in the makeup of the State Senate and Assembly due to recent departures of legislators led Speaker Anthony Rendon to announce changes to the chairpersons last month for the following committees: (1) Communications and Conveyance, (2) Governmental Organization, and (3) Housing and Community Development. Speaker Rendon appointed Assemblymember Sharon Quirk-Silva as Chair of the Communications and Conveyance Committee to replace the vacancy left by Assemblymember Miguel Santiago. Speaker Rendon appointed Assemblymember Santiago as the new Chair of the Governmental Organization Committee to replace Assemblymember Jim Fraizer, who resigned from the Assembly. Lastly, Speaker Rendon appointed Assemblymember Buffy Wicks as Chair of the Housing and Community Development Committee to replace the outgoing Assemblymember David Chiu, who resigned from the Assembly to serve as the San Francisco City Attorney.

### **State Budget Surplus Update**

Leaders in the State Senate and Assembly released budget blueprints outlining broad goals on how they would like to spend the State's sizable surplus next year, which the Legislative Analyst's Office projects could reach \$31 billion. Assembly Leaders released a blueprint that focuses on oversight of state programs and new spending for infrastructure, education, and health care. While the Assembly blueprint does not mention specifics, it does call on more funding for expanding broadband access, affordable housing, and a \$10 billion investment for transportation projects generally, including transit infrastructure. The Senate blueprint is less specific, opting to outline broad goals for investments, including a focus on housing affordability and boosting transportation, broadband, and climate/disaster resiliency infrastructure spending.

### **Clean California Grant Program**

On December 1, 2021, Governor Gavin Newsom announced that almost \$300 million would be available to fund local community projects that will clean and beautify local streets, triable lands, parks, and transit centers in the State. The State made this investment to allow local communities to combine beautification projects with art to enhance the walkability of outdoor spaces and provide more space for recreation. The Call for Projects opened in December 2021, and local communities must submit their applications by February 2022. The California Department of Transportation will announce project awards in March 2022. For more information, please visit the Clean California Local Grant Program homepage at <https://cleancalifornia.dot.ca.gov/local-grants>

## **FEDERAL**

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### **Fiscal Year (FY) 2022 Appropriations Update**

Since the start of the fiscal year in October 2021, the federal government has operated under a short-term Continuing Resolution (CR) that maintains the previous year's funding levels through

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December 3, 2021. The CR was supposed to give lawmakers additional time to negotiate the FY 2022 appropriations package, which is comprised of 12 spending bills that make up the federal budget. However, the heads of the House and Senate Appropriations Committees failed to make progress on an appropriations framework. In the absence of an agreement, House and Senate leadership settled on another temporary stopgap bill through February 18, 2022. On December 2, 2021, the House approved a CR (H.R. 6119) by a vote of 221 to 212 and then passed the Senate by a vote of 69 to 28. The next day President Biden signed H.R. 6119 into law, funding the federal government and avoiding a shutdown.

This provided Congress a couple of months to resolve partisan disputes over funding levels and policy riders that have stalled progress on the FY 2022 appropriations bills. Unfortunately, by extending the temporary spending measure into the second quarter of the fiscal year, the legislation also delays the full impact of the first year of funding increases provided by the bipartisan infrastructure bill, the Infrastructure Investment and Jobs Act (IIJA). The CR provides the U.S. Department of Transportation with the FY 2021 enacted amount of funding authority, pro-rated by the number of days covered by the CR. Although much of the funding provided by the IIJA is entirely independent of this process, \$73.4 billion in contract authority from the Highway Trust Fund for FY 2022 is almost all affected by the appropriations delay. The hope is that an agreement on an appropriations bill for the remainder of FY 2022 can be reached by mid-February and that it will contain the obligation levels promised by the IIJA.

#### **Long-Term Debt Limit Extension Passed**

This past summer, the United States reached the debt limit, which enables the government to keep financing federal spending that has already been authorized by Congresses and presidents of both parties. Since then, the U.S. Department of the Treasury has taken extraordinary measures to prevent the U.S. from defaulting on its obligations.

In October 2021, Congress reached an agreement on a short-term solution to increase the federal debt limit by \$480 billion to avoid defaulting. This bill gave Congress until mid-December 2021 to negotiate a longer-term deal, which would need a minimum of 60 bipartisan votes in the Senate to pass. Republicans then indicated that they would no longer assist Democrats in raising the borrowing limit in the future. To work around this disagreement, on December 9, 2021, the Senate voted to approve a measure (S. 610), making a one-time exemption to the 60-vote rule, empowering Democrats to pass a debt ceiling increase with only a simple majority. The vote tally was 59 to 35, with 10 Republicans joining Democrats in this unusual step.

On December 14, 2021, the Senate and House of Representatives approved Senate Joint Resolution 33 to increase the nation's debt ceiling by \$2.5 trillion, which was intended to extend U.S. borrowing authority past the 2022 midterm elections into early 2023. The vote totals were 50 to 49

in the Senate and 221 to 209 in the House. President Biden immediately signed the bill into law, preventing the United States from defaulting on its more than \$29 trillion in loans.

### **Build Back Better Act/Human Infrastructure Reconciliation Bill**

On November 19, 2021, the House passed the “human” infrastructure bill, now known as the Build Back Better Act (BBB; H.R. 5376), by a vote of 220 to 213. Representative Jared Golden (D-Maine) was the only Democrat to join all Republicans in opposing the bill. This \$1.75 trillion climate and social spending bill represents the second half of President Biden’s domestic agenda. The proposal includes \$10 billion for improving transit connections to low-income neighborhoods, \$10 billion for high-speed rail projects, and \$4 billion for state/local greenhouse gas (GHG) reduction programs. The social spending package distributes funding as follows:

- Child Care – \$400 billion
  - Universal preschool for all 3- and 4-year-olds
  - Affordable childcare
- Home Care – \$150 billion
- Child Tax and Earned Income Tax Credits – \$200 billion
- Clean Energy and Climate Investments – \$555 billion
  - Clean energy tax credits
  - Resilience investments
  - Investments and incentives for clean energy technology, manufacturing, and supply chains
  - Clean energy procurement
- Affordable Care Act Credits, including in Covered States – \$130 billion
- Medicare Hearing – \$150 billion
- Housing – \$150 billion
- Higher Education and Workforce – \$40 billion
- Equity and Other Investments – \$90 billion

The bill now heads to the Senate for consideration, where it faces unique complications. Senate Majority Leader Chuck Schumer (D-NY) was working to pass the bill before the Christmas holiday. However, on December 13, 2021, Senator Joe Manchin (D-WV) signaled that he had concerns about inflation and the cost of the legislation. The bill is moving through the reconciliation process where President Biden will need the support of all 50 Democrat caucus members to pass the Senate. Furthermore, the Senate Parliamentarian continued her work to determine if certain provisions comply with chamber rules on what is germane to a reconciliation measure. Assuming changes are made and the Senate passes the BBB, the bill would return to the House for another vote. If the House passes that bill without modifications, it will then proceed to the President for his signature.

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**President Biden Extends Federal Mask Mandate**

In December 2021, the Biden Administration extended the federal mask mandate, requiring all travelers using airplanes, trains, and buses to wear a mask while in transit and while waiting at the airport or train station through March 18, 2022. The federal mask mandate was set to expire on January 18, 2022, after being extended in August. However, the first confirmed case of the new Omicron variant in the United States prompted the President to extend the mandate further.

**FISCAL IMPACT:**

Work associated with the January 2022 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 16  
REPORT

Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

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 \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and  
Amendments \$5,000 - \$74,999

**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 \$200,000**

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
CALCOG	FY22 CALCOG Membership Dues	\$43,845
Royce Carlton Inc	2021 Economic Summit Keynote Speaker	\$25,000
Planetbids Inc.	FY22 PlanetBids Software Subscription	\$15,793
Green Paradigm Consulting Inc.	FY22 Consulting Services	\$6,000
Quadient Leasing USA Inc.	FY22 Mail Machine Lease	\$5,000

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

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
Various (21-047-C01 through 21-047-C19)	Monthly report on Regional Early Action Plan Program (REAP) on-call services.	Various (as identified the attachment)

**SCAG executed these Amendments for more than \$5,000 but less than \$75,000 and less than 30% of the original contract value**



**Consultant/Contract #**

N/A

**Amendment's Purpose**

N/A

**Amendment**

**Amount**

N/A

**ATTACHMENT(S):**

1. Contract Summary 21-047-C01 through C19

**CONSULTANT CONTRACT NOS. 21-047-C01 THROUGH 21-047-C19**  
**MONTHLY REAP FOLLOW UP**

**Selected  
Consultants:**

1. AECOM Technical Services, Inc.
2. Arup North America, Ltd.
3. Ascent Environmental, Inc.
4. BAE Urban Economics, Inc.
5. CTY Housing, Inc.
6. ECONorthwest
7. Estolano Advisors
8. HR&A Advisors Inc.
9. Kimley-Horn and Associates, Inc.
10. Kosmont & Associates, Inc.
11. LeSar Development Consultants
12. National Community Renaissance of California
13. Opticos Design, Inc.
14. Raimi + Associates
15. Stantec Consulting Services, Inc.
16. RDC-S111 (dba Studio One Eleven)
17. Turner Housing Innovation Labs, Inc.
18. Woodsong Associates, LLC
19. WSP USA Inc.

**Background &  
Scope of Work:**

On April 1, 2021, the Regional Council approved a procurement program to accelerate project delivery for the Regional Early Action Plan Program (REAP) and requested staff to report back monthly on procurement activities related to the On Call Services for the REAP Program. This report is to inform the RC of those activities. This report is to inform the Regional Council of procurement activities, contracts and amendments related to the On-call Services for the REAP Program.

In summary, the REAP Program provides a new model for timely implementation of SCAG's local assistance programs and the Regional Council has approved the following:

- (1) Authorized staff to enter into up to a total of \$10,000,000 in On Call Services contracts to implement the Regional Council's approved REAP work program, upon completion of competitive procurement and selection of consultants for the On Call Services;
- (2) Waived SCAG's procurement requirement to first obtain the Executive/Administration Committee's and Regional Council's approval for contracts at or above \$200,000 prior to execution, for any individual contract up to \$500,000 awarded to complete work that is part of the Regional Council's approved REAP grant funded program and authorization for the Executive Director or his/her designee to execute such contracts upon consultation with legal counsel;
- (3) Waived SCAG's procurement requirement necessitating Executive/Administration Committee's and Regional Council approval prior to entering any contract amendment exceeding \$75,000 or 30% (whichever is less) and, instead, requiring amendments of 30% or more to be first approved by the Executive/Administration Committee and Regional Council, and authorizing the Executive Director or his/her designed to execute such amendments upon

consultation with legal counsel; and (4) directing staff to make monthly informational reports to the Regional Council of procurement activities, contracts and amendments related to REAP made pursuant to this action.

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

- Supporting local jurisdictions in the update of their Housing Elements;
- Assistance with integrated land use planning, urban design and land use policy;
- Assistance with community development finance;
- Assistance with racial equity analysis and training; and
- Assistance with Grant Writing and Grant Program Administration.

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

**Contract Amount:** **Total not to exceed** **\$10,000,000**

Note: This is for on-call, or as needed services with consultants to be paid upon a Task Order award. As such, there is no specific award amount to each consultant, nor does SCAG guarantee any specific amount of work to a consultant. Therefore, the amount that may be funded to each consultant is not yet determined

**Contract Period:** June 2021 through December 31, 2023

**Project Number(s):** 300.4887.01 – 300.4887.04  
 300.4888.01  
 300.4889.01 – 300.4889.04  
 300.4890.01 – 300.4890.02  
 300.4891.01 – 300.4891.02

Funding source(s): REAP Program Grant

**Update** Below is a table showing the on-call services procurements, and their status at present. Any future dates are subject to change, and procurements may be added or removed to this list.

Project Title	RFP Released	Awarded to (Consultant)	Amount of Award
P&O-1 Leadership Academy	5/3/2021	LeSar Development Consultants	\$815,823
HPS-1 CEQA	5/25/2021	Ascent Environmental, Inc.	\$337,738
HSD 1-A - Advanced ADU Bundle	6/30/2021	AECOM Technical Services, Inc.	\$546,676
SRP-1 WSCCOG REAP SRP Project Westside Development Constraints Cost and Land Use Regulation Policy Actions	8/12/2021	Arup North America, Ltd.	TBD
HPS-2 Other to Residential	7/16/2021	Studio One Eleven	\$137,740
HSD 1-B Preliminary ADU Bundle	8/4/2021	Woodsong Associates, LLC	\$534,765
HSD 2-A EIFD Bundle	7/30/2021	Kosmont & Associates, Inc.	\$579,462
HSD 3-A Objective Development Standards	8/26/21	One bid only (*2nd release in Parts please see below)	N/A
HSD 2-D One San Pedro EIFD Study	8/11/2021	Kosmont & Associates, Inc.	\$229,950

Project Title	RFP Released	Awarded to (Consultant)	Amount of Award
SRP-3 N. La County/Palmdale Digital Utility Data Inventory Tool for Housing	8/11/2021	No bids (**2nd release please see below)	N/A
HSD 2-C Heart of Hollywood TIF Study	8/19/2021	TBD (Closed 10/4/21)	TBD
HSD 2-B Palmdale Housing Project	9/24/2021	TBD (Closed 11/3/21)	TBD
HSD 3-E South El Monte Comprehensive Zoning Update	10/1/2021	TBD (Closed 11/10/21)	TBD
HSD 3-C Rialto Specific Plan Merger and Update	10/14/21	TBD (Closed 11/24/21)	TBD
SRP-2 SFVCOG Mapping Application Tool	11/29/21	TBD (Closes 1/11/22)	TBD
HSD 3-A1 Objective Development Standards	10/27/21	TBD (Closed 12/3/21)	TBD
HSD 3-A2 Objective Development Standards	10/27/21	TBD (Closed 12/3/21)	TBD
TOD 1-A LA Metro Strategic Planning for Housing Acceleration	Expected: Late 2021	Expected: Early 2022	TBD
<b>Below are RFPs anticipated to be released to the bench</b>			
RRA – Regional Resiliency Analysis	TBD	Expected: Early 2022	TBD
TOD 1-B LA Metro Community Collaboration For Equitable Housing Acceleration	Expected: 12/2021	TBD	TBD
HSD 3-D Burbank Media District Specific Plan	Expected: 11/2021	Expected: 12/2021	TBD
TCC 1 Pomona	Expected: Late 2021	Expected: Early 2022	TBD
TCC 2 Riverside	Expected: Late 2021	Expected: Early 2022	TBD
TOD 2 Metrolink Station Areas Analysis	Expected: Late 2021	Expected: Early 2022	TBD
SRP-4 Subregion Joint ADU Project-OCCOG/VCOG/GCCOG	TBD	TBD	TBD
<b>The below RFPs will be/have been re-released on Planet Bids due to insufficient responses.</b>			
SRP-3 N. La County/Palmdale Digital Utility Data Inventory Tool for Housing (re-release)	10/14/2021	TBD**	TBD
SRP-1 A WSCCOG REAP Subregional Partnership Project (Project #2 and #4) (re-release)	Expected: Late 2021	TBD*	TBD





AGENDA ITEM 17  
REPORT

Southern California Association of Governments  
Remote Participation Only  
January 6, 2022

**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.

**MEMBERSHIP DUES:**

As of December 13, 2021, 180 cities and 5 counties had paid their FY22 dues. This represents 92.59% of the dues assessment. 6 cities and 1 county have yet to pay their dues.

**BUDGET & GRANTS (B&G):**

Staff analyzed and validated the requests received for FY 2022-23 (FY23) Comprehensive Budget and OWP. The preliminary analysis and data were shared with each division and the requests were further reviewed and discussed by the Executive Team. A draft budget will be presented to the EAC and RC in March 2022.

Staff also reviewed and provided comments to the framework paper for the Regional Early Action Planning Grants of 2021 (REAP 2.0), which was issued in November 2021. SCAG is eligible for advance application and staff is currently preparing the application materials to request up to 10% of program funds under formula allocation for Metropolitan Planning Organizations (MPOs) and Council of Governments (COGs).

**CONTRACTS:**

In November 2021, the Contracts Department issued two (2) Request for Proposals; awarded two (2) contracts; issued four (4) contract amendments; and processed 30 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 157 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. This



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month Contracts' staff negotiated \$51,905 in budget savings, bringing the Fiscal Year total to \$302,729 in savings.

**ATTACHMENT(S):**

1. CFO Charts 010622



# Office of the Chief Financial Officer

## Monthly Status Report

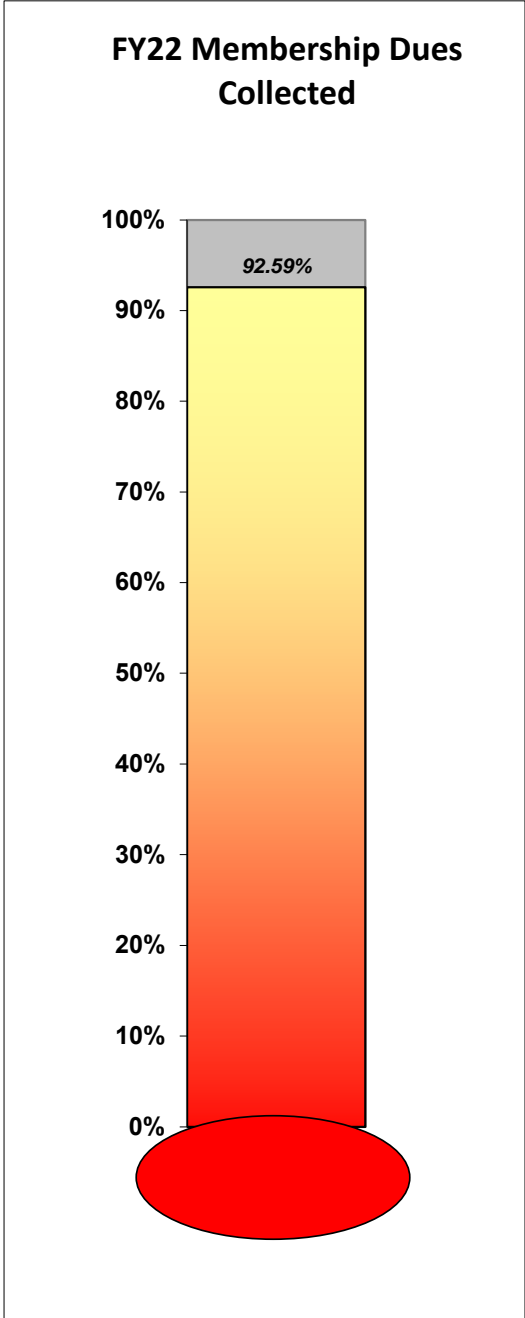
**NOVEMBER 2021**

**OVERVIEW**

As of December 13, 2021, 180 cities and 5 counties had paid their FY22 dues. This represents 92.59% of the dues assessment. 6 cities and 1 county had yet to pay their dues.

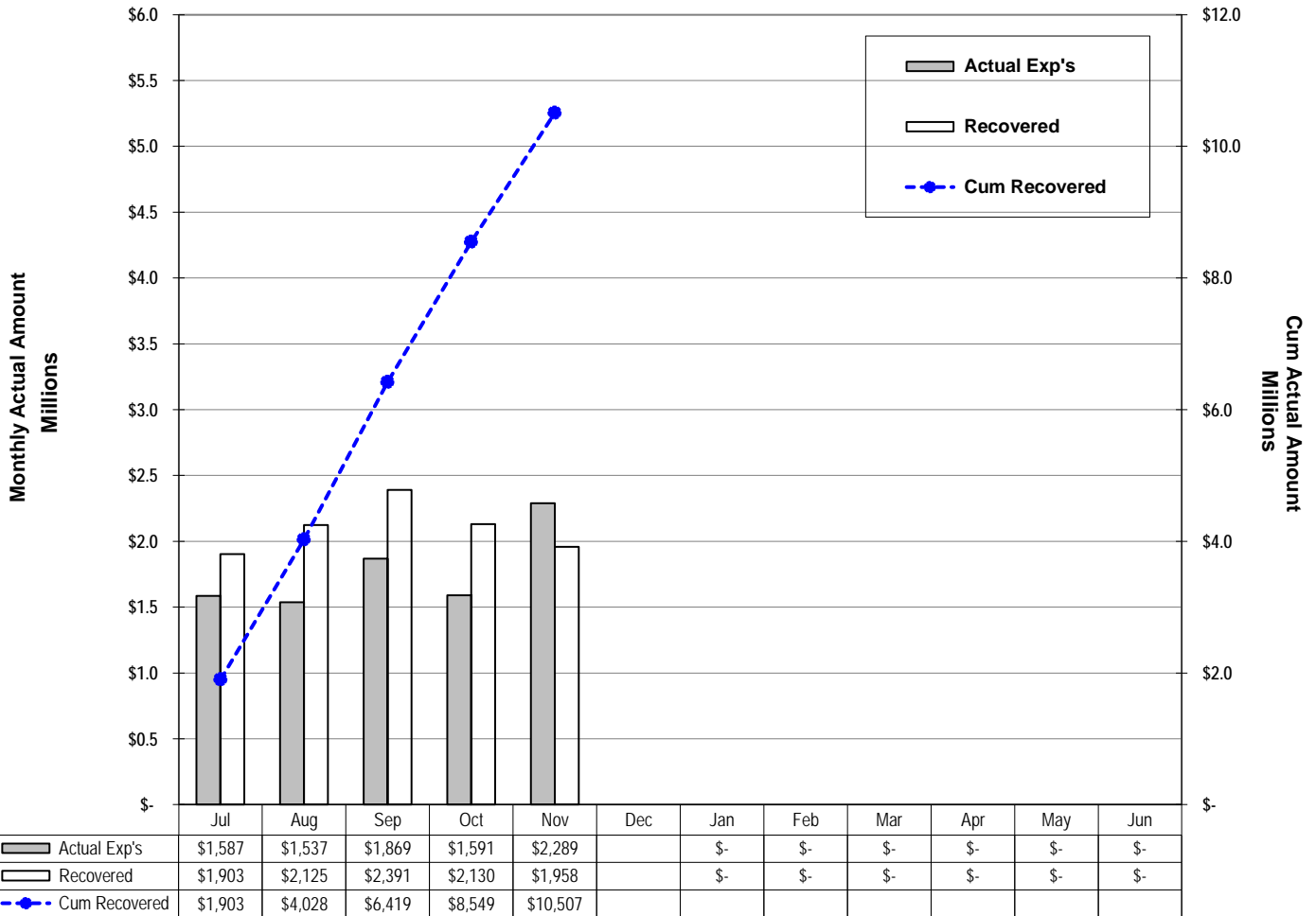
**SUMMARY**

FY22 Membership Dues	<u>\$ 2,194,817</u>
	<u>                  </u>
	<u>                  </u>
Total Collected	<u>\$ 2,032,137</u>
	<u>                  </u>
Percentage Collected	<u>92.59%</u>





### FY22 INDIRECT COST & RECOVERY



Attachment: CFO Charts 010622 (CFO Monthly Report)

## OVERVIEW

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

## SUMMARY

**Through November 2021, SCAG was over-recovered by \$1,634,248.99 due to unspent Indirect Cost budget. This is in line with the over-recovery built into the FY22 IC rate.**



**Office of the CFO**  
Consolidated Balance Sheet

	10/31/2021	11/30/2021	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 5,588,562	\$ 13,689,250		
LA County Investment Pool	\$ 6,492,681	\$ 4,130,149		
Cash & Investments	\$ 12,081,244	\$ 17,819,399	\$ 5,738,155	Revenues of \$9.9M and Expenses of \$4.2M both on cash basis.
Accounts Receivable	\$ 17,353,207	\$ 11,951,006	\$ (5,402,201)	Payments of \$5.89M from FHWA PL, \$2.36M from FTA5303, \$838K from OTS, \$307K from FY19 ATP Local Planning Initiative, \$230K from FY22 SB1 SC Formula, \$133K from TDA, \$66K from memberships, \$33K from City of LA, \$29K from FY20 ATP Imperial County Project, \$20K from DOE, and \$9K from Sponsorship and Misc items, offset by billings of \$2.2M to FHWA PL, \$962K to FTA5303, \$69K to FY22 SB1 SC Formula, \$1.1M to MSRC and \$42K AR Unbilled.
Other Current Assets	\$ (509,232)	\$ (88,066)	\$ 421,167	The increase is due to net amortization of \$11K in prepaid expenses plus net IC/FB fund over recovery of \$410K.
Fixed Assets - Net Book Value	\$ 5,433,945	\$ 5,433,945	\$ -	
<b>Total Assets</b>	<b>\$ 34,359,164</b>	<b>\$ 35,116,284</b>	<b>\$ 757,121</b>	
Accounts Payable	\$ (455,902)	\$ (1,521,701)	\$ (1,065,799)	Increase in Accounts Payable due to decrease in Contracts \$905K and AP \$160K.
Employee-related Liabilities	\$ (400,446)	\$ (607,261)	\$ (206,815)	Increase in liabilities due to 10 unpaid working days in November and 5 in October.
Deferred Revenue	\$ (7,707,535)	\$ (7,707,535)	\$ -	No Change
<b>Total Liabilities and Deferred Revenue</b>	<b>\$ (8,563,883)</b>	<b>\$ (9,836,497)</b>	<b>\$ (1,272,614)</b>	
<b>Fund Balance</b>	<b>\$ 25,795,280</b>	<b>\$ 25,279,787</b>	<b>\$ (515,493)</b>	
<b>WORKING CAPITAL</b>				
	10/31/2021	11/30/2021	Incr (decr) to working capital	
Cash	\$ 12,081,244	\$ 17,819,399	\$ 5,738,155	
Accounts Receivable	\$ 17,353,207	\$ 11,951,006	\$ (5,402,201)	
Accounts Payable	\$ (455,902)	\$ (1,521,701)	\$ (1,065,799)	
Employee-related Liabilities	\$ (400,446)	\$ (607,261)	\$ (206,815)	
<b>Working Capital</b>	<b>\$ 28,578,103</b>	<b>\$ 27,641,443</b>	<b>\$ (936,660)</b>	

Attachment: CFO Charts 010622 (CFO Monthly Report)



**Office of the CFO**  
Fiscal Year-To-Date Expenditure Report Through November 30, 2021

**COMPREHENSIVE BUDGET**

		<b>Adopted Budget</b>	<b>Amended Budget</b>	<b>Expenditures</b>	<b>Commitments</b>	<b>Budget Balance</b>	<b>% Budget Spent</b>
1	Staff & Allocated Fringe Benefits	257,016	257,016	76,675	-	180,341	29.8%
2	51001 Allocated Indirect Costs	363,202	363,202	108,349	-	254,853	29.8%
3	54300 SCAG Consultants	288,000	276,004	66,000	168,978	41,026	23.9%
4	54340 Legal costs	120,000	120,000	-	120,000	0	0.0%
5	55441 Payroll, bank fees	15,000	15,000	3,191	11,809	0	21.3%
6	55580 Outreach/Advisement	-	1,000	661	307	32	66.1%
7	55600 SCAG Memberships	127,600	127,600	62,617	25,511	39,472	49.1%
8	55610 Professional Membership	11,500	11,500	2,670	2,657	6,173	23.2%
9	55620 Res mat/sub	2,000	2,000	-	-	2,000	0.0%
10	55730 Capital Outlay > \$5,000	1,512,183	1,512,183	109,988	899,269	502,927	7.3%
11	55840 Training Registration	-	11,996	11,996	-	0	100.0%
12	55860 Scholarships	44,000	44,000	-	-	44,000	0.0%
13	55910 RC/Committee Mtgs	15,000	15,000	-	-	15,000	0.0%
14	55912 RC Retreat	13,000	13,000	-	-	13,000	0.0%
15	55914 RC General Assembly	611,500	611,500	-	-	611,500	0.0%
16	55915 Demographic Workshop	28,000	28,000	-	1	27,999	0.0%
17	55916 Economic Summit	85,000	85,000	25,000	8,925	51,075	29.4%
18	55918 Housing Summit	20,000	20,000	-	-	20,000	0.0%
19	55920 Other Meeting Expense	86,500	86,500	2,320	19,259	64,921	2.7%
20	55xxx Miscellaneous other	67,000	66,000	1,051	12,897	52,052	1.6%
21	55940 Stipend - RC Meetings	202,000	202,000	81,270	-	120,730	40.2%
22	56100 Printing	10,000	10,000	-	10,000	0	0.0%
23	58100 Travel - outside SCAG region	77,500	77,500	-	-	77,500	0.0%
24	58101 Travel - local	47,500	47,500	1,288	-	46,212	2.7%
25	58110 Mileage - local	31,500	31,500	34	-	31,466	0.1%
26	58150 Travel Lodging	13,000	13,000	23	-	12,977	0.2%
27	58800 RC Sponsorships	165,000	165,000	10,200	26,931	127,869	6.2%
28	<b>Total General Fund</b>	<b>4,213,001</b>	<b>4,213,001</b>	<b>563,333</b>	<b>1,296,543</b>	<b>2,353,125</b>	<b>13.4%</b>
29				-			
30	Staff & Allocated Fringe Benefits	17,631,038	17,631,038	7,359,187	-	10,271,851	41.7%
31	5100x Allocated Indirect Costs	24,915,148	24,915,148	10,399,268	-	14,515,880	41.7%
32	543xx SCAG Consultants	40,296,922	72,427,112	2,801,681	34,552,998	35,072,432	3.9%
33	54302 Non-Profits/IHL	933,245	1,193,681	163,782	155,235	874,664	13.7%
34	54340 Legal Services	-	115,000	49,566	65,433	0	43.1%
35	54360 Pass-through Payments	9,191,406	9,191,406	-	5,007,208	4,184,198	0.0%
36	55210 Software Support	600,000	600,000	84,556	98,843	416,601	14.1%
37	55250 Cloud Services	1,635,500	1,635,500	132,902	319,375	1,183,223	8.1%
38	5528x Third Party Contributions	5,230,855	5,230,855	1,884,316	-	3,346,539	36.0%
39	55310 F&F Principal	264,368	264,368	108,597	155,771	0	41.1%
40	55315 F&F Interest	10,423	10,423	5,439	4,984	0	52.2%
41	55320 AV Principal	149,034	149,034	61,116	87,918	0	41.0%
42	55325 AV Interest	2,642	2,642	1,341	1,301	0	50.7%
43	55415 Off Site Storage	9,124	9,124	3,653	-	5,471	40.0%
44	55520 Hardware Supp	5,000	5,000	-	-	5,000	0.0%
45	55580 Outreach	64,000	64,000	16,000	-	48,000	25.0%
46	55620 Resource Materials - subscrib	540,000	540,000	44,239	83,043	412,718	8.2%
47	55810 Public Notices	65,000	65,000	25,093	-	39,907	38.6%
48	55830 Conf. Registration	4,000	4,000	-	-	4,000	0.0%
49	55920 Other Meeting Expense	19,000	19,000	6,588	-	12,412	34.7%
50	55930 Miscellaneous	190,717	186,316	-	18,766	167,550	0.0%
51	55931 Misc Labor	1,204,452	9,026,651	-	-	9,026,651	0.0%
52	55932 Misc Labor, Future	1,185,044	1,185,044	-	-	1,185,044	0.0%
53	56100 Printing	9,000	9,000	-	-	9,000	0.0%
54	58xxx Travel	82,500	80,500	1,040	-	79,460	1.3%
55	59090 Exp - Local Other	40,011,607	40,011,607	-	-	40,011,607	0.0%
56	<b>Total OWP, FTA Pass Thru &amp; TDA</b>	<b>144,250,025</b>	<b>184,571,449</b>	<b>23,148,364</b>	<b>40,550,876</b>	<b>120,872,208</b>	<b>12.5%</b>
57		-	-	-			
58	<b>Comprehensive Budget</b>	<b>148,463,026</b>	<b>188,784,450</b>	<b>23,711,697</b>	<b>41,847,419</b>	<b>123,225,334</b>	<b>12.6%</b>

**Attachment: CFO Charts 010622 (CFO Monthly Report)**



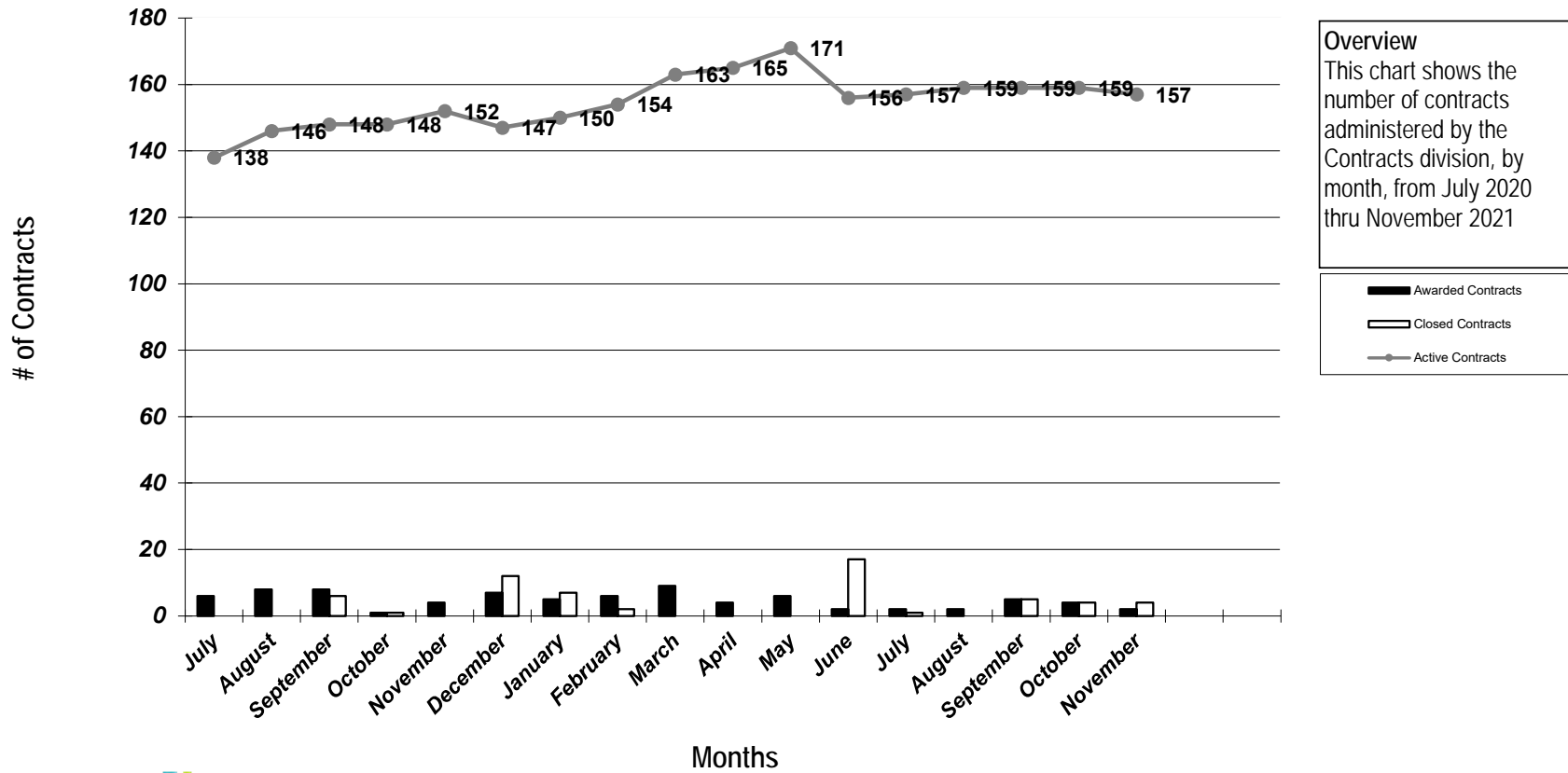
**INDIRECT COST EXPENDITURES**

			<b>Adopted Budget</b>	<b>Amended Budget</b>	<b>Expenditures</b>	<b>Commitments</b>	<b>Budget Balance</b>	<b>% Budget Spent</b>
1	50010	Regular Staff	7,746,533	7,746,533	3,361,395		4,385,138	43.4%
2	50013	Regular OT	1,000	2,000	1,428		572	71.4%
3	50014	Interns, Temps, Annuit	78,000	78,000	14,144		63,857	18.1%
4	50016	Retired Annuitant		25,150	24,367		783	96.9%
5	50030	Severance	80,000	74,000	17,288		56,712	23.4%
6	51xxx	Allocated Fringe Benefits	6,077,056	6,077,056	2,647,486	-	3,429,570	43.6%
7	54300	SCAG Consultants	1,961,819	1,940,669	649,668	1,291,000	0	33.5%
8	54301	Consultants - Other	731,000	781,000	89,230	432,358	259,412	11.4%
9	54340	Legal	40,000	40,000		40,000	0	0.0%
10	55201	Network and Communications	304,000	304,000	90,996	83,252	129,752	29.9%
11	55210	Software Support	548,900	508,400	224,547	283,853	(0)	44.2%
12	55220	Hardware Supp	940,817	853,577	35,980	287,037	530,560	4.2%
13	55240	Repair & Maint Non-IT	26,500	26,500	5,174	21,326	0	19.5%
14	55251	Infrastructure Cloud Services	623,465	658,465	131,031	51,462	475,972	19.9%
15	55271	On-Prem Software	247,690	247,690	1,334	-	246,356	0.5%
16	55275	Co-location Services	250,000	250,000	49,658	100,145	100,196	19.9%
17	55315	F&F Interest	4,376	4,376	2,283	2,093	0	52.2%
18	55325	AV Interest	8,162	8,162	4,142	4,020	0	50.8%
19	55400	Office Rent DTLA	2,302,445	2,302,445	1,165,102	1,137,268	75	50.6%
20	55410	Office Rent Satellite	278,200	278,200	64,095	78,424	135,682	23.0%
21	55415	Offsite Storage	5,000	5,000	2,185	1,104	1,711	43.7%
22	55420	Equip Leases	100,000	100,000	21,268	38,732	40,000	21.3%
23	55430	Equip Repairs & Maint	1,000	1,000		-	1,000	0.0%
24	55435	Security Services	100,000	100,000	21,876	78,124	0	21.9%
25	55440	Insurance	315,000	315,000	155,582	-	159,419	49.4%
26	55441	Payroll / Bank Fees	17,500	17,500	3,491	14,009	0	19.9%
27	55445	Taxes	5,000	5,000	50	1,450	3,500	1.0%
28	55460	Mater & Equip < \$5,000 *	54,000	54,000	2,831	155	51,014	5.2%
29	55510	Office Supplies	73,800	73,800	3,089	59,104	11,607	4.2%
30	55520	Graphic Supplies	4,000	4,000		-	4,000	0.0%
31	55530	Telephone	-	500	207	-	293	41.4%
32	55540	Postage	10,000	10,000		10,000	0	0.0%
33	55550	Delivery Svc	5,000	5,000	3,259	1,741	0	65.2%
34	55600	SCAG Memberships	102,200	102,200	830	170	101,200	0.8%
35	55610	Prof Memberships	1,500	1,500		-	1,500	0.0%
36	55611	Prof Dues	1,350	1,350		-	1,350	0.0%
37	55620	Res Mats/Subscrip	58,100	57,100	25,064	7,209	24,827	43.9%
38	55630	COVID Facility Expenses		53,740	8,966	7,131	37,644	16.7%
39	55700	Deprec - Furn & Fixt	250,330	250,330		-	250,330	0.0%
40	55720	Amortiz - Leasehold Improvements	75,000	75,000		-	75,000	0.0%
41	55800	Recruitment Notices	25,000	25,000	2,060	22,939	0	8.2%
42	55801	Recruitment - other	45,000	45,000	5,419	27,856	11,725	12.0%
43	55810	Public Notices	2,500	-		-	0	
44	55820	In House Training	30,000	30,000		-	30,000	0.0%
45	55830	Networking Meetings/Special Events	20,000	20,000	190	-	19,810	1.0%
46	55840	Training Registration	65,000	65,000	12,217	-	52,783	18.8%
47	55920	Other Mtg Exp	2,500	2,500	50	-	2,450	2.0%
48	55950	Temp Help	108,316	108,316	22,932	31,949	53,435	21.2%
49	55xxx	Miscellaneous - other	11,500	9,000	-	-	9,000	0.0%
50	56100	Printing	23,000	23,000	372	7,628	15,000	1.6%
51	58100	Travel - Outside	83,300	80,800	1,478	-	79,322	0.0%
52	58101	Travel - Local	20,000	19,000	384	-	18,616	2.0%
53	58110	Mileage - Local	23,500	22,500	182	-	22,318	0.8%
54	58120	Travel Agent Fees	3,000	3,000	40	-	2,960	1.3%
55		<b>Total Indirect Cost</b>	<b>23,891,359</b>	<b>23,891,359</b>	<b>8,873,368</b>	<b>4,121,537</b>	<b>10,896,453</b>	<b>37.1%</b>

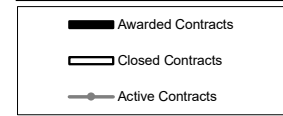
**Attachment: CFO Charts 010622 (CFO Monthly Report)**



## SCAG Contracts (Year to Date)



**Overview**  
 This chart shows the number of contracts administered by the Contracts division, by month, from July 2020 thru November 2021



**Summary**

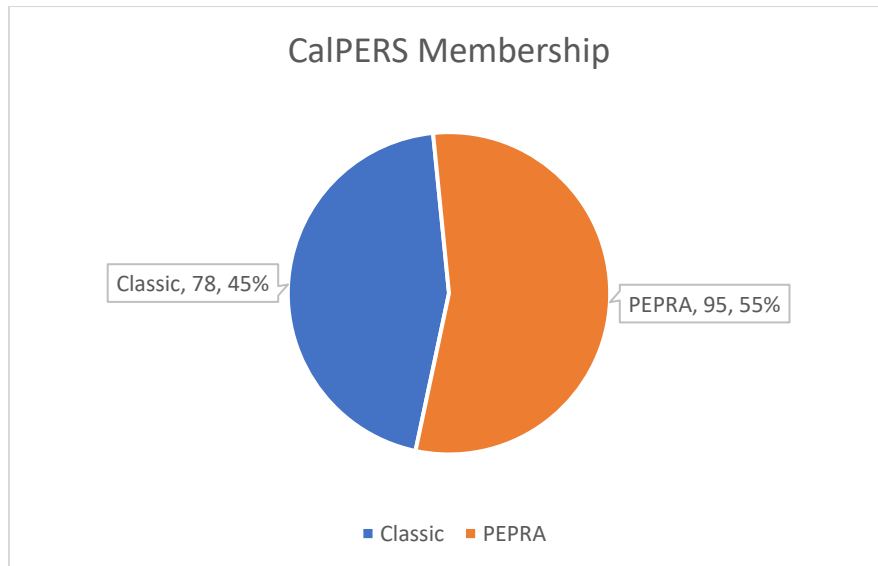
As illustrated on the chart, the Contracts Department is currently managing a total of 157 contracts. Forty-one (41) are Cost Plus Fee contracts; seventy-eight (78) are Lump Sum (formerly Fixed Price) contracts, and the remaining thirty-eight (38) are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

# CFO Report

As of November 1, 2021

## Staffing Update

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Temps	Agency Temps	Volunteers	Total
Executive Office	9	8	1	0	0	0	8
Human Resources	7	6	1	1	0	0	7
Legal Services	3	2	1	0	0	0	2
Finance	28	25	3	2	0	0	27
Information Technology	26	24	2	2	0	0	26
Policy & Public Affairs	22	19	3	0	1	0	20
Planning & Programs	94	89	5	3	0	6	98
<b>Total</b>	<b>189</b>	<b>173</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>188</b>



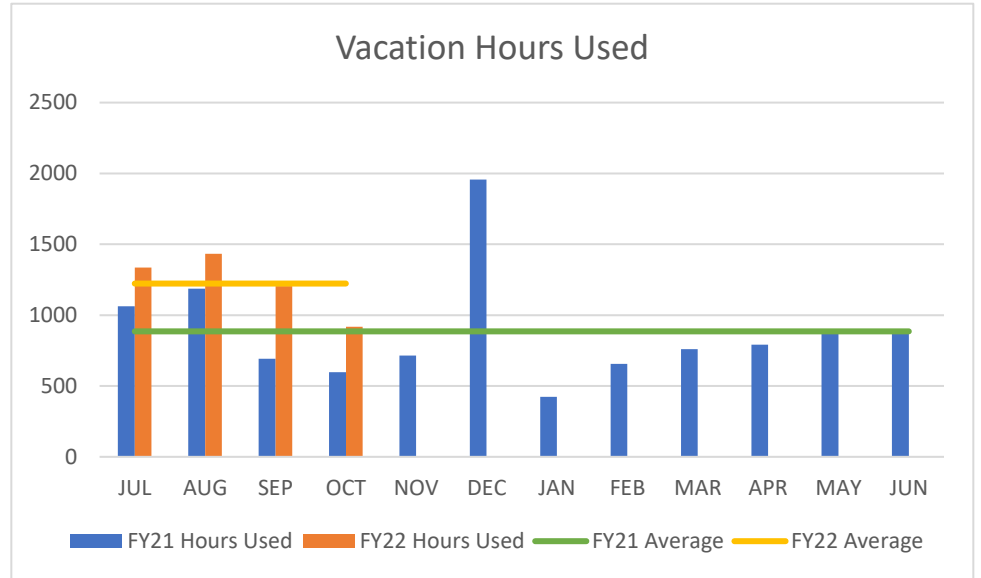
# CFO Report

As of November 1, 2021

## Vacation Update

### Vacation Usage FY22

	Hours Used	Cost
<b>Total</b>	4,891.60	\$ 306,453.15
<b>Average</b>	47.03	\$ 2,946.66
<b># of Staff</b>	104	
<b>% of Staff</b>	60.12%	



### Vacation Cash Out Pilot Program Usage in FY22 and FY21

	FY22 Hours Used	FY22 Cost	FY21 Hours Used	FY21 Cost
<b>Total</b>	160	\$ 10,894.40	1,180	\$ 81,956.80
<b>Average</b>	32	\$ 2,178.88	39.33	\$ 2,731.80
<b>Lowest</b>	20	\$ 1,227.00	20	\$ 1,352.40
<b>Highest</b>	40 (max)	\$ 2,866.80	40 (max)	\$ 5,568.40
<b># of Staff</b>	4		30	
<b>% of Staff</b>	2.31%		17.75%	

Attachment: CFO Charts 010622 (CFO Monthly Report)